

**RESOLUTION OF THE STATES OF THE OZONE TRANSPORT COMMISSION
REGARDING EPA'S PROPOSED VEHICLE EMISSION
AND FUEL SULFUR STANDARDS**

WHEREAS Northeast and Mid-Atlantic States continue to exceed the National Ambient Air Quality Standards (NAAQS) for ozone; and

WHEREAS States of the Ozone Transport Commission (OTC) anticipate that additional emission reductions will be necessary to attain and maintain the ozone NAAQS; and

WHEREAS emissions from motor vehicles provide a significant contribution to concentrations of ozone; and

WHEREAS decreasing levels of sulfur in gasoline have been shown to decrease the emissions from motor vehicles; and

WHEREAS OTC States have stressed the importance of the continuing advancement in control technology in the motor vehicle fleet; and

WHEREAS the Ozone Transport Commission (OTC) in May 1998 called upon the U. S. Environmental Protection Agency (EPA) to adopt stringent "Tier 2" emission standards starting in the 2004 model year, including sport utility vehicles and covering both gasoline and diesel-fueled vehicles; and

WHEREAS the OTC also called upon EPA to adopt stringent gasoline sulfur limits by the end of 1999 (for the 2004 model year) which will ensure that advanced gasoline-based vehicle technologies achieve the maximum emission reductions to help meet the air quality needs of the OTC States; and

WHEREAS in May 1999, EPA issued its combined proposal of its "Tier 2" and gasoline sulfur rules; and

WHEREAS EPA during the development of these rules has depended on technology similar to that of the California Low Emission Vehicle (LEV) II program, and has calculated emission reductions which go well beyond those of the National Low Emission Vehicle (NLEV) program; and

WHEREAS the Clean Air Act allows States under certain conditions to adopt their own vehicle emission and fuel specification standards; and

WHEREAS to the extent that EPA does not finalize these rules by the end of 1999 at the emission reduction stringency proposed, individual OTC States may be more likely to exercise their own options to implement more stringent State programs;

THEREFORE BE IT RESOLVED that the OTC strongly endorses EPA's Tier 2/gasoline sulfur proposal, in light of its simultaneous treatment of both vehicles and fuels, and its substantial projected emission reductions; and

FURTHERMORE that EPA finalize its proposal, with no loss of emission reductions, in final regulatory form no later than December 31, 1999; and

FURTHERMORE that after the rules become final, individual OTC States may consider their options for utilizing the new Federal program for their ozone State Implementation Plans (SIPs), or implementing State-specific vehicle and fuel programs, based on their own individual needs; and

FURTHERMORE that EPA is encouraged to continue research on even cleaner fuels and vehicles, including diesel fuels and vehicles, and their impact on emission reductions.

Approved June 16, 1999