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Letters in Favor of Wirth -Wilson Amendment

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National Audubon Society

NATIONAL CAPITAL OFFICE

801 PENNSYLVANIA AVENUE, S.E.

WASHINGTON, D.C. 20003

(202) 547-9009

March 20, 1990

RE: Wirth-Wilson Clean Car
Amendment

Dear Senator:

When the Senate resumes consideration of the clean air bill, you will have a choice to make: whether to ensure cleaner air by supporting the Wirth-Wilson Clean Car amendment, or to support halfway measures which virtually guarantee the continuation of our failure to solve America's urban air crisis.

We urge you to make the choice for cleaner air. **Please support the Wirth-Wilson Clean Car amendment.**

Nearly 150 million Americans live in areas suffering from auto-related pollution. Despite progress since 1970, vehicles remain the major cause of air pollution, largely because of increases in the numbers of autos and vehicle miles traveled. Without the three key improvements required in Wirth-Wilson, continued growth in auto use will ensure that air quality will only get worse.

- Wirth-Wilson mandates cleaner fuels for our nation's dirtiest cities and helps spur the development of "ultra-clean" cars.
- Wirth-Wilson requires that cars meet emissions standards for their entire lifetime on the road.
- Wirth-Wilson guarantees that cars continue to get cleaner by imposing a second phase of emissions controls, unless Congress finds they are unnecessary.

Passage of the strongest possible clean air amendments is a high priority for the National Audubon Society and its 500,000 members. We view the vote on Wirth-Wilson to be one of *the* pivotal environmental votes for this Congress. Please support the Wirth-Wilson Clean Car amendment when it is offered on the Senate floor.

Sincerely,

Brooks Yeager
Vice President for
Government Affairs



SUPPORT WIRTH-WILSON CLEAN CARS AMENDMENT

Dear Senator,

March 20, 1990

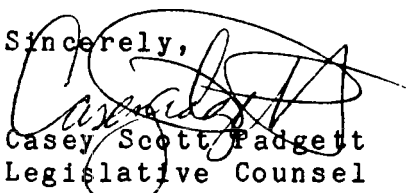
The health of 150 million Americans regularly is put at risk because of unacceptable levels of ozone smog and carbon monoxide. Air pollution in many cities will not drop to safe levels unless and until emissions from motor vehicles are substantially cleaner than would be required by the Dole-Mitchell substitute.

The Wirth-Wilson amendment will correct this problem. The adoption of the Wirth-Wilson amendment is critical if the Clean Air Act finally is to live up to its name.

The requirements of the Wirth-Wilson amendment are necessary, cost effective and technologically feasible. In fact, a wide variety of both large and small automobiles **currently being produced already meet one or more of the "Tier 2" standards.**

Your vote on the Wirth-Wilson amendment is the most important clean air vote you will cast. Your support is critical if the nation's smog crisis ever is to be solved.

Sincerely,


Casey Scott Padgett
Legislative Counsel

Congress votes to suspend or postpone them;

- o Requiring the use of reformulated gasoline in all serious ozone nonattainment areas;

- o Requiring light-duty vehicles to meet new-car emissions standards for 100,000 miles;

- o Providing for clean-fuel vehicles in the passenger car market in Los Angeles in 1994 and in severely polluted areas beginning in 1997, shifting to ultra-clean fuels in 2003;

- o Using clean fuels and clean-fuel vehicles in government and commercial fleets in extreme, severe, and serious non-attainment areas beginning in 1994.

Your support for this measure will help ensure healthful air quality for all Americans well into the next century, and make the Clean Air Act landmark legislation for the environment and the public health.

Sincerely,

Gene Karpinski

Gene Karpinski
Executive Director

Zoe Schneider

Zoe Schneider
Environmental Lobbyist

David Hamilton

David Hamilton
Field Director



U.S. Public Interest Research Group

National Association of State PIRGs

March 20, 1990

Board of Directors Dear Senator:

California PIRG

Colorado PIRG

Connecticut PIRG

Florida PIRG

Illinois PIRG

Maryland PIRG

Massachusetts PIRG

PIRG in Michigan

Missouri PIRG

Montana PIRG

New Jersey PIRG

New York PIRG

Ohio PIRG

Oregon State PIRG

Pennsylvania PIRG

Rhode Island PIRG

Washington PIRG

Over the course of the next week, the Clean Air Act will face its most critical votes on environmental and health-protective standards. Without the adoption of several key amendments on mobile sources, urban smog, and ozone attainment, the Clean Air Act will have failed in its promise to provide healthy air for most Americans by the year 2000.

U.S. PIRG, and the state Public Interest Research Groups across the country, have made reauthorization of a strong Clean Air Act their top national priority. In negotiations between the Senate leadership and the Administration, major alterations in the bill have rendered it not only unprotective of the environment in vital areas, but weaker than existing law in key provisions. We urge your support for strengthening amendments to restore the integrity of the Clean Air Act, and ask you to oppose all weakening amendments.

The next strengthening amendment to be considered by the U.S. Senate is the Wirth-Wilson Amendment on mobile sources. This amendment is crucial to ensuring a strong and effective Clean Air Act.

THE WIRTH-WILSON AMENDMENT ON MOBILE SOURCES

Automobile emissions are the top contributor to urban smog and to dangerous levels of ozone and carbon monoxide. A clean air bill must include stringent requirements for these mobile sources, including two-phase automobile standards.

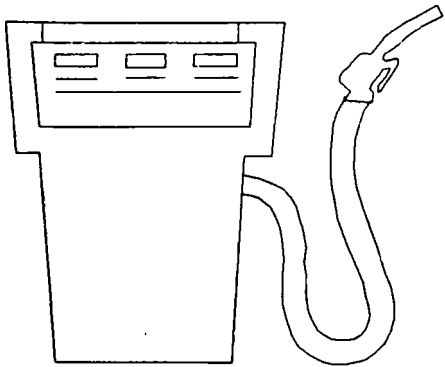
Under the agreement between Senate negotiators and the Administration on automobile emissions, up to 80 million Americans could be stranded in cities that cannot meet ozone attainment standards before Tier II tailpipe emissions controls would be mandated nationwide. In addition, the plan fails to address the use of clean fuels and clean cars as an important instrument in controlling mobile source pollution. The Wirth-Wilson Amendment would give cities the crucial tools they need to achieve air quality by:

- o Mandating Tier II auto emissions standards, unless

Sierra Club urges support for Wirth-Wilson Cleaner Cars and Alternative Fuels Amendment; Passage is Critical to Ending Urban Smog

The Wirth-Wilson amendment would require cleaner cars in both the 1990's and the 21st Century. It would *mandate* an alternative fuels program for both fleets and passenger vehicles in America's dirtiest cities. It would also require further tailpipe emission reductions from new cars built after 2003.

Alternative fuels program needed to cleanup cities; Wirth-Wilson will benefit natural gas industry, farmers



The amendment's *mandatory* alternative fuels program for fleets and passenger vehicles is needed in the dirtiest cities to protect public health. It will spur the development of "ultra clean" cars.

Toxic aromatic compounds -- such as benzene -- will be removed by requiring "reformulated gas". It has lower polluting compounds such as ETBE or ethanol, which are produced from grain. The reformulated gas provision will reduce area emissions by 10% by 1995.

The fleet vehicle provision will create new markets for natural gas and its byproducts.

The substitute's clean fuels program totally retreats from President Bush's original clean fuels proposal by making it discretionary and weakening the emissions reduction standard. The substitute will reduce areawide emissions by less than 2% in 2005.

Tougher tailpipe standards needed, feasible, affordable

EPA projects that total vehicle miles traveled will double between 1985-2010. OTA predicts that many cities will still violate health standards.

The 2003 tailpipe standards are affordable: California estimates it would cost only \$122 - \$132 per new car -- half the price of power windows!! The standards are technically feasible: many 1988 cars met them.

"Full useful" life requirement should be restored; so cars will meet emissions standards for their entire use. It will reduce pollution by at least 12%, yet cost only \$25 per car according to the Bush administration.

The "trigger" for the 2003 standards doesn't help carbon monoxide problems in western and northern cities.

The 2003 emission standards can be changed by Congress if they are technically infeasible or unnecessary as in the original Levin-Mitchell agreement.

Auto, oil industry horror stories are false

The auto and oil industries are once again trying to scare the Senate with recycled horror stories about the alleged impossibility of meeting these critical environmental protection provisions.

After the Clean Air Act of 1970 took effect, a General Motors official said in 1973 that the new auto standards "are unnecessary to achieve reasonable air quality standards by 1986". This prediction was hopelessly false. In fact, there are currently 100 metropolitan areas which violate health standards for ozone and/or smog.

Industry was wrong in 1973, and it is wrong in 1990. Please vote to fight urban smog.

Vote YES on the Wirth-Wilson clean cars and clean fuels amendment.

Key Environmental Vote of 1990! _____

Sierra Club Urges Support for Wirth-Wilson Clean Cars Amendment

The Wirth-Wilson Amendment would require cleaner cars in both the 1990s and the 21st century. It would mandate an alternative fuels program for both vehicle fleets and private vehicles in America's dirtiest cities. It would also require that new cars built after 2003 reduce tailpipe emissions.

Alternative fuels program needed to clean up cities; Wirth-Wilson would benefit natural gas industry, farmers

The amendment's mandatory alternative fuels program for fleets and passenger vehicles is needed in the dirtiest cities to protect public health. It would spur the development of "ultra clean" cars.

The fleet vehicle provision would create new markets for natural gas and its by-products. The alternative fuels provision in the Wirth-Wilson amendment would create new markets for alcohol fuels made from grain, which would benefit farmers.

The clean fuels program of the substitute S. 1630 would retreat from President Bush's original clean fuels proposal by: (1) making the use of clean fuels discretionary and (2) weakening the emissions reduction standard. The substitute S. 1630 would reduce area wide emissions no more than 2% by 2005—far less than is needed to help clean up smog-choked cities.

Tougher tailpipe standards needed, feasible, affordable

Tougher tailpipe standards are needed to offset traffic growth. California estimates that the 2003 tailpipe standards in the Wirth-Wilson amendment would cost only \$122 - \$132 per new car. The standards are technically feasible: many 1988 cars have met them.

Ignore auto, oil industry scare tactics

The auto and oil industries are once again trying to scare the Senate with horror stories about the alleged impossibility of meeting these essential public health provisions.

Three years after the Clean Air Act of 1970 took effect, the president of Chrysler said, "The Act, in effect, demanded the invention of totally new hardware to meet the Clean Air Act standards which were then, and still are, beyond the capability of known technology." This prediction was hopelessly false. In fact, the auto industry was able to meet the emissions standards of the Clean Air Act of 1970.

Industry was wrong in the 1970s and is wrong again in the 1990s. Please vote for the Wirth-Wilson amendment to fight urban smog.

General motors opposes the Wirth-Wilson amendment. The general public favors it.

Wirth-Wilson Means Healthy Air—Vote Yes!



March 19, 1990

Dear Senator:

RE: March 20 Vote: Wirth-Wilson Amendment

The Senate is scheduled to consider the Wirth-Wilson amendment to strengthen the mobile source provisions of the Administration-Bipartisan Clean Air Act Agreement. The American Lung Association urges your support of this amendment.

The Wirth-Wilson amendment strengthens the Agreement in two critical areas by:

- o retaining provisions of S. 1630 that would require full implementation of Tier 1 tailpipe standards and require that the same tailpipe standards remain in effect for the full useful life of the vehicle--100,000 miles.
- o retaining the language of the Mitchell/Levin agreement for Tier 2 tailpipe standards which would require full implementation of the standards in 2003 unless Congress determines such standards are not necessary to attain the health-based standards.

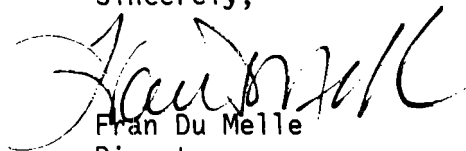
The tailpipe standards required in this amendment are the most aggressive proposed to date for the United States, are feasible, and cost effective, although they fall well short of the ambitious standards under consideration in California. The Tier 2 standards, if implemented in 2003, would reduce national emissions of smog-forming pollutants by more than 450,000 tons, at a cost of approximately \$2,000 per ton. The standards would also account for a nearly 14 million ton reduction of carbon monoxide emissions, for less than \$250 per ton. State-by-state emissions reductions from the Tier 2 standards are shown in the attached chart (1).

The contribution of the automobile to the air pollution problem is significant and therefore also significant is the contribution of the auto to the health costs of air pollution. The University of California at Davis, in a cost analysis of auto pollution, estimated that between 50,000 and 120,000 deaths could be linked to auto pollution each year. Using conservative factors to calculate the percentage of mortality and illness directly linked to vehicles, the Davis study estimated total health costs of vehicular air pollution between \$4.43 billion and \$93.49 billion (1988 dollars). Annual health costs are estimated on a state-by state basis using these figures and are shown in the attached chart (2).

The costs estimates for the Wirth-Wilson amendment are less than most alternative controls on business, industry, and consumer products where the burden would shift if motor vehicle controls are foregone. In reality, it would be difficult to obtain comparable tonnage reductions at any price.

Again, the American Lung Association urges your support for the Wirth-Wilson amendment. We believe its controls will save tens of billions in health costs each year--a benefit the American public deserves.

Sincerely,

A handwritten signature in dark ink, appearing to read "Fran Du Melle", written over the printed name.

Fran Du Melle
Director
Government Relations

Emissions Reductions From Tier 2 Standards			
State	Tons Per Year in 2010		
	HC	CO	NOx
Alabama	4,432	38,904	3,940
Alaska	408	27,033	362
Arizona	2,970	(2,873,883)	2,640
Arkansas	1,665	118,408	1,480
California	27,947	1,987,309	24,841
Colorado	3,526	250,746	3,134
Connecticut	4,366	310,447	3,881
Delaware	675	48,010	600
Florida	15,308	1,088,555	13,607
Georgia	6,400	455,099	5,689
Hawaii	1,119	79,602	995
Idaho	937	66,667	833
Illinois	10,641	756,715	9,459
Indiana	5,669	403,109	5,039
Iowa	3,306	235,074	2,938
Kansas	2,655	188,806	2,360
Kentucky	3,215	228,606	2,858
Louisiana	3,267	232,338	2,904
Maine	1,214	86,318	1,079
Maryland	4,950	351,989	4,400
Massachusetts	5,999	426,616	5,333
Michigan	9,608	683,208	8,540
Minnesota	4,198	298,507	3,731
Mississippi	2,403	170,895	2,136
Missouri	4,794	340,920	4,261
Montana	819	58,209	728
Nebraska	1,523	108,333	1,354
Nevada	1,016	72,264	903
New Hampshire	1,700	120,895	1,511
New Jersey	8,518	605,720	7,572
New Mexico	1,564	111,194	1,390
New York	15,311	1,088,804	13,610
North Carolina	6,270	445,895	5,574
North Dakota	663	47,139	589
Ohio	11,771	837,063	10,463
Oklahoma	3,311	235,447	2,943
Oregon	2,989	212,562	2,657
Pennsylvania	10,961	779,476	9,743
Rhode Island	951	67,662	846
South Carolina	3,117	221,641	2,771
South Dakota	721	51,244	641
Tennessee	5,768	410,198	5,127
Texas	14,858	1,056,590	13,207
Utah	1,329	94,527	1,182
Vermont	570	40,547	507
Virginia	6,491	461,566	5,770
Washington	4,750	337,810	4,223
West Virginia	1,445	102,736	1,284
Wisconsin	4,201	298,756	3,734
Wyoming	415	29,478	368
District of Columbia	486	34,577	432
	243,192	13,930,327	216,170

"POLLUTION ON WHEELS II"
The American Lung Assn.

Chart 1

ANNUAL HEALTH COSTS OF MOTOR VEHICLE POLLUTION

State	DOLLARS	
	LOW	HIGH
Alabama	\$80,736,042	\$1,703,840,306
Alaska	\$7,423,638	\$156,667,242
Arizona	\$54,100,158	\$1,141,720,931
Arkansas	\$30,331,773	\$640,116,800
California	\$509,076,747	\$10,743,472,932
Colorado	\$64,231,989	\$1,355,541,459
Connecticut	\$79,525,320	\$1,678,289,425
Delaware	\$12,298,387	\$259,543,156
Florida	\$278,848,397	\$5,884,771,255
Georgia	\$116,579,786	\$2,460,280,852
Hawaii	\$20,391,108	\$430,330,622
Idaho	\$17,077,553	\$360,401,896
Illinois	\$193,842,967	\$4,090,830,474
Indiana	\$103,261,844	\$2,179,221,165
Iowa	\$60,217,490	\$1,270,820,118
Kansas	\$48,365,158	\$1,020,690,444
Kentucky	\$58,560,712	\$1,235,855,755
Louisiana	\$59,516,545	\$1,256,027,503
Maine	\$22,111,607	\$466,639,768
Maryland	\$90,166,929	\$1,902,868,219
Massachusetts	\$109,283,593	\$2,306,303,177
Michigan	\$175,013,054	\$3,693,447,041
Minnesota	\$76,466,654	\$1,613,739,832
Mississippi	\$43,777,159	\$923,866,054
Missouri	\$87,331,291	\$1,843,025,367
Montana	\$14,910,997	\$314,679,267
Nebraska	\$27,751,023	\$585,653,081
Nevada	\$18,511,302	\$390,659,518
New Hampshire	\$30,968,995	\$653,564,632
New Jersey	\$155,163,585	\$3,274,547,076
New Mexico	\$28,483,829	\$601,118,087
New York	\$278,912,119	\$5,886,116,038
North Carolina	\$114,222,064	\$2,410,523,874
North Dakota	\$12,075,359	\$254,836,415
Ohio	\$214,425,241	\$4,525,195,446
Oklahoma	\$60,313,073	\$1,272,837,293
Oregon	\$54,450,630	\$1,149,117,239
Pennsylvania	\$199,673,550	\$4,213,878,137
Rhode Island	\$17,332,442	\$365,781,029
South Carolina	\$56,776,490	\$1,198,201,825
South Dakota	\$13,126,776	\$277,025,338
Tennessee	\$105,077,927	\$2,217,547,486
Texas	\$270,660,093	\$5,711,966,614
Utah	\$24,214,440	\$511,017,614
Vermont	\$10,386,720	\$219,199,661
Virginia	\$118,236,563	\$2,495,245,215
Washington	\$86,534,763	\$1,826,215,577
West Virginia	\$26,317,273	\$555,395,459
Wisconsin	\$76,530,376	\$1,615,084,615
Wyoming	\$7,551,082	\$159,356,808
District of Columbi	\$8,857,387	\$186,924,864
	4,430,000,000	93,490,000,000

"POLLUTION ON WHEELS II"
The American Lung Assn.

Chart 2

NATIONAL CLEAN AIR COALITION

1400 16th Street, N.W.

Washington, D.C. 20036

(202) 797-5436

March 20, 1990

Dear Senator:

The Senate will face its biggest clean air test in more than a decade when the Wirth-Wilson Clean Car/Clean Fuels Amendment comes to a vote this week. The vote on Wirth-Wilson will determine whether the nation is guaranteed truly clean cars over the next 20 years and, indeed, whether every polluted area will be able to meet its air quality goals. Wirth-Wilson would require new controls on cars, trucks and buses on a 13 year schedule. The controls are feasible in the time frame provided. Compared with the cost of other controls, Wirth-Wilson will reduce pollution at a bargain price.

Wirth-Wilson is sensible environmental policy. Pressure from the Administration and industry unfortunately have made it politically controversial. The National Clean Coalition, representing 20 million Americans in environmental, labor, public health, religious and public interest organizations, urges you to support the Wirth-Wilson Amendment. The vote will determine the shape of our national clean air program for a generation. As such, it is the most important environmental and public health decision you will make this year, and for many years.

Smog Problem Requires Wirth-Wilson

Let's face it: achieving healthful air quality over the next 20 years will require clean cars. Motor vehicles are still the dominant source of air pollution. Nationwide, they emit nearly half the pollutants that cause smog -- and an even greater percentage in many of our most smoggy cities. Smog is getting worse. And vehicle use is increasing.

There are 101 urban and rural areas with chronic ozone problems, and 44 areas experiencing unhealthy levels of carbon monoxide. While the emissions from individual cars have declined, overall pollution control from vehicles has been only a moderate success because of growth in the number of cars on the road and the number of vehicle miles traveled.

Faced with these public health realities, the Senate has only three choices. It can require reductions in vehicle use. It can put the lion's share of the cleanup burden on business and industry. Or it can tighten standards on vehicles. The

Environment Committee resolved these questions in S. 1630 by requiring a 50% to 80% reduction in auto tailpipe emissions in two stages, or "Tiers," between 1993 and 2003, and by requiring autos to meet new car standards for their full useful life.

The Administration and Senate negotiators weakened and delayed Tier 1; made Tier 2 contingent on a complicated and discriminatory air quality test; and weakened the key provision governing the performance of cars in use. The deal includes a weak clean fuels program that does no more than encourage the use of "reformulated" gasoline in the 10 smoggiest cities.

Wirth-Wilson Will Strengthen Clean Air Act

The Wirth-Wilson amendment would strengthened the pending substitute by:

- o requiring that cars stay clean for their entire useful life -- 10 years or 100,000 miles;
- o making the Tier 2 tailpipe emission reductions mandatory in the year 2003;
- o requiring use of reformulated gasoline in nearly 40 areas with serious ozone smog problems; and
- o instituting an effective plan to encourage the full range of "clean fuels" for vehicles, from "gasohol" and methanol to natural gas and electricity.

The fleet vehicle and clean fuel provisions are fuel neutral and technology neutral. Cars that can meet the standards using gasoline and tailpipe technology would compete in the marketplace with vehicles using the full range of fuel alternatives.

Because fleet vehicle and clean fuels provisions are directly tied to the Tier 2 standards, the program has the additional benefit of providing an orderly progression toward the Tier 2 standards nationwide, while looking beyond those standards in the areas where public health is at greatest risk from auto pollution.

Wirth-Wilson makes sense. It deserves your support. It will test whether the nation has a Clean Air Act for the 1990's and beyond that lives up to its name. The vote will be closely watched and long remembered.

We urge you to support the Wirth-Wilson Amendment.

Sincerely,



Richard E. Ayres
Chairman

ENVIRONMENTAL DEFENSE FUND

1616 P Street, NW
Washington, DC 20036
(202) 387-3500

March 20, 1990

Dear Senator:

I am writing to urge your support for the Wirth-Wilson Amendment to the Clean Air Act compromise now being considered by the Senate. This amendment will probably be the most important environmental vote you will cast during consideration of this bill, and we hope you will vote in favor of cleaner air.

The Wirth-Wilson Amendment will make a number of crucial improvements in the Administration/Senate compromise.

CLEANER BURNING GASOLINE.

First, the Wirth-Wilson Amendment will cause dramatic improvements in the air we breathe by requiring nationwide use of reformulated gasoline. Although reformulated gasoline has been shown to substantially reduce smog-forming emissions in our air, the compromise now requires cars to use reformulated gasoline only in the nation's nine most polluted cities. Because Wirth-Wilson applies this requirement nationwide, it will reduce national emissions by 10 percent by 1995 -- this is more than 5 times more than the Administration proposal.

Most important, the emission reductions achieved by the use of cleaner burning fuel in every car now on the road will achieve immediate improvements in air quality, whereas other tailpipe strategies depend on the long-term replacement of today's vehicles with cleaner ones.

National Headquarters
257 Park Avenue South
New York, NY 10010
(212) 505-2100

1405 Arapahoe Avenue
Boulder, CO 80302
(303) 440-4901

5655 College Avenue
Oakland, CA 94618
(415) 658-8008

1108 East Main Street
Richmond, VA 23219
(804) 780-1297

128 East Hargett Street
Raleigh, NC 27601
(919) 821-7793

In addition, the use of clean fuels will virtually eliminate air quality violations in many of the moderate non-attainment areas without major new efforts by local industry. Clean fuels can provide an inexpensive and fast solution to air quality violations for many of the smaller communities around the nation.

LOW POLLUTING VEHICLES.

Second, the Wirth-Wilson Amendment will restore the mandate for production of clean-fuel vehicles. The compromise bill retreated from the Administration's original proposal to require the production of one million clean-fuel cars each year, and instead requires clean-fuels vehicles

only in certain fleets and only in the nine dirtiest cities. Wirth-Wilson restores the President's original requirement.

This provision is needed to give large cities with severe pollution problems the opportunity to use vehicles that will be 50% cleaner than those required to be sold nationwide. This has the advantage of tailoring vehicle control strategies to meet the needs of each city, without requiring all Americans to make the shift to low polluting vehicles.

KEEP CARS CLEAN FOR 100,000 MILES.

Third, the Wirth-Wilson Amendment will require tougher and much needed improvements in vehicle tailpipe standards. Unlike the compromise, the Wirth-Wilson Amendment will require compliance with tailpipe standards for the useful life of the car. This change will only cost \$25 per car, according to the Bush Administration, but produce a 12 percent overall reduction in emissions.

If all the cars on the road today complied with the tailpipe standards they were designed to meet, only a handful of cities would violate health standards for carbon monoxide and ozone. But most cars begin to increase emissions rapidly after the 50,000 mile mark. Most cars stay on the road for 150,000 miles or more. The Wirth-Wilson amendment will double the clean life of the car compared to current law.

IMPROVE EMISSION PERFORMANCE AFTER 2000 TO OFFSET GROWTH.

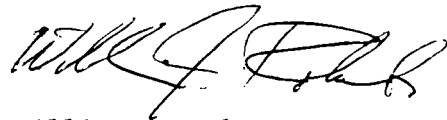
In addition, the Wirth-Wilson Amendment will trigger a tighter second round of tailpipe emissions reductions much sooner than the compromise. Under the compromise proposal, as many as 80 million Americans could breathe polluted air and tougher standards would still not be required.

Better emission performance will be needed in the next decade to overcome the effects of growth in vehicle use. Nationwide, vehicle miles traveled increase 2.5%/year, and in fast growing cities, vehicle use is increasing at 4%, 5% and even 6%/ year. These growth rates quickly overwhelm the benefits of tighter tailpipe standards. To maintain the air quality gains of the past, it is necessary to require further improvements in emission performance in the next century.

March 20, 1990
Page 3

Senator, this is an important, even critical, Amendment for the environment. It will probably have a greater impact on the quality of the air most Americans breathe than any other provision of the bill. You have an opportunity to amend the Clean Air Act only once in a great while. Wirth-Wilson gives you the opportunity to improve the quality of the urban environment for the next twenty years. We urge you to vote yes on the Wirth-Wilson Amendment.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Roberts", written in a cursive style.

William J. Roberts
Legislative Director