

# Clean air clock ticking for Michigan

By TIM RICHARD  
STAFF WRITER

As the public spotlight glares on school finance, nervous business and highway leaders are asking that legislators pay a little attention to clean air standards.

"Michigan must have a Clean Air implementation plan to USEPA (U.S. Environmental Protection Agency) by Nov. 15 or face sanctions," warned the Southeast Michigan Council of Governments.

Their plan has been in trouble, attacked by service station dealers and wary lawmakers in the region's outlying areas. The state House soon may act on House Bill 4165, a bill intended to bring Michigan into compliance with the revised 1990 federal Clean Air Act.

Goal: to reduce emissions 15 percent from 1990 levels by 1995.

Tools:  
Require motorists in seven counties to have their vehicles checked to reduce emissions. Currently only Wayne, Oakland and

Macomb vehicle owners must have \$10 AETs (auto emissions tests). The new bill would extend AETs to Livingston, Washtenaw, Monroe and St. Clair counties in southeast Michigan and to Kent, Ottawa and Muskegon counties in western Michigan.

Require a \$30 test every two years.  
Set up more centralized testing stations — and this bothers neighborhood service stations.

Long picture of drivers traveling long distances and waiting in interminable lines for tests. Retired U.S. Sen. Barry Goldwater, 84, was quoted as fuming at having to wait an hour and 15 minutes in 115-degree heat to have his car tested under Arizona law.

Non-attainment?

SEMCOG admits there is some question whether EPA will change Michigan's designation to "attainment" from its current "non-attainment" of federal air standards.

But the seven-county regional planning agency argues that "the potential redesignation does not eliminate the need for legislative action" on House Bill 4165.

Reasons: Re-designation may not occur; the bill allows the enhanced testing plan to be scrapped if Michigan air is OK; and the state must have a testing plan in place as a contingency.

Supporting the enhanced testing program are the Big Three automakers, Michigan Manufacturers Association, Michigan Chemical Council, state chamber, utilities and environmental clubs.

Bad things can happen, said SEMCOG, if EPA continues to say Michigan has dirty air and hasn't moved to clean it up. The federal government can withhold transportation aid; it can put a lid on factory emissions permits, and thus stifle industry; and it can impose its own program on Michigan drivers.

Some Democratic lawmakers argue that socking motorists \$30 isn't the only way to clean air.

They say industrial smokestacks are part of the problem and should be part of the solution.

Japan eases up

Meanwhile, Japan's new government is preparing to ease its stiff regulations on vehicles, The New York Times reported Sept. 12 — regulations that are seen as a boon to new car sales.

Japan's 83,000 garages obtain 44 percent of their roughly \$60 billion in annual revenues as a result of mandatory inspections, the Times reported. "Automobile companies benefit because people replace their cars frequently."

Japanese consumers see car makers and maintenance shops as the chief beneficiaries — not people's lungs.

Moreover, Japanese law requires owners to have repairs made prior to inspection. This gives garages an incentive to "change everything, even if there is nothing wrong with the car," said a Japanese consumers advocate.

## OCC names new Highland Lakes president

Oakland Community College has named Preston Pulliams, Ph.D., as president of its Highland Lakes campus.

Pulliams, who assumes his new post Sept. 27, comes to OCC from Community College of Philadelphia, where he has been vice president for student affairs since 1985.

In this capacity, he oversaw admissions, counseling, student registration, financial aid, student activities and athletics, testing, career planning/placement and health services for more than 44,000 students. He also served as liaison between CCP and Philadelphia's Board of Education, and was responsible for the college's public relations functions from 1989 to 1991.

From 1978 to 1984, Pulliams was dean of students at Muskegon Community College, where he also served as a counselor, and head of the counseling department.

Pulliams earned his doctorate in education administration from the University of Michigan and an MA in counseling and personnel from Western Michigan University. He holds a bachelor of science in social science from Michigan State University, an associate degree in science from

Muskegon Community College, and a Michigan Permanent Teaching certificate.

He began his career in education as a junior high school teacher. He has been subsequently employed as an adjunct instructor at Muskegon Community College, at the Community College of Philadelphia and in the Grand Valley State University Graduate School of Education.

Among his publications are "Black Students Feel Left Out," published in the Community College Review; "A Community College's Pre-Admission Program Designed to Improve Retention," published by ACCT; and "The

Emerging Role of an Urban Community College Counselor," published through the University of Michigan.

Active in civic, professional and philanthropic organizations, Pulliams was elected to the Cherry Hill, N.J. Township Board of Education in 1991. In Michigan he was appointed by the governor to the state's higher education assistance authority. He has also served as president of the Mona Shores (MI) Kiwanis Club, on the Muskegon Area Big Brothers/Big Sisters Advisory Board and on the Muskegon "Y" Family Christian Association Board of Directors.

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