

**RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION
SUPPORTING ENHANCED MOTOR VEHICLE EMISSIONS INSPECTION AND
MAINTENANCE PROGRAMS AND CALLING ON US EPA FOR APPROPRIATE GUIDANCE**

WHEREAS Section 182(c)(3) of the Clean Air Act calls for enhanced inspection/maintenance programs in serious and severe ozone nonattainment areas and Section 184 (b)(1)(B) requires enhanced I/M in other Metropolitan Statistical Areas in an ozone transport region; and

WHEREAS the ozone transport region of the OTC contains many such areas; and

WHEREAS motor vehicle I/M programs have long been found to be a cost effective way of reducing motor vehicle emissions; and

WHEREAS the U.S. Environmental Protection Agency (EPA) has presented information to the OTC in its October 29, 1991 meeting on enhanced I/M, with information on both its emission reduction effectiveness and its potential for enhancing fuel economy; and

WHEREAS the EPA has provided technical information on I/M in its December 1991 draft entitled "Enhanced I/M Costs and Benefits;" and

WHEREAS past studies of I/M have shown that programs separating necessary repairs from the inspection programs have substantially higher emission reductions;

WHEREAS enhanced I/M is necessary to maximize emission reduction benefits for the motor vehicle fleet; and

THEREFORE, be it resolved that the OTC strongly supports enhanced I/M as a part of an integrated mobile source control strategy; and

Furthermore that cutpoints for exhaust tests should reflect the relative stringency of the new vehicle standards of the vehicles tested; and

Furthermore that EPA's upcoming guidance should reflect the benefits of separating inspection from repair to ensure that emission reductions are maximized; and

Furthermore, to enable states to meet their statutory deadlines, EPA should expedite the publication of its guidance on required I/M programs.

ADOPTED MARCH 10, 1992