

**HJR**

**11**

Offered: 3/17/39  
Referred: Finance

6-0420H

Original sponsors: Brown, Goll,  
and M. Davis

*zero / DEC*

IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

CS FOR HOUSE JOINT RESOLUTION NO. 11 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

SIXTEENTH LEGISLATURE - FIRST SESSION

Relating to Congressional reauthoriza-  
tion of the Clean Air Act.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS the people of the state are committed to healthful air for residents of the state to breathe; and

WHEREAS the air in Anchorage and Fairbanks periodically contains levels of carbon monoxide during cold weather conditions that exceed air quality standards; and

WHEREAS carbon monoxide presents a health risk to humans because it robs the body of oxygen and is a particular health risk to the elderly, infants, pregnant women, and individuals with chronic heart and lung diseases; and

WHEREAS carbon monoxide is a product of inefficient combustion and at least 90 percent of the carbon monoxide in the air of Anchorage and Fairbanks results from automobile exhausts during the cold winter months; and

WHEREAS the carbon monoxide levels in Anchorage and Fairbanks can be reduced by the adoption of two primary strategies: by reducing the number of automobile miles traveled during the cold winter months and by reducing the amount of carbon monoxide each vehicle emits; and

WHEREAS the expanded use of mass transit and ride-sharing will reduce the number of automobile miles traveled, thus reducing the amount of carbon monoxide emitted; and

WHEREAS the Anchorage and Fairbanks municipal governments are presently restricted by Federal law in their ability to use Federal gas tax funds

HJR011B

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CSFJR 11(Trsp)

COMMITTEE COPY

ENGROSSED

to expand mass transit and other more efficient transportation measures;  
and

WHEREAS the Environmental Protection Agency now certifies new vehicles for carbon monoxide emissions at temperatures ranging between 68 and 86 degrees Fahrenheit, instead of a range more appropriate to colder climates;  
and

WHEREAS a cold temperature certification program could reduce actual carbon monoxide emissions by as much as 46 percent; and

WHEREAS the Congress of the United States is now in the process of reauthorizing and amending the Clean Air Act;

BE IT RESOLVED that the Alaska State Legislature urges the Congress to support the reauthorization of the Clean Air Act with amendments noted in this resolution; and be it

FURTHER RESOLVED that the Alaska State Legislature urges the Congress to increase mass transit funding as a means of mitigating the adverse effects of transportation related air pollution; and be it

FURTHER RESOLVED that the reauthorization of the Clean Air Act require the Environmental Protection Agency to certify motor vehicles for carbon monoxide emission compliance at 20 degrees Fahrenheit.

COPIES of this resolution shall be sent to the Honorable Dan Quayle, Vice-President of the United States and President of the U.S. Senate; the Honorable Jim Wright, Speaker of the U.S. House of Representatives; and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.

## 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						
<b>TOTAL OPERATING</b>	0	0	0	0	0	0

<b>CAPITAL</b>	0	0	0	0	0	0
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<b>REVENUE</b>	0	0	0	0	0	0
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**FUNDING:** (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**POSITIONS:** None

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS :** (Attach a separate page if necessary)

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

Approved by Commissioner: *[Signature]* 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)

## FISCAL NOTE

**REQUEST:**

Revision Date: \_\_\_\_\_  
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Sponsor: Representative Kay Brown  
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MISCELLANEOUS						
<b>TOTAL OPERATING</b>	0	0	0	0	0	0

<b>CAPITAL</b>	0	0	0	0	0	0
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<b>REVENUE</b>	0	0	0	0	0	0
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**FUNDING:** (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**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

TO: Senate Transportation Committee Members

FROM: Representative Kay Brown

DATE: April 20, 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.

During Session:

P. O.  
Anchorage  
(90)

SPONSOR'S LETTERS

# Kay Brown

## Alaska State Legislature House of Representatives

APR 11 1989

### M E M O R A N D U M

TO: Senator Lloyd Jones  
Chair, Senate Transportation Committee

FROM: Representative Kay Brown

DATE: April 10, 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 Transportation 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.

HJR 11 has been endorsed by resolution by the assemblies of both Anchorage and Fairbanks. It is supported by both the Departments of Transportation and Environmental Conservation, as well as by many organizations and individuals.

I have attached a copy of the resolution as passed by the House on a vote of 36-4.

Thank you for your consideration.

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

AMENDED AND APPROVED

ANCHORAGE, ALASKA  
AR NO. 89-69

Date: 4-4-89

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 <sup>CS</sup> 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)

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.

Chris Bucl  
Presiding Officer

ATTEST:

Mona Lisa Rexler  
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 unhealthful 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.

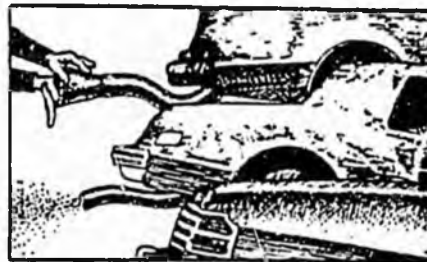
On a human level, this ignorance can be harmful. When air pollution reaches unhealthy levels, it begins to pose risks to people with heart and lung ailments.

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:

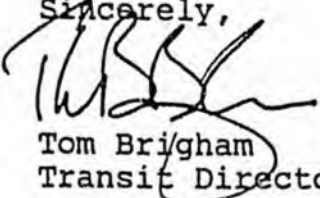
I am writing in support of House Joint Resolution 11 as amended during the hearing and teleconference held Tuesday morning, February 28, 1989.

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,

  
Tom Brigham  
Transit Director

cc: Representative Kay Brown  
Don Simmons, MOA

ATB2/1r26



Tom Fink,  
Mayor

# Municipality of Anchorage

Department of Health and Human Services

325 "L" Street  
P.O. Box 196650 Anchorage, Alaska 99519-6650



March 6, 1989

Representative Bette Cato  
Chair, Transportation Committee  
Alaska State House of Representatives  
P.O. Box V  
Juneau, AK 99811

RE: HJR 11

Dear Representative Cato:

*Bette*

I am writing to you concerning HJR 11 and its impact on reauthorization of the Clean Air Act by the United States Congress. This resolution supports two very worthy amendments, the testing of new vehicles at cold temperatures and increased funding for transportation enhancement measures such as mass transit.

The testing of new vehicles is currently done at temperatures ranging from 68 to 86 degrees Fahrenheit. An emission test standard for new vehicles at 20 degrees Fahrenheit would substantially reduce emissions of carbon monoxide. Cold temperature testing is the best long-term strategy for Anchorage, Fairbanks, and other cities to meet the National Ambient Air Quality Standard for carbon monoxide.

We also recognize the need to find additional sources of revenue to operate mass transit systems. The Department of Health and Human Services fully supports HJR 11 as amended. My staff is available to provide technical assistance to support its passage.

Sincerely,

Robert A. (Bert) Hall, Director  
Department of Health and Human Services

dsl124

cc: Tom Fink, Mayor  
Glen Glenzer, Executive Manager,  
General Government Operations  
Lee Browning, P.E., Manager, Environmental Services



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

March 8, 1989

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

Subject: HJR 11

Dear Representative Brown,

The Municipal Health & Human Services Commission strongly supports 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 HJR 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. The proposal to amend the Clean Air Act to permit the utilization of Federal gas tax money for the operation of mass transit has been previously recommended in the Anchorage Health & Human Services Plan - Volume 3 (Jan. 1988).

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

Sincerely,

*Linda Langston /LK*

Linda Langston, Chair, Health & Human Services Commission

cc: Mayor Tom Fink  
Robert A. (Bert) Hall, Director, Department of Health &  
Human Services  
Representative Betty Cato  
Bill Faulkner, Chairman, Municipal Assembly



# 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

LETTERS OF SUPPORT - Fairbanks  
N. Star Borough



# Fairbanks North Star Borough

## 15th 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". The signature is written in a cursive style and is followed by a long horizontal line.

Scott C. DeClue, Vice-chair  
Pollution Control Commission

RJ/SCD/mnb

jh-28/jhl