

# SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

For the Agenda of January 25, 2007

To: Board of Directors  
Sacramento Metropolitan Air Quality Management District

From: Larry Greene, Air Pollution Control Officer

Subject: State and Federal Legislative Update

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## Recommendations

No action is required at this time; the following information is for informational purposes. At the March meeting, District staff will present a comprehensive list of air quality-related legislation for your formal consideration.

## State Legislation

At its October 2006 meeting, the board approved an updated policy platform (attached).

The state legislature has recently begun a new, two-year session. February 23<sup>rd</sup> is the deadline for bill introduction. The District has also resumed its relationship with Gonzalez Public Affairs; Will Gonzalez will once again be the District's contract lobbyist at the capitol. At this time, district staff is moving forward with key items addressed by the board-approved policy document, including:

- **Smog Check legislation that would require an annual check for vehicles more than 15 years old.** This change is a longstanding recommendation of the Inspection and Maintenance Review Committee, an advisory board to the Bureau of Automotive Repair and CARB. The District has met with the Bureau of Automotive Repair, Department of Consumer Affairs and CARB and has received a generally favorable response to this proposal. Assemblymember Dave Jones is considering authoring legislation intended to make the statutory changes required for implementation.

This bill would have significant air quality benefits for the state and region. The IMRC estimates that daily reductions of 9 tons of hydrocarbons and 18 tons of NOx can be achieved statewide. Our region would experience approximately one-seventh of those benefits, thus helping us make substantial progress towards meeting the region's clean air goals and improving public health.

It is expected that revenues generated by the estimated 2.2 million additional smog tests resulting from such legislation can be used to assist low-income Californians with required repairs or scrappages. Furthermore, improved fuel

efficiency resulting from smog check repairs will provide significant cost savings for consumers.

- Language that would **establish legislative authority for creating a board alternate process** has been submitted to the Senate Local Government Committee for inclusion in their omnibus bill. The language developed so far would permit *cities* to designate alternates once annually. At this time, no language has been submitted impacting the county supervisors who sit on the District's board.
- District staff is eager to pursue **legislative authority for a seventh DMV dollar** to support innovative technologies and other means of reducing or mitigating pollution from autos. The South Coast and San Joaquin districts have this statutory authority. Because at this time it seems unlikely that the Governor would sign such legislation, staff is not requesting formal approval of such a proposal; however, it is something for the board to begin considering.
- Other bills that we're likely to see this session—and which we'll review more thoroughly at subsequent board meetings—would affect hearing boards, penalties for polluters and administration of resultant funds, and implementation of the infrastructure bonds.

## **Federal Legislation**

At its October 2006 meeting, the board advised the APCO regarding the hiring of a consultant to help with lobbying in Washington, D.C. District staff has successfully collaborated with the South Coast district to identify a Washington, D.C.-based lobbying firm, The Podesta Group, to augment our public affairs work in the nation's capital. We are now in the process of negotiating a contract with the selected firm.

Among the priorities for this new lobbyist will be:

- **Protecting federal funding for local air district programs** (Section 103 and 105 programs)
- Improving the federal government's performance on the **regulation of sources of mobile source pollution** (autos, locomotives, etc)
- Ensuring that air quality issues are a high-profile component of the **Cap-to-Cap** event.

Respectfully submitted,

Reviewed by,

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