URBAN AIR INITIATIVE



We focus on:

Technical Research • Public Policy • Education

Improving air quality through a reduction in gasoline's aromatic compounds.

The Solution

Our research has determined that clean burning ethanol reduces emissions, ozone, and greenhouse gases. It's a proven economical and reliable replacement for aromatics in our gasoline.

Support the Clean Air Movement

Advocate for the use of ethanol as a safer, renewable, cleaner driver of engine performance to enhance gasoline and improve the quality of the air we breathe.

Improving Air Quality

Removing the Barriers to Create a Free Market for Fuel Ethanol

By focusing on fuel and emissions research, UAI uncovered an alarming amount of data showing that aromatics added to gasoline to boost octane is harmful to our health.

Aromatics, such as benzene, toluene, and xylene come out of the tailpipe as ultrafine particulates which are so tiny, our bodies cannot filter them and they directly enter our bloodstream. This can contribute to heart disease, stroke, low birth weight, and asthma.

Why use these toxic aromatics when cleaner options such as ethanol exist?

That is when we discovered a number of regulatory roadblocks and faulty studies which prohibits ethanol's access to the consumer.

This is why UAI focuses much of its time and attention on collecting information and data to continue building a case for regulatory change.

That includes working with universities, labs, and on-the-ground usage to conduct emissions tests using real world fuels. In addition we participate in organizations like EPA, USDA, DOE, ASTM, Auto/Ag alliance, and health working groups to bring ethanol to the table during discussions of engine performance. Plus UAI is creating a fuel blending guide to improve test fuels and pushing for fuel to be part of the new CAFÉ standards.

We believe this behind the scenes work, as well as our agency and legal actions, are critical to remove regulatory roadblocks to ensure a cleaner and healthier fuel at the pump.

EPA Actions Required

Remove Regulation and Open the Market to Fair Competition

- Approve a mid-level ethanol blend as a certification fuel for new vehicles.
- Modify EPA's mistaken interpretation of the Substantially Similar (Sub-Sim) Law to allow the use mid-level blends under section 211(f) of the Clean Air Act in both new and legacy vehicles.
- Extend the Reid Vapor Pressure (RVP) waiver to E15 and higher ethanol blends.
- Correct the R-Factor to properly calculate the real world fuel efficiency/carbon per mile benefits of ethanol for vehicle certification.
- Use updated science to assess ethanol's greenhouse gas and carbon reducing effects.
- Correct the MOVES Model to accurately assess ethanol's emission reducing abilities.



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2006
CRC E-67 study wrongly concludes that ethanol increases toxic emissions.
-EPA relies on CRC E-67 findings for their future studies.
-American Petroleum Institute is a "sustaining member" of the CRC.

2007
EPA uses incorrect octane and economic data in MSAT study regarding ethanol's potential to reduce aromatics.

2008-2009
EPA begins work on EPAct study. A former Exon employee leads the fuel blending.

2010
In EPA memo, Phase 1 & 2 of EPAct study shows ethanol decreases emissions. The data is then tossed due to fuel blending.

2010
Reviewing research from SAE and EPA, ICM determines that splash blending ethanol reduces particulate matter, toxic and NOX emissions.

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ICM reviews EPA data and begins to understand the ethanol and octane relationship.

2012
UAI was officially formed as a non-profit to focus on ethanol's potential to reduce emissions and improve air quality.

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UAI co-sponsored SAE Technical Paper 2012-01-1277. It was the first major study to look at ethanol's octane performance in an internal combustion engine.



2013
UAI authored SAE Technical Paper 2013-01-1124. It showed that particulate emissions were reduced when splash blending ethanol.

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UAI co-sponsored SAE Technical Paper 2013-01-1635. It focused on how ethanol blends impacted performance, fuel efficiency and emissions.

2013
Phase 3 of EPAct Study is made public, showing ethanol increases emissions.

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2014
EPA releases MOVES model, which states in non-attainment must use to meet air quality standards. The MOVES model is based on data in the EPAct study, which says ethanol increases emissions.

2014
UAI provided assistance with SAE Technical Paper 2014-01-9080. It illustrates that the exclusive use of match blending has fundamental flaws which impacts the accuracy of Phase 3 of the EPAct study.

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UAI and EFC submit comments on EPA's Tier 3 Rulemaking, urging EPA to reduce aromatics in gasoline by creating a high octane, low carbon test fuel.

2014
UAI provided technical research for lawsuit asking for the EPA to allow the certification of vehicles on an E30 test fuel.

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UAI partnered with Golder Associates, a certified fuels modeling consulting firm, to operate the EPA's MOVES2014 Model with ethanol inputs. They found EPA's model is biased against ethanol for both tailpipe and evaporative emissions.

2015
Court denies E30 certification lawsuit, but the EPA admits that automakers can request an E30 cert fuel. This opens the door for mid-level blends.

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UAI tests all E0 fuels in Wichita, Kansas and finds that toxic emissions are about 45% higher compared to E10 gasoline.



2015
UAI, Energy Future Coalition, State of Kansas, and State of Nebraska file suit against the EPA asking to stop the MOVES Model because of inaccurate emissions data.

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UAI files three Freedom of Information requests (FOIA) with the EPA to learn more about EPAct fuel blending, an EPA E30 patent and unpublished aromatics health study.

2016
Court rules that MOVES lawsuit doesn't have standing because KS and NE have yet to be harmed by it. Court left open the opportunity refile, once a state goes out of attainment for ozone standards.

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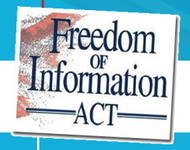
UAI, EFC and Governor's Biofuels Association petition the EPA for a correction of information to recognize new evidence showing fuel ethanol can reduce carbon emissions.

2016
UAI's Freedom of Information Request uncovers emails proving collusion between the EPA and the oil industry. Oil industry employees were asked what fuels they'd prefer to see tested for the EPAct study, which says ethanol raises emissions.

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UAI & EFC filed comments for the mid-term evaluation of the CAFÉ Standards, stating the proposed changes failed to consider the role fuels play in meeting MPG standards.

2017
New EPA and CRC studies match blend ethanol, which fails to recognize how ethanol truly performs in real world fuels. This inaccurate data will continue limiting ethanol's access to the market.



2017
UAI Challenges CRC Study for not using real world fuels when assessing ethanol emissions.

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UAI and several partners file comments for EPA's Regs Rule, disrupting the agency's current rationale for controlling ethanol blends under the Clean Air Act.

2017
UAI's research validated:
Health Effects Institute is promoting the dangers of gasoline aromatics and the value of splash blending ethanol to reduce emissions.

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New USDA study proves corn ethanol can provide substantial GHG reductions and offer health benefits.



2017
UAI's Technical Director is added to the working group to review EPA's MOVES Model. He's the only member with real world experience with how ethanol impacts emissions.

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UAI publishes a fuel blending guide for vehicle testing that will guide researchers to better understand fuel properties when evaluating ethanol.



Our Mission:
The Urban Air Initiative is a non-profit organization dedicated to improving air quality and protecting public health by reducing vehicle emissions. We are focused on increasing the use of clean burning ethanol in our gasoline supply to replace harmful aromatic compounds in gasoline. UAI is helping meet public policy goals to lower emissions and reduce carbon in our environment through scientific studies and real-world data to promote new fuels, engine design, and public awareness.

Get involved by visiting FixOurFuel.com and:

Follow us on Twitter:
@UrbanAir1

Like us on Facebook:
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