

## DU Project Targets Reduced Auto Emissions

Don Stedman

The Provo/Orem, Utah region needs to reduce regional carbon monoxide (CO) emissions. Tests indicate that half the CO emissions come from only 10 percent of vehicles on the road. The repair of the gross polluting automobiles, which are responsible for a disproportionate share of the total emissions burden, appears to offer a cost-effective means of reducing CO emissions. According to EPA data and on-road remote sensing test data, successful repair of only 1 percent of the vehicles in the area would cut CO emissions by 15 percent.

### DU Remote Sensors

The program used remote auto exhaust sensors developed by the University of Denver to measure the exhaust of approximately 50,000 vehicles that use the Provo exits from I-15 to University Avenue repeatedly. These baseline measure-

ments were done between November 11th and November 15th, 1991. In collaboration with the Utah Valley Community College (UVCC), the owners of the highest emitting vehicles will be notified and given the opportunity to obtain free vehicle repairs. Some repairs will be done at UVCC; others at auto repair shops in the area.

### Remeasure

After the needed repairs are done, DU researchers will remeasure auto emissions, again using their remote sensors. Owners of the repaired vehicles will be asked to report their gas mileage before and after the repairs. The remote sensing measurements in January will monitor many of the repaired vehicles to determine the extent to which the repairs reduced emissions of those vehicles in comparison with other vehicles in the area.

### Funding

The University of Denver has raised \$50,000 from private organizations to pay for all the remote sensing measurements, the project organization, and initial repair organization. Other interested agencies are being asked to contribute to the repair of the heavily polluting cars. We estimate average repair costs of \$500 per vehicle, thus \$5,000 would repair ten vehicles, \$50,000 would repair 100. Agencies as diverse as Shell Development Corporation and the World Wildlife Fund have pledged contributions.

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ings to present multiple points-of-view on hazardous waste issues. The public wants educational programs at every level: K-12, higher education, and adult outreach.

Among the recommendations:

- CCEM should organize seminars presenting technical information on the historical and current inventory of contaminants at each site;
- we need educational materials about pollution prevention, geared to the specific needs of the general public, the business community, and industry;
- we should use forums like town meetings to generate information that reflects different points of view on topics such as remediation technologies, assessing risk, and complying with environmental regulations;
- CCEM should train people in using more effective approaches to public participation in the regulatory decision making process;

- we need to educate policy makers about the problems and requirements of restoration.

### TRIP Project

Citizens made several suggestions about the proposed TRIP work plan. Participants recommended expanding the TRIP outreach effort to target people actually involved in remediation projects. Some observers found the language of the work plan too technical; they emphasized that using language geared to the nonspecialist would increase public participation.

Others noted that other federal and state agencies will need to be involved if TRIP is to be successful. Citizens want state and federal agencies to commit to implementing the TRIP recommendations.

The specific recommendations include the following:

- use local public television, hotlines, and student newspapers to reach out to all citizens;

- begin the implementation activities before Phase III (Phase III of the Work Plan proposes implementing and evaluating the innovative approaches to public participation developed in Phases I and II.);
- give participants at these town meetings feedback during Phase II (During Phase II TRIP plans to develop alternative approaches to integrating public involvement and regulatory aspects in the cleanup at several Colorado sites.);
- be sure that the alternative approaches (proposed in Phase II and described above) are evaluated from a variety of points of view.

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