

Ozone Transport Commission
Resolution on
Enhanced Vehicle Inspection and Maintenance

WHEREAS, motor vehicles represent the dominant source of air pollution in the Northeast Ozone Transport Region;

WHEREAS, in-use compliance with mobile source standards is heavily dependent upon the proper maintenance and operation of the motor vehicle fleet;

WHEREAS, there has been a substantial investment made in the development of automobile emission control technology over the past 20 years;

WHEREAS, the Clean Air Act Amendments of 1990 require all metropolitan statistical areas that have a population of 100,000 or more and are located in an ozone transport region to implement enhanced motor vehicle inspection and maintenance (I/M) programs;

WHEREAS, enhanced I/M programs will result in substantial reductions in motor vehicle emissions in the short-term, which will be instrumental in assisting all of the states in the Northeast Ozone Transport Region attain the ozone and carbon monoxide health standards as well as meet the annual progress requirements mandated by the Clean Air Act Amendments of 1990;

WHEREAS, enhanced I/M programs -- for which technology is already available -- can be far more cost-effective than many other control strategies;

WHEREAS, studies indicate that centralized I/M programs can achieve, in a more cost-effective manner, greater reductions in emissions of hydrocarbons, carbon monoxide, nitrogen oxides, and air toxics than decentralized I/M programs; and

WHEREAS, Congress has called upon the U.S. Environmental Protection Agency (EPA) to develop a performance standard for enhanced I/M that is based on computerized emission analyzers, repair waivers if the cost exceeds \$450, enforcement through vehicle registration, annual emissions testing, a centralized program or equivalent, and onboard diagnostics, and that will reduce both NOx and hydrocarbon emissions.

NOW, THEREFORE, BE IT RESOLVED that the Northeast Ozone Transport Commission urge the EPA to develop a Performance Standard which represents the best I/M program currently in place with the addition of evaporative system pressure test for all urbanized areas within the Northeast metropolitan corridor.

BE IT FURTHER RESOLVED that, if emerging technologies such as I/M 240 and other transient test procedures, as well as purge evaporative testing, are demonstrated to be practical in the inspection station environment, EPA should incorporate the benefits of these technologies into the enhanced I/M program when establishing the performance standard.

FINALLY, BE IT FURTHER RESOLVED that, if such a performance standard results in the need for existing decentralized I/M programs to convert to centralized programs, affected state and local agencies should be provided with the maximum flexibility permitted by law to phase in such centralized enhanced I/M programs.

RESOLUTION PASSED 7/16/91