State of California
AIR RESOURCES BOARD

Resolution 82-54

October 14, 1982

Agenda Item No.: 82-20-1

WHEREAS, Section 39602 of the Health and Safety Code designates the Air Resources Board (Board) as the air pollution control agency for all purposes set forth in federal law and designates the Board as the state agency responsible for the preparation of the State Implementation Plan (SIP) required by the federal Clean Air Act (42 USC 7401 et seq.);

WHEREAS, the Clean Air Act as amended in 1977 mandates the revision of the SIP for designated nonattainment areas of the state in order to assure the attainment and maintenance of national ambient air quality standards for ozone and carbon monoxide;

WHEREAS, for the San Diego, South Coast, and San Francisco Bay Area Air Basins and the Sacramento Metropolitan Nonattainment area, the lead agencies designated by the Board to develop the 1982 SIP revisions pursuant to the Clean Air Act have prepared or are preparing revisions to the SIP for their respective areas;

WHEREAS, these revisions to the SIP will be finalized in the near future by the designated lead agencies and submitted to the Board;

WHEREAS, Sections 40469 and 41650 of the Health and Safety Code specify that the Board shall adopt the nonattainment area plans as revisions to the State Implementation Plan after approval by the designated air quality planning agencies and upon determining that the revisions are adequate to comply with Clean Air Act requirements;

WHEREAS, the Board staff have reviewed the plans and have presented to the Board available information relating to the SIP revisions and the SIP development process;

WHEREAS, at a public meeting held October 14, 1982, the Board heard and considered information presented by staff and interested agencies and persons concerning the status and content of 1982 nonattainment plan revisions for the San Diego, South Coast, and San Francisco Bay Area Air Basins and the Sacramento Metropolitan Nonattainment area; and

WHEREAS, the Board recognizes that it is not feasible in some instances to attain ambient air quality standards by existing Clean Air Act deadlines despite the application of reasonably available emission reduction measures which are more effective than minimum requirements prescribed by the Environmental Protection Agency.

NOW, THEREFORE, BE IT RESOLVED that the Executive Officer is authorized to review and, upon approval, to adopt and submit to the Environmental Protection Agency the 1982 SIP revisions for the San Diego, South Coast, and San Francisco Bay Area Air Basins and the Sacramento Metropolitan Nonattainment area. In reviewing the SIP revisions, the Executive Officer shall give particular consideration to whether the revisions substantially conform to the following criteria:

a. The plan provides for application of the best available technical methodologies and supporting evidence for air quality assessment;

b. The plan contains all reasonably available control measures or contains adequate commitment to adopt all such control measures for reducing ozone and carbon monoxide levels;

c. The plan provides for implementation of all adopted control measures at the earliest feasible date;

d. The plan provides for attainment of federal ambient standards as expeditiously as practicable; and

e. The plan provides for further efforts to improve air quality by the revision or addition of control measures.

BE IT FURTHER RESOLVED that the Executive Officer shall bring to the Board for future consideration and appropriate action any 1982 SIP revision covered by this resolution which is approved by the designated air quality planning agency and which he finds does not meet the above requirements.

I certify that the above is a true and correct copy of Resolution 82-54, as adopted by the Air Resources Board.

Harold Holmes

Harold Holmes, Board Secretary

State of California
AIR RESOURCES BOARD

Resolution 82-56

October 14, 1982

Agenda Item No.: 82-20-1

WHEREAS, pursuant to Sections 39002, 39003, 39500, 39600, 39601, and Part 5, Division 26, of the Health and Safety Code, the Air Resources Board (Board) is authorized and directed to control motor vehicle emissions in California;

WHEREAS, existing regulations concerning control of emissions from motor vehicles are contained in Title 13, California Administrative Code;

WHEREAS, the emissions standards applicable to motor vehicles apply throughout the vehicle's useful life;

WHEREAS, the standards, rules, and regulations adopted by the Board have resulted in significant reductions in in-use emission levels of motor vehicles;

WHEREAS, despite the reductions in emission levels achieved, motor vehicles in-use emit at levels in excess of applicable emission standards;

WHEREAS, the draft implementation plan for the South Coast Air Basin indicates the need for additional reductions in emissions from all sources if the National Ambient Air Quality Standards are to be attained; and

WHEREAS, the Board finds that:

There are excess emissions from regulated motor vehicles that are attributable to manufacturer deficiencies in design;

There are excess emissions from regulated motor vehicles that are attributable to improper vehicle maintenance and care;

There are available methods of controlling and reducing excess emissions caused by both manufacturers and owner practices;

There are currently unregulated mobile sources of emissions for which emission reductions may be both feasible and practicable; and

There are potential air quality benefits that could result from encouraging the development and use in motor vehicles of certain alternative fuels and power sources.

NOW, THEREFORE, BE IT RESOLVED that the staff is directed to:

1. Prepare a staff report documenting the need for and benefits of a revised motor vehicle emission control program as set forth in Attachment A, and submit that report to the Environmental Protection Agency as part of the long-range strategy for the implementation plan of the South Coast Air Basin;

2. Increase emphasis in the emissions control program on the reduction of in-use emissions to levels which comply with applicable emission standards;

3. Examine the feasibility of further reducing new vehicle emission standards from those classes of vehicles that contribute substantially to violation of ambient air quality standards;

4. Establish cost-effective regulations for reducing emissions from unregulated mobile sources; and

5. Work cooperatively with experts outside the Board to encourage the development of alternative fuels and power sources whose use will contribute to lower emissions from mobile sources.

I certify that the above is a true and correct copy of Resolution 82-56 as adopted by the Air Resources Board.

Harold Holmes

Harold Holmes, Board Secretary

ATTACHMENT A TO RESOLUTION 82-56

MEASURE	DESCRIPTION	PROJECTED IMPLEMENTATION
MS-1	NEW OFF-ROAD HD NON-FARM EQUIPMENT	1987
MS-2	NEW FARM EQUIPMENT	1987
MS-3	LAWN AND GARDEN EQUIPMENT (UTILITY)	1987
MS-4	OFF-ROAD MOTORCYCLES	1987
MS-5	PLEASURE CRAFT (BOATS)	1987
MS-6	ANTI-TAMPERING REGULATIONS	1982
MS-7	STRICTER EMISSION STANDARDS	1986
MS-8	WARRANTY ENFORCEMENT & RECALL REGULATIONS	1987
MS-9*	INSPECTION & MAINTENANCE HDV & MC	1984
MS-10*	INSPECTION & MAINTENANCE LDV & MDV	1984
MS-11	FAIL-SAFE 3-WAY CATALYST REGULATIONS	1985
MS-12	100,000 MILE CERTIFICATION	1986
MS-13	ANTI-TAMPERING REGULATIONS LDV & MDV	1985
MS-14	ALTERNATIVE TECHNOLOGIES/FUELS	1987

*BIENNIAL 1984; ANNUAL 1987