



Harry
Can this be calendared for 4/1/80 under
CITY OF SACRAMENTO
M-405
"Committee Reports"?
4/1
Jan 3/26

CITY PLANNING DEPARTMENT

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Marty Van Duyn

PLANNING DIRECTOR

March 26, 1980

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Resolution recommending adoption of Motor Vehicle Inspection and Maintenance Program, and Opposing any Weakening or elimination of State Vehicle Emission Standards (M-405)

At its March 20, 1980 meeting the Council Law and Legislation Committee approved the attached staff report, and recommended City Council approval of the attached resolution reaffirming the City's positions in the City Air Quality Plan adopted on December 27, 1978 (Resolution #78-924).

The attached resolution is recommended as the Federal Environmental Protection Agency has indicated that Federal Clean Water Act and transportation planning funds would be cut off unless State of California enacted a vehicle inspection program. In addition, a number of pending measures in the Legislature propose to abolish or reduce the authority of the State of California to enact more stringent new vehicle emission standards. The attached staff report provides additional detail regarding this matter. The Sacramento County Board of Supervisors (acting as the Board of the County Air Pollution Control District), has adopted a similar resolution.

Respectfully submitted,

Tokuo Masuda
Principal Planner

FOR TRANSMITTAL TO CITY COUNCIL:

Walter J. Slipe, City Manager

TM:bw

Attachment
M-405

April 1, 1980
All Districts

RESOLUTION NO.

Adopted by The Sacramento City Council on date of

REQUESTING MEMBERS OF SACRAMENTO COUNTY DELEGATION
OF STATE LEGISLATURE SUPPORT ADOPTION OF A STATE
MOTOR VEHICLE INSPECTION PROGRAM, AND OPPOSE WEAKEN-
ING OR ELIMINATION OF STATE'S AUTHORITY TO ESTABLISH
MOTOR VEHICLE EMISSION STANDARDS. (M-405)

WHEREAS, the City of Sacramento has adopted an Air Quality Plan designed to meet national ambient air quality standards for oxidants and carbon monoxides by 1987 as required by the Clean Air Act Amendments approved by Congress in 1977; and

WHEREAS, California Air Resources Board (CARB) estimates motor vehicle emissions in the Sacramento Region of 130 tons/day of hydrocarbon, 104 tons/day of nitrogen oxides and 851 tons/day of carbon monoxides, based on the 1976 motor vehicle emission inventory; and

WHEREAS, the SRAPC plan requires at least 51 tons/day reduction of hydrocarbons by 1987 which includes very stringent controls on local industries and radical changes in land use and transportation; and

WHEREAS, CARB estimated emission increases of 8.9 tons/day of hydrocarbon, 22.3 tons/day of nitrogen oxides and 51.5 tons/day of carbon monoxide if the California motor vehicle emission standards are repealed; and

WHEREAS, the state's motor vehicle emissions control program plays a crucial role in numerous plans throughout the state in meeting federal clean air standards, so elimination of this program may invalidate many nonattainment plans, subjecting local governments to severe federal sanctions; (these sanctions, including a ban on new construction, could remain in effect until local governments impose additional restrictions on industry in their regions to make up for the increased emissions from vehicles; and

WHEREAS, the weakening or repeal of California's authority to adopt vehicle emission standards that are more stringent than federal standards would require local governments to adopt severe measures to make up the emission reductions lost from such action and these severe measures would affect virtually every business and industry within the state; and

WHEREAS, these reductions would be in addition to the expensive controls many companies will be installing as part of the local nonattainment plans and such additional controls will undoubtedly be more expensive than the controls which would be given up on motor vehicles; and

WHEREAS, an additional consideration of extreme concern, especially to the recipient areas of transported pollution, such as Sacramento Region, is that the increase in oxides of nitrogen emissions which would accompany the weakening or loss of California's stringent vehicle pollution control