

State of California
AIR RESOURCES BOARD

Resolution 88-60

December 8, 1988

Agenda Item No.: 88-16-3

WHEREAS, Health and Safety Code Section 39003 directs the Air Resources Board (ARB or Board) to "systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state;"

WHEREAS, Health and Safety Code Section 39500 states that the Air Resources Board "shall have responsibility for...the control of emissions from motor vehicles and shall coordinate, encourage, and review the efforts of all levels of government as they affect air quality;"

WHEREAS, the Board finds:

- 1) Motor vehicles currently emit over 40% of all hydrocarbon, 60% of all nitrogen oxide, and 80% of all carbon monoxide emissions in California's urban areas;
- 2) The ARB's Long Range Motor Vehicle Control Program, which reduces vehicular emissions through more stringent new car and in-use programs and which promotes the use of cleaner burning fuels, will not control emissions from vehicles to the extent necessary to ensure attainment and maintenance of state or national air quality standards in all urban areas;
- 3) Traffic has grown five times as fast as freeway capacity and twice as fast as population over the last twenty years, and as a result vehicle activity and traffic congestion constitute a critical and ever growing problem for major urban areas;
- 4) Most vehicles on the road during periods of peak congestion contain only one person, and a significant increase in vehicle occupancy could result in both a significant decrease in congestion and a reduction in emissions; and
- 5) Growth in vehicle use and increases in traffic congestion will have a significant adverse effect on efforts to achieve and maintain state and national ambient air quality standards in urban areas;

WHEREAS, the California Department of Transportation (Caltrans) has projected that congestion will increase by 15 percent per year over the next ten years if current trends continue; and

WHEREAS, the California Clean Air Act of 1988 requires local air pollution control districts to adopt and enforce reasonably available transportation control measures and establishes transportation performance goals for vehicle occupancy and growth in vehicle emissions for areas that cannot attain state ambient air quality standards by 1997.

BE IT THEREFORE RESOLVED that the Board is committed to assisting state, regional, and local efforts to reduce emissions from motor vehicles by reducing the growth in vehicle useage and reducing dependence on the single occupant vehicle.

BE IT FURTHER RESOLVED that the Board directs staff to work with the districts, regional transportation planning agencies, county transportation commissions, and other involved local agencies to identify and promote implementation of reasonably available transportation control measures.

BE IT FURTHER RESOLVED that the Board directs staff to work cooperatively with the Business and Transportation Agency and Caltrans to expeditiously execute a Memorandum of Understanding (MOU) between this Board and Caltrans to define a common program for attacking traffic congestion and air pollution, and to ensure that the transportation-related provisions of the California Clean Air Act are successfully implemented.

BE IT FURTHER RESOLVED that the Board directs the staff to work with the California Transportation Commission, the California Energy Commission, and the Federal Highway Administration to support transportation-related decisions and actions that are consistent with clean air goals.

I hereby certify that the above is a true and correct copy of Resolution 88-60, as adopted by the Air Resources Board.

 12/15/88

Cary Allison, Board Secretary