

H J R

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FISCAL NOTE

REQUEST:

Revision Date: _____
 Title: Reauthorization of the Clean Air Act
 Sponsor: Representative Kay Brown
 Requestor: House Transportation Committee

Agency Affected: Environmental Conservation
 BRU: _____
 Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS: None

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Amy D. Kyle *ADK* Phone: 465-2600
 Division: Commissioner's Office Date: 26 Feb 1989

Approved by Commissioner: *James D. Kelso* Date: February 27, 1989
 Agency: Dept. of Environmental Conservation

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

Kay Brown

Alaska State Legislature House of Representatives

M E M O R A N D U M

APR 24 1989

TO: Senator Bettye Fahrenkamp
Chair, Senate Resources Committee

FROM: Representative Kay Brown

DATE: April 24, 1989

RE: Request for Scheduling of HJR 11

I would like to ask that HJR 11, relating to reauthorization of the Clean Air Act by Congress, be scheduled for a hearing in the Senate Resources Committee.

HJR 11 encourages Congress to reauthorize the Clean Air Act and, in so doing, to adopt an amendment to require vehicle certification at lower temperatures than is now required. This amendment, if adopted, could cut carbon monoxide emissions in Anchorage and Fairbanks by 46%; it is our best hope of solving the serious air pollution problems in those cities as well as elsewhere in the country.

Because Congress is expected to reauthorize the Clean Air Act this year, it's necessary for this resolution to pass both houses this session if we hope to assist the state's efforts to have the "cold start" amendment incorporated into the Act.

I have attached appropriate back-up materials. Should you want any more information, please feel free to contact my office.

Thank you for your consideration.

Kay Brown

Alaska State Legislature House of Representatives

M E M O R A N D U M

TO: Senate Resources Committee Members

FROM: Representative Kay Brown

DATE: May 5, 1989

RE: HJR 11, Relating to Reauthorization of the Federal Clean Air Act

CS for HJR 11, as passed by the House, asks Congress to:

- * reauthorize the Clean Air Act;
- * amend the Clean Air Act to require the Environmental Protection Agency to certify motor vehicles for carbon monoxide emission compliance at colder temperatures; and
- * increase mass transit funding as a means of mitigating air pollution.

Congress is expected to amend and reauthorize the Clean Air Act this year. Passage of this resolution will help Alaska's efforts to have a "cold start" amendment included. Certifying cars at colder temperatures can cut carbon monoxide emissions in Anchorage and Fairbanks by up to 46%.

The resolution in its current form is supported by the local governments of Anchorage and Fairbanks (by resolutions of both assemblies), the Departments of Transportation and Environmental Conservation, and various health and public interest organizations ranging from the Alaska Lung Association and the Clean Air Coalition to the League of Women Voters.

Above all, this is a health issue. The inspection and maintenance programs in Anchorage and Fairbanks have been highly successful in cutting down on carbon monoxide levels. However, those cities, as well as about 70 others around the country, are still out of compliance with clean air standards. Air pollution poses a threat to all our citizens--especially children, the elderly, and those with respiratory illnesses. In 1988 Anchorage and Fairbanks still had 14 air pollution violations each--13 more than each is allowed.



Tom Fink,
Mayor

Municipality of Anchorage

Municipal Health & Human Services Commission

825 "L" Street

P.O. Box 196650 • Anchorage, Alaska 99519-6650



Telephone:
(907) 343-4674

April 20, 1989

Senator Bettye Fahrenkamp, Vice-Chair
Senate Transportation Committee
P.O. Box V
Juneau, Alaska 99811

Subject: CSHJR 11

Dear Senator Fahrenkamp,

The Municipal Health & Human Services Commission strongly supports the Committee Substitute for House Joint Resolution 11, "relating to the reauthorization of the Clean Air Act."

The Municipality of Anchorage has made significant strides during the last few years towards reducing air pollution, including the implementation of a very successful Inspection and Maintenance Program in 1985. (The municipality estimates that CO emissions have been reduced by 50% as a result of this program.) Despite these efforts, the municipality exceeded federal air quality standards for carbon monoxide 15 times on ten different days in 1988.

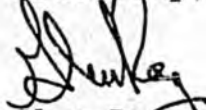
In order to further reduce air pollution in Anchorage additional steps must be taken. Unfortunately, some of the most effective air pollution reduction strategies can only be undertaken by the federal government. Two such strategies relating to federal reauthorization of the Clean Air Act have been identified in CSHJR 11. One part of the bill would require EPA to certify motor vehicles for carbon monoxide emission compliance at a colder temperature range. The Commission believes that implementation of this strategy could achieve the greatest reduction of air pollution of any remaining air pollution strategy.

APR 24 1989

The part of the resolution urging Congress to increase mass transit funding as a means of mitigating the adverse effects of transportation related air pollution is also an important strategy in the effort to improve Anchorage's air quality. However, it should be noted that the Commission is still in favor of the original proposal contained in HJR 11 which would permit the utilization of Federal gas tax money for the operation of mass transit.

If you have any questions regarding the Commission's stance on this issue please contact our staff at 343-4674.

Sincerely,



Glen Ray, Chair
Municipal Health & Human Services Commission

cc: Senator Lloyd Jones



Fairbanks North Star Borough

25th Silver Anniversary

January 23, 1989

Representative Kay Brown
Alaska State House
P.O. Box V
Juneau, Alaska 99811

Dear Representative *Kay* Brown:

I am writing to thank you for your sponsorship of HJR.11, relating to U.S. Congressional reauthorization of the Clean Air Act. This resolution would support the inclusion of two worthy amendments in any such reauthorization. The first would give communities in nonattainment of federal air quality standards, such as Anchorage and Fairbanks, the local option of using Federal gas tax funds for the operation of mass transit, carpooling, and other transportation measures. Such a provision would utilize monies paid directly by the owners of motor vehicles, whose vehicles account for over 90% of all carbon monoxide (CO) emitted in the Fairbanks area. This "pollution tax" would be a very equitable method for communities to charge the cost of control measures directly to those who are responsible for the problem.

The second amendment would continue the work that the Fairbanks North Star Borough has accomplished over the last two years, in our efforts to get the federal government to mandate the cold temperature CO testing of all new vehicles. Such a certification program, if required down to 20°F, appears to provide the best available method for significantly reducing future ambient CO concentrations on a national level, and would provide even greater benefits in Anchorage and Fairbanks.

The Fairbanks North Star Borough Administration heartily endorses HJR.11. This resolution has our full support, and I am instructing my staff to render any assistance necessary for its passage.

Sincerely,

Juanita
Juanita Helms
Borough Mayor

JH/RWJ/mnb

rj-5/bud

By: Juanita Helms
Introduced: 02/23/89
Adopted: 02/23/89

RESOLUTION NO. 89-022

A RESOLUTION RELATING TO HOUSE JOINT
RESOLUTION NO. HJR-11 IN THE
LEGISLATURE OF THE STATE OF ALASKA

WHEREAS, House Joint Resolution No. HJR-11 has been introduced into the Legislature of the State of Alaska, Sixteenth Legislature, First Session, to urge the Congress to support the reauthorization of the Clean Air Act with certain amendments; and

WHEREAS, House Joint Resolution No. HJR-11 would further urge the inclusion of the following amendments to a reauthorized Clean Air Act:

(1) permit cities that exceed emission standards established under the Act the local option of using Federal gas tax money for the operation of mass transit, light rail, ride-sharing systems and other transportation measures as a means of reducing air pollution; and

(2) require the Environmental Protection Agency to certify motor vehicles for carbon monoxide emission compliance at a colder temperature range beginning at 20 degrees Fahrenheit; and

WHEREAS, the people of the Fairbanks North Star Borough are committed to healthy air for residents of the Borough to breathe.

NOW, THEREFORE, BE IT RESOLVED that the Fairbanks North Star Borough Assembly supports and endorses House Joint Resolution No. HJR-11 in the Legislature of the State of Alaska, Sixteenth Legislature, First Session.

BE IT FURTHER RESOLVED that the Fairbanks North Star Borough Assembly urges the Interior Legislative Delegation to actively support the passage of HJR No. 11 in the Legislature of the State of Alaska, Sixteenth Legislature, First Session.

PASSED AND APPROVED THIS 23RD DAY OF FEBRUARY, 1989.

Chin Buid

Presiding Officer

ATTEST:

Mona Lee Pester

Clerk of the Assembly

seen fit to offer.

Something in the air

Here in Anchorage, the December air has carried more than snow and rain, clouds and sunshine. Four times in the last eight days carbon monoxide pollution has reached unhealthy levels, according to the city health department.

During 1988, Anchorage carbon monoxide levels have exceeded federal standards 14 times.

This news doesn't get the kind of attention it deserves.

Too many people are still under the misapprehension that this corner of the last frontier is free of big-city air pollution problems.

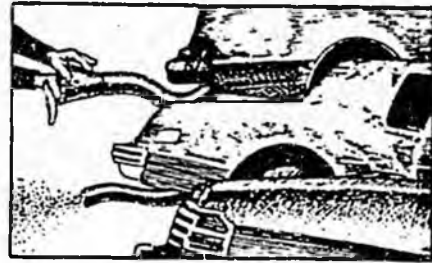
On a human level, this ignorance can be harmful. When air pollution reaches unhealthy levels, it begins to pose risks to people with heart and lung ailments.

On a policy level, ignorance of local air pollution breeds complacency. Public indifference increases the chances the city will try to continue business as usual, catering to the cars that cause the pollution and short-shrifting strategies needed to clear the air.

In the short run, Anchorage needs to clean up its cars. The city is studying the possibility of expanding the emissions testing program to include Mat-Su Valley commuters. If that doesn't work, Anchorage may have to consider mandating use of pollution-reducing oxygenated fuels, as Denver now does.

In the long run, Anchorage needs to cut its dependence on the automobile. That will take careful planning of future growth and a much stronger commitment to transit.

Anchorage's 14 air pollution violations in 1988 are 13 more than federal law allows. If the violations persist, the city faces the loss of federal highway funds. That threat, and the prospect of having air worthy of Los Angeles, should keep air pollution control at the top of the public agenda.



ADN 12/28/88

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Municipality of Anchorage



P.O. BOX 196650
ANCHORAGE, ALASKA 99519-6650
(907) 786-8402

TOM FINK,
MAYOR

TRANSIT DEPARTMENT

March 1, 1989

Representative Bette Cato
Chairperson, House Transportation Committee
Pouch V
Juneau, Alaska 99811

Dear Representative Cato:

I am writing in support of House Joint Resolution 11 as amended during the hearing and teleconference held Tuesday morning, February 28, 1989.

Air Quality Compliance is clearly an issue that Anchorage will continue to grapple with for some time to come. Even with the benefit of a population decline and a very effective inspection and maintenance program, we have not been able to reduce carbon monoxide emissions to levels within federal standards.

We are fully supportive of HJR 11, both with respect to its call for increased funding of mass transit and its provision urging the certification of motor vehicles for CO emissions at colder temperatures. If both provisions were to become reality, air quality in Anchorage - along with many other northern-climate cities - would be substantially improved. Clean, or more accurately, non-poisonous air is something especially important to Alaskans who, unlike New Yorkers, don't have to be able to see the air they breathe in order to trust it.

HJR 11 deserves the support of the House Transportation Committee as well as the full Legislature.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tom Brigham', is written over the typed name.

Tom Brigham
Transit Director

cc: Representative Kay Brown
Don Simmons, MOA

ATB2/lr26

Submitted by: Assemblyman Barnett
Prepared by: Assembly Budget Analyst
For reading: March 28, 1989

AMENDED AND APPROVED

Date: 4-4-89

ANCHORAGE, ALASKA
AR NO. 89-69

A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY SUPPORTING HOUSE
JOINT RESOLUTION NO. 11 (HJR 11) RELATING TO CONGRESSIONAL
REAUTHORIZATION OF THE CLEAN AIR ACT

WHEREAS, HJR 11 has been introduced in the legislature; and

WHEREAS, this proposed resolution addresses an innovative approach to requirements of the Clean Air Act as it relates to colder climates; and

WHEREAS, Anchorage's air quality stands to benefit if the concepts of HJR 11 is acted upon by the U. S. Congress.

NOW, THEREFORE, the Anchorage Municipal Assembly resolves:

Section 1: That this body endorses ^{CS} HJR 11 in its entirety and urges immediate and appropriate action by the U. S. Congress.

Section 2: That copies of this resolution be forwarded to Alaska Congressional Delegation and the Alaska legislature.

PASSED AND APPROVED by the Anchorage Assembly this 4th
day of April, 1989.

Chairman

ATTEST:

Municipal Clerk

EJG:eg
DOCA/AR22

Attachment (HJR NO. 11)

AIM 60-89

HJR 11

AMENDMENT

by Rep. Brown

Page 2, lines 15 to 18

Delete subparagraph (1) regarding the local option of using federal gas tax money for transit.

Insert instead a new paragraph following line 21, to read:
FURTHER RESOLVED that the Alaska State Legislature urges the Congress to increase mass transit funding as a means of mitigating the adverse impacts of transportation-related air pollution.



Department of Transportation
and Public Facilities

POSITION PAPER

BILL NO: HJR 11

APPROVED: M. L. H. G.

TITLE: A Resolution relating to
Congressional reauthorization
of the Clean Air Act.

DATE: February 27, 1989

The problem of winter time air pollution in Anchorage and Fairbanks is a serious health issue. The department supports that portion of the resolution that would require EPA to certify motor vehicles for carbon monoxide emission compliance at a colder temperature.

We oppose Alaska taking a position at the national level that would contravene a long standing prohibition against the use of federal-aid highway receipts for operating purposes. We believe this message would be detrimental to the on-going, emotionally-laden debate concerning how the formula for allocating the federal gas tax receipts should be constructed.

Presently, Alaska is the greatest beneficiary state receiving over \$5 for every \$1 dollar of contribution. Many high-population states which receive less than their total gas tax contributions find this inappropriate. At this time, the 50 state highway or transportation administrators (equivalent to our DOT&PF Commissioner) have been debating a policy position for submittal to Congress. At the root of our basic argument for maintaining Alaska's high ratio of receipts to contributions is the premise that we are a young, sparsely populated state, hampered by a significant percentage of federal in-holdings, which has yet to complete a basic highway network.

With this resolution we would seriously deflate this argument. The idea that we have such an "abundance" of federal-aid that we can divert some of it to transit operating assistance instead of our basic highway needs would seriously undermine our position. We, of course, already have a difficult job of persuasion, given our low state gas tax and the permanent fund dividends which are generally misunderstood by officials from other states.

At this time, some of the federal-aid highway receipts are used by the Anchorage Transit Authority for capital purposes. Approximately \$1 million per year is appropriated for this purpose. However, there has been a long-standing prohibition on the use of the highway funds for state operating purposes, whether for highway operations or transit operations.

For more information contact Catherine McHugh - 465-3900

There is already a federal program for providing operating assistance to municipal transit authorities. The Urban Mass Transit Authority (UMTA) has a transit-aid program for this purpose. In the near future the Congress will consider the new budget. In the current submittal the UMTA federal transit aid program would be slashed by 50% including total elimination of operating assistance aid for all municipalities greater than 200,000 population.

In addition, both Anchorage and Fairbanks have the ability under state law to levy fuel tax increments for transit related projects. That they have not yet utilized this avenue for revenue would not be lost on defenders of the highway trust fund.

In conclusion, we believe the request that Congress permit the use of federal-aid highway receipts for transit operating purposes would be controversial and unattainable and therefore detrimental to sensitive on-going discussion concerning how the new formula will allocate federal gas tax receipts. As an alternative, we recommend a resolution supporting an enlarged UMTA transit aid program as an appropriate method by which to pursue resolution of the winter time air problem.

This position is not meant to be contrary to the public need for transit or clean air. At present, the federal-aid received by the state is insufficient for our capital needs. Deteriorating highways and important new routes yet unbuilt speak volumes to this fact. Given the strength of the highway lobby at the national level, the resolution is not likely to achieve the intended result. But on the downside, the resolution could undermine the state's vigorous defense of our share of the federal gas tax receipts. If this debate is lost Alaska stands to lose millions of dollars annually. It is in this context that our position is proffered.

For more information contact Catherine McHugh - 465-3900

Kay Brown

Alaska State Legislature House of Representatives

M E M O R A N D U M

TO: Rep. Bette Cato, Chair
House Transportation Committee

FROM: Rep. Kay Brown *Tam*

DATE: February 27, 1989

RE: HJR 11, Relating to Congressional reauthorization of
the Clean Air Act

Reauthorization of the federal Clean Air Act is again before Congress. HJR 11 urges Congress to support the reauthorization. Moreover, it urges Congress to include two amendments that will help address the carbon monoxide problems in Alaskan cities, as well as in the rest of the country. Currently, neither Anchorage nor Fairbanks are in compliance with air quality standards; the high levels of carbon monoxide present in cold weather pose a serious health hazard to our citizens, particularly infants, the elderly, and those with heart and lung diseases.

The first amendment supported by HJR 11 would permit cities that exceed air quality standards (Anchorage and Fairbanks as well as about 60 other cities in the nation) the local option of using federal gas tax funds to operate transportation programs that can reduce air pollution. The utilization of federal gas taxes for mass transit, light rail, ride-sharing systems, and similar transportation measures would allow nonattainment cities to address their transportation needs in an overall plan that includes air quality and health concerns.

The second amendment to the Clean Air Act supported by HJR 11 would require the Environmental Protection Agency to certify motor vehicle emission compliance at a colder temperature range. Certification at temperatures beginning at 20 degrees Fahrenheit instead of only at 68 to 86 degrees could reduce carbon dioxide emissions by as much as 28 percent. This amendment has been urged by Alaska successfully in the past; last year it was included in legislation approved by the U.S. Senate and incorporated into a version of the Clean Air Act reauthorization. The 100th Congress failed to pass a reauthorization bill, but, according to the Governor's Washington office, the state is continuing this "cold start" effort with the current Congress.

HJR 11 has been endorsed by the Fairbanks Assembly, the Alaska Lung Association, the League of Women Voters, and others. The Anchorage Assembly is taking up a resolution of support on Feb. 28. A resolution very similar to HJR 11 was previously adopted by the U. S. Conference of Mayors.

I thank you for hearing HJR 11. I hope the committee will agree that the Alaska Legislature's support of reauthorization of the Clean Air Act, with the proposed amendments, is important to the health of Alaskan residents.

Cost - cold weather ^{clean} start - \$45-50 per car

amendment p.2, line 15

Date: 2-27-89

To: Kay Brown

From: Marge Hays *M.H.*
Natural Resource Director
AK League of Women Voters

Re: House Joint Resolution 11

The Alaska League of Women Voters supports House Joint Resolution 11 concerning air pollution controls.

The League's position on natural resources includes the following:

"Promote an environment beneficial to life through the protection and wise management of natural resources in the public interest by recognizing the interrelationship of air quality, energy, land use, waste management and water resources."

We support the concept that the protection of our natural resources and environment is the responsibility of all levels of government.

We find the proposed legislation compatible with this and wish to encourage further legislation which would promote a healthy environment.

Thank you.

Transportation

NATIONAL POSITION

Position in Brief: *Promote energy-efficient and environmentally sound transportation systems that improve the well-being of cities and other communities and afford better access to housing and jobs.*

The League's History

League concern at the national level about public transportation first surfaced as a result of League efforts on behalf of equal opportunity for employment and housing. The 1971 Air Quality position added another dimension to this concern by urging "measures to reduce vehicular pollution . . . and development of alternate transportation systems." In 1972, the national board responded to questions of interpretation with respect to national action on a balanced system of transportation by synthesizing the two positions into a unified Transportation position. The six-point position was announced in the form of a memorandum on guidelines for action on transportation under existing national Human Resources and Environmental Quality positions. In 1976, following League concurrence on the Energy Conservation position, the national board reaffirmed the national League's Transportation position. In 1979, the Urban Policy position reinforced the theme that federal aid for highway construction should be reduced, and the Transportation

position wording was changed to make that point clear.

The League first put the position to work by backing the efforts of a national coalition to amend the Federal Aid Highway Act of 1972 to permit financing part of the costs of urban mass transit from highway trust funds. The League also supported the National Mass Transportation Assistance Act of 1974. More recently the focus has been to prevent stalling or cutting federal assistance to mass transit systems.

In response to the growing urgency to improve and promote public transportation systems as effective alternatives to automobiles, the 1980 convention voted to give greater visibility to the Transportation position by listing it as a separate item.

Leagues continue to use the Transportation position together with their own local or ILO positions to back local and regional moves to improve mass transit and to support other alternatives: such as reserved express lanes for buses and carpools.

The League's Position

Statement of Position as Announced by National Board, December 1972 and Revised June 1979:

The League of Women Voters of the United States believes that federal aid for highway construction should be reduced and that cities must have the opportunity to plan and adequately finance integrated transportation systems of their own choice. The League believes that the highway trust fund should be restructured so that cities and states may use the fund to build whatever form of ground transit they find necessary. Alternate forms of transportation such as trains, buses, moving sidewalks, bicycles and street cars must be integrated into comprehensive transit systems for our cities. Transportation systems dependent on public financing should be publicly controlled. Transportation should be considered a public service whose operating costs are subsidized as are the operating costs of all public services.

The League believes that transportation planning and construction must weigh all social and environmental costs, and that continuous and widespread community participation must be ensured throughout the planning, development and operation of any transit program.

Further Guidelines on Energy Efficiency, as Developed by National Board, January 1976:

- Government policy should promote the development, nationwide, of transportation systems, in particular rail systems, where they can move people, goods and raw materials in a more energy-efficient manner than alternative systems.
- Federal, state, regional and local funding for public transportation (private as well as publicly owned) should support energy-efficient, suburban and urban transportation projects. States should be encouraged to allocate highway funds for mass transit. Disincentives should be enacted to discourage the use of private automobiles (except for car-pooling) where alternative public transportation exists.
- Government policy should encourage the manufacture and purchase of more efficient cars. Mandatory fuel economy performance standards for automobiles should be established with no relaxation of the auto emission standards.
- Government policy should encourage community development/transportation patterns that promote efficient energy use.



Fairbanks North Star Borough

25th Silver Anniversary

February 10, 1989

Representative Kay Brown
Alaska State House
P.O. Box V
Juneau, Alaska 99811

Dear Representative Brown:

I am writing to you on behalf of the Fairbanks North Star Borough's Pollution Control Commission to thank you for your sponsorship of HJR.11, relating to U.S. Congressional reauthorization of the Clean Air Act. This resolution supports the inclusion of two possible amendments to the reauthorization. The first would give the communities in nonattainment of federal air quality standards, such as Fairbanks and Anchorage, the local option of using federal gas tax funds for the operation of mass transit, carpooling, and other transportation measures. Such a provision would utilize monies paid directly by the owners of motor vehicles, whose vehicles account for over 90% of all carbon monoxide (CO) emitted in the Fairbanks area. The Pollution Control Commission believes that this "pollution tax" would be a very equitable method for communities to charge the cost of control measures directly to those who are responsible for the problem.

The second amendment would continue the work accomplished by the Borough in the last two years to get the federal government to mandate cold temperature CO testing of all new vehicles. This certification program, if required down to 20°F, would provide the best available method for significantly reducing future ambient CO concentrations on a national level, with even greater benefits in Fairbanks and Anchorage.

The Pollution Control Commission is a commission appointed by the Borough Mayor, and charged with advising the Mayor, staff and Assembly on environmental matters. As such, the Commission is very interested in pursuing whatever means available to reduce CO levels in Fairbanks. HJR.11 would help accomplish this goal. For this reason, it has our full support and endorsement.

Sincerely,

A handwritten signature in black ink, appearing to read 'Scott C. DeClue', with a long horizontal line extending to the right.

Scott C. DeClue, Vice-chair
Pollution Control Commission

RJ/SCD/mnb

jh-28/jhl

BRIEFING PAPER:
COLD TEMPERATURE CO EMISSIONS REDUCTIONS

1. CARBON MONOXIDE AIR POLLUTION IN THE UNITED STATES IS A COLD TEMPERATURE PROBLEM.

Over the last five years, the average temperature during CO violations, nationwide, was 45°F. Not a single CO nonattainment area in the United States had temperatures averaging higher than 65°F during violations.

2. FUTURE PROJECTIONS OF CO CONCENTRATIONS ACROSS THE NATION ARE OVERLY OPTIMISTIC.

The use of the MOBILE 3 computer model to forecast future CO levels has resulted in projections much more optimistic than actual concentrations. This is because MOBILE 3 underpredicts CO emissions at lower temperatures for new cars (1980 and later model years), and overpredicts the expected benefits from I/M programs. Thus, many of the areas projected to reach attainment within a short time will not do so.

3. DUE TO COLD TEMPERATURES AND HIGH GROWTH RATES, MANY AREAS ACROSS THE UNITED STATES WILL NOT ATTAIN THE CO STANDARD BY THE END OF 1987.

Our projections show between 27 and 42 areas may be post-'87 CO nonattainment areas. While all areas are showing some improvement, growth in vehicle miles traveled and the likelihood of numerous occurrences of cold temperature-related CO episodes in these cities, will result in continued long-term nonattainment for most areas.

4. COLD TEMPERATURE EMISSIONS CERTIFICATION WILL PROVIDE DRAMATIC NATIONWIDE BENEFITS.

EPA, by administrative regulation, has set emissions certification of vehicles at a temperature range of 68° to 86°F, with actual certification occurring normally at about 75°F. Emissions at colder temperatures are much higher than certification levels. Our projections show that as much as a 28% reduction in actual CO emissions could result from a cold temperature certification program. A reduction of this magnitude is tremendous, and would probably result in attainment in most areas across the country.

5. COLD TEMPERATURE CERTIFICATION IS REQUIRED BY THE CLEAN AIR ACT.

The cold temperature language which Alaska is proposing simply clarifies the original intent of the Clean Air Act. The Clean Air Act currently states that vehicles must meet a 90% reduction from 1970 baseline year emissions while "in actual use throughout their useful life." The 68° to 86°F emissions certification program was set by federal regulation for ease of testing. The proposed language would clarify that this 90% reduction must also be accomplished at temperatures other than 68° to 86°F. This approach has already been proposed in the past by EPA. In 1978, a draft EPA advisory circular recommended cold temperature emissions certification, at temperatures of 20° and 50°F, in addition to the 75° standard, in order to demonstrate compliance with Sections 202(a)(4) and 206(a)(3) of the Clean Air Act. Under heavy pressure from the automobile manufacturers, this draft circular was withdrawn and never implemented.

Because of the possibility of citizen suits over enforcement of Clean Air Act provisions, there exists a strong possibility that communities and/or other groups may sue EPA to begin such a cold temperature certification program, especially if EPA begins to impose sanctions on recalcitrant areas while continuing to ignore the problem of cold temperature CO emissions. It appears that there is a strong basis for the success of such suits.

6. COLD TEMPERATURE EMISSIONS REDUCTIONS CAN BE ACCOMPLISHED WITH EXISTING TECHNOLOGY.

The technology required by the auto manufacturers to achieve this standard is available. Multi-point fuel injection, currently being utilized by many of the manufacturers on some of their vehicle families, will allow the manufacturers to meet this standard, as well as providing better fuel economy, improved engine performance, fewer customer complaints, and lower carbon monoxide and hydrocarbon emissions at all temperatures. This standard will result in a better performing, lower polluting automobile. It would result in a better operating car at all temperatures.

However, there is currently no direct incentive for auto manufacturers to use multi-point fuel injection on all vehicles. Because this type of fuel injection is more expensive than single-point, the manufacturers will not move further in this direction unless required to do so.

7. MILLIONS OF DOLLARS ARE BEING SPENT NATIONWIDE ON CO CONTROL STRATEGIES THAT DON'T DIRECTLY TARGET THE ACTUAL PROBLEM.

Fairbanks spent one million dollars for our I/M program in 1986. Nationwide, the annual bill for I/M must total hundreds of millions of dollars per year. This is for programs that result in actual emissions reductions far below their MOBILE 3 projections. Many additional transportation control measures, such as traffic flow improvements or improved mass transit, involve tremendous expenditures of money which result in fairly small reductions in carbon monoxide emissions. None of these approaches directly target the emissions which cause the great majority of CO violations in this country.

8. POST-1987 CO NONATTAINMENT AREAS SHOULD NOT BE REQUIRED TO ADOPT ADDITIONAL INEFFECTIVE CONTROL STRATEGIES UNTIL MOTOR VEHICLES ARE CLEANED UP AT COLD TEMPERATURES.

EPA's draft FY 1988 Operating Guidance did not even address the problem of post-'87 carbon monoxide nonattainment areas. We feel that Congress and the agency must address this problem, through the avenue of cold temperature emissions certification. Until such time as EPA or Congress forces the auto manufacturers to lower these emissions, Fairbanks and many other areas across the country will continue to have great difficulty in making progress toward carbon monoxide attainment. Fairbanks is the extreme example, but many other communities are also deeply affected by the current inaction on cold temperature emission reductions.

9. ALL PARTICIPANTS IN THE EFFORT TO ACHIEVE THE AMBIENT STANDARD FOR CARBON MONOXIDE SHOULD BE TREATED EQUALLY.

Local nonattainment areas are allowed only one violation per year of the 9 parts per million CO standard, no matter what temperatures or weather conditions occur. Yet EPA does not require vehicle manufacturers to meet applicable emission standards at all temperatures. Ambient temperatures should not be an excuse for anyone, be they local communities, vehicle manufacturers, or EPA, to evade their legal responsibilities under the Clean Air Act.

10. WE THEREFORE PROPOSE THAT VEHICLE MANUFACTURERS BE REQUIRED TO REDUCE COLD TEMPERATURE CO EMISSIONS, THROUGH A SPOT CHECK EMISSIONS CERTIFICATION PROGRAM.

Light-duty vehicles, trucks and engines manufactured during and after model year 1990 should be required to meet a reduction of at least 90% from the average CO emission of 1970 model year vehicles, during cold temperature operation at 20°F and 45°F.