

**STAPPA/ALAPCO RESOLUTION
ON
TIER 2 MOTOR VEHICLE EMISSION STANDARDS**

WHEREAS, motor vehicles are a major source of air pollution nationally;

WHEREAS, growth in vehicle miles traveled is expected to outpace advancements in vehicle emission control technology, thus causing motor vehicles to remain a major source of air pollution in the future;

WHEREAS, significant emission reductions in addition to those expected from existing and proposed federal requirements – including the National Low Emission Vehicle (NLEV) program and regional reductions in nitrogen oxides – will be necessary in many areas of the country to attain and maintain the National Ambient Air Quality Standards for ozone and particulate matter, comply with regional haze requirements and reduce adverse health risks from toxic air pollutants;

WHEREAS, cost-effective vehicle emission control technology and alternative fuel and hybrid vehicles have advanced and continue to advance well beyond what is required to meet the standards of the current California Low Emission Vehicle (LEV) program and the NLEV program;

WHEREAS, light-duty trucks, which include sport utility vehicles and minivans, are becoming a major portion of the nation's vehicle fleet – currently accounting for about 45 percent of the new light-duty market and predicted to eventually comprise 50 percent of the market – and are being used as light-duty passenger vehicles, but are subject to less stringent emission standards than light-duty passenger vehicles;

WHEREAS, diesel-fueled, light-duty vehicles and trucks – which emit more PM_{2.5} and nitrogen oxides than gasoline-powered vehicles – are currently subject to less stringent emission standards than other light-duty vehicles and light-duty trucks and are expected to become a more significant part of the nation's vehicle fleet with the emergence of the Partnership for a New Generation of Vehicle (PNGV) initiative and diesel-electric hybrid vehicles;

WHEREAS, differences in fuel composition between real-world and certification/in-use audit gasoline (e.g., sulfur content) inhibit the real-world performance of current vehicle emission control technology and technology that most likely will be used on vehicles to meet more stringent standards (e.g., NLEV and Tier 2) and preclude the introduction of advanced vehicle technology, such as lean-burn engines, that can lower emissions and provide ancillary benefits of improved fuel economy and reduced greenhouse gases;

WHEREAS, more stringent and practicable emission standards for new light-duty vehicles and light-duty trucks can significantly reduce emissions of hydrocarbons, nitrogen oxides, PM_{2.5}, secondary particulates, carbon monoxide and toxic air pollutants, provide ancillary greenhouse gas reductions and further the objectives of pollution prevention;

WHEREAS, Section 202(i) of the Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to study whether further reductions in emissions from light-duty vehicles and light-duty trucks should be required and, based on this study, determine by December 31, 1999 whether to establish Tier 2 standards for such further reductions, to apply no earlier than model year 2004, but no later than model year 2006;

WHEREAS, such Tier 2 standards will define the nation's light-duty vehicle and light-duty truck program and fleet for the next several decades;

WHEREAS, absent EPA promulgation of Tier 2 standards, the automobile industry's commitment to the NLEV program – which applies only to light-duty vehicles weighing less than 6,000 pounds gross vehicle weight rating (GVRW) and sets only a fleet average emission rate – ends after the 2004 model year; and

WHEREAS, Tier 2 vehicles could be marketed as early as model year 2004 if EPA acts expeditiously in its rulemaking process.

THEREFORE, BE IT RESOLVED THAT the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO) recommend that EPA adopt Tier 2 emission standards that will cost-effectively achieve the maximum real-world emission reductions from new light-duty vehicles and light-duty trucks;

BE IT FURTHER RESOLVED THAT Tier 2 standards should reflect new and emerging vehicle emission control technologies and propulsion systems currently available or expected to be available in 2004 and beyond – including electric, hybrid-electric and others – as well as California LEV II standards;

BE IT FURTHER RESOLVED THAT EPA should establish national requirements for low-sulfur gasoline consistent with STAPPA and ALAPCO's October 1997 recommendations calling for, among other things, a national sulfur cap in the range of 200 parts per million (ppm), to be effective as close to 2001 as possible to reduce in-use emissions from the current motor vehicle fleet, and a national sulfur cap of no higher than 80 ppm, but phasing in this 80-ppm cap by 2003 so that it will be available for the 2004 model year, to ensure that Tier 2 vehicles will achieve their maximum potential real-world emission reductions;

BE IT FURTHER RESOLVED THAT EPA should reconcile the disconnect between certification/in-use audit gasoline and conventional gasoline,

particularly with respect to sulfur content, to ensure that this compliance testing reflects real-world conditions;

BE IT FURTHER RESOLVED THAT Tier 2 should include standards for PM_{2.5}, in addition to standards for non-methane hydrocarbons, nitrogen oxides and carbon monoxide;

BE IT FURTHER RESOLVED THAT Tier 2 standards should be fuel neutral and such fuel-neutral standards should not be compromised or relaxed to accommodate greater emissions, such as nitrogen oxides and PM_{2.5}, from diesel engines;

BE IT FURTHER RESOLVED THAT Tier 2 standards should apply equally to all light-duty vehicles, all light-duty trucks 1 and 2 (including minivans) and all light-duty trucks 3 and 4 (weighing 6,000 pounds to 8,500 pounds GVWR);

BE IT FURTHER RESOLVED THAT EPA should consider also applying these Tier 2 light-duty vehicle and truck standards to those complete vehicles, such as sport utility vehicles, full-size vans and pickup trucks, weighing over 8,500 pounds GVWR used predominantly for personal transportation;

BE IT FURTHER RESOLVED THAT automobile manufacturers should be held fully responsible for producing vehicles with durable emission control technologies and, therefore, the Tier 2 program should include provisions that increase assurance that emission controls will remain durable for the full life of a vehicle;

BE IT FURTHER RESOLVED THAT EPA's cost-effectiveness assessment for potential Tier 2 standards should include the total environmental benefits of reducing ozone precursors, particulate matter, secondary particulates, toxic air pollutants, as well as the ancillary benefits of reduced greenhouse gases, improved fuel economy and other environmental improvements; and

FINALLY, BE IT RESOLVED THAT EPA should promulgate final rules for Tier 2 in 1999 to take effect no later than with the 2004 model year.

Adopted: April 7, 1998