Feds pressure area for clean air plan

By Tim Richard

STAPT WATTER
A clean sir program for the metropolitan region is coming down
to a matter of costs.
"It's imperative that we proceed quickly," said Milton Mack,
who chairs the air quality task
force of the Southeast Michigan
Council of Governments.
Mack told SEMCOG delegates
last week that the seven-county

Mack told SEMCOG delegates last week that the seven-county region can be punished if it fails to reduce emissions by 15 percent. The federal government can withhold highway money and industrial permits, and it can design the region's cleanup act.

"Has anyone done a cost-benefit analysis?" asked Jack Olsen, a conservative Oakland County

commissioner. "Are we going to pay \$1 billion to get a 0.0001 percent improvement?"

SEMCOG must come up with a plan by 1993 under the federal Clean Air Act reducing emissions by 15 percent from 1990 levels. That means, soid Mack, the goal may be even higher when the program kicke in in the mid-1990a. Here is what Mack, a Wayne County probate judge from the city of Wayne, says drivers and consumers can expect:

Typor recovery devices at the gasoline pumps — 4-percent reduction.

Centralized vehicle emis-

Chamber seeks Athena Award nominations

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sions tests rather than the current tests at the neighborhood service station — 7-percent reduction. No one knows how centralized that will become.

Breformulated fuels — possibly a 7.5-percent reduction. This is not the same as alternative fuels such as ethanol. Nine regions of the U.S. must begin using reformulated fuels. Estimated cost: 7 to 11 cents a gallon.
But public transit is out as an air-pollution control device. "The draft proposal suggests we will not be able to rely on transportation control measures to achieve the short range 15-percent reduction," said Mack. "If we were to double the use of public transit by 1996, there would be only a 1-

percent reduction."
Olsen, R.-Huntington Woods, raised questions about the cost in an Oakland County caucus.
Told the new emissions tests would cost \$17 every two years (versus \$10 annually for current tests), Olsen said, "It's not the \$17 that clears the air. It's the \$17 plus what it takes to fix them. The \$17 is only gonna identify the problem."

The \$17 is only gonal identify the problem."

Mack's task force includes state natural resources and transportation officials, Big Three auto engineers and chemical company leaders, He intends to have a plan ready for SEMCOG approval early next year, Deadline for any state enabling legislation is November 1993.

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