

103^D CONGRESS
2^D SESSION

H. R. 5304

To amend the Clean Air Act to modify provisions relating to the redesignation of areas and motor vehicle inspection and maintenance programs, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 29, 1994

Mr. KLINK introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To amend the Clean Air Act to modify provisions relating to the redesignation of areas and motor vehicle inspection and maintenance programs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. REDESIGNATION AS ATTAINMENT.**

4 Section 107(d)(3)(B) of the Clean Air Act (42 U.S.C.
5 7407(d)(3)(B)) is amended by inserting “(i)” after “(B)”,
6 and adding the following new clause (ii) at the end thereof:

7 “(ii) Notwithstanding the provisions of subpara-
8 graph (B), if the Governor submits a redesignation
9 of an appropriate area, or portion thereof, from non-

1 attainment to attainment, and such designation is
2 based upon the attainment of the relevant National
3 Ambient Air Quality Standard for 3 consecutive
4 years, such redesignation shall become effective im-
5 mediately upon receipt by the Administrator.”.

6 **SEC. 2. COST-BENEFIT ANALYSIS.**

7 Section 182(a)(2)(B) of the Clean Air Act (42 U.S.C.
8 7511a(a)(2)(B)) is amended by adding the following new
9 clause at the end thereof:

10 “(iii) The Office of Technology Assessment
11 shall conduct a study of methods for imple-
12 menting enhanced inspection and maintenance
13 programs. The study shall be conducted in con-
14 sultation with the General Accounting Office,
15 officials in the affected States, and the Admin-
16 istrator. Such study shall include an evaluation
17 of the cost effectiveness of such methods, in-
18 cluding consumer inconvenience costs and the
19 impact on small business. The study shall in-
20 clude specific recommendations so that the
21 States shall have flexibility to fashion effective,
22 fair and reasonable enhanced programs for the
23 affected consumer. Such study shall be pub-
24 lished on or before March 1, 1995, and the Ad-
25 ministrator shall republish the motor vehicle in-

1 speciation and maintenance guidance document
2 published under clause (ii) on or before June
3 30, 1995, and incorporate therein the findings
4 of the study.”.

5 **SEC. 3. TIMING FOR STATES.**

6 Section 182(c)(3)(A) of the Clean Air Act (42 U.S.C.
7 7511a(c)(3)(A)) is amended by adding the following at the
8 end thereof: “Notwithstanding any other provision of law
9 or regulation, each State shall have one year from the pub-
10 lication of the study described in subsection (a)(2)(B)(iii)
11 to submit, revise, alter or amend the applicable implemen-
12 tation plan with respect to the enhanced motor vehicle in-
13 spection and maintenance program. In the interim, States
14 shall incorporate each of the specific elements set forth
15 in clauses (i), (ii), (iii), (iv), (v), and (vii) of subparagraph
16 (C) as expeditiously as possible.”.

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