

State of California
AIR RESOURCES BOARD

Resolution 90-11

February 8, 1990

Agenda Item No.: 90-2-2

WHEREAS, Health and Safety Code Sections 39600 and 39605 authorize the Air Resources Board (ARB or Board) to act as necessary to execute the powers and duties granted to and imposed upon the Board and to assist the local air pollution control and air quality management districts;

WHEREAS, Health and Safety Code Section 39003 directs the 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 39606(b) directs the Board to "adopt standards of ambient air quality for each air basin in consideration of the public health, safety, and welfare...";

WHEREAS, Health and Safety Code Section 39602 states that the Board is responsible for the preparation of the state implementation plan required by the Clean Air Act (42 U.S.C. Sec. 7401 et seq.) and "... shall coordinate the activities of all districts necessary to comply with the Act";

WHEREAS, Health and Safety Code Section 40910 states that districts shall "focus particular attention on reducing the emissions from transportation and areawide emission sources";

WHEREAS, Health and Safety Code Section 40911 states that districts designated nonattainment for "state ambient air quality standards for ozone, carbon monoxide, sulfur dioxide, or nitrogen dioxide shall prepare and submit a plan for attaining and maintaining the standards to the state board no later than December 31, 1990";

WHEREAS, the California Clean Air Act, in Sections 40918, 40919, and 40920 of the Health and Safety Code, requires:

- areas with moderate air pollution to adopt plans to attain state ambient air quality standards as expeditiously as practicable and to include in such plans reasonably available transportation control measures, provisions to develop an indirect source control program, and public education programs to promote actions to reduce emissions from transportation and areawide sources;

- areas with serious air pollution to include, in addition to all measures specified above, transportation control measures to substantially reduce passenger vehicle trips and miles traveled per trip; and
- areas with severe air pollution to include, in addition to all measures specified above, transportation control measures to achieve an average during weekday commute hours of 1.5 or more persons per passenger vehicle by 1999 and no net increase in vehicle emissions after 1997.

WHEREAS, the Board adopted Resolution #88-60 on December 8, 1988, which states the Board's commitment to assist state, regional, and local efforts to reduce emissions from motor vehicles by reducing the growth in usage and by reducing dependency on the single occupancy vehicle;

WHEREAS, the Board directed staff to assist in efforts to identify and promote the implementation of reasonably available transportation control measures;

WHEREAS, the Board directed staff to work with Caltrans to define a common ground to attack both air pollution and traffic congestion and to ensure that the transportation provisions of the California Clean Air Act are successfully implemented;

WHEREAS, the Board finds that the development of effective transportation control measures is critical to attaining air quality standards and to relieving traffic congestion in major urban areas of the state; and

WHEREAS, the Board finds that in order to successfully meet the requirements of the California Clean Air Act, local air quality plans and local transportation plans will need to be fully integrated and to address mutually supportive goals.

NOW, THEREFORE, BE IT RESOLVED that the Board reaffirms its support for integrated air quality and transportation planning and directs staff to continue to assist in this effort at both the state and local level.

BE IT FURTHER RESOLVED that the Board encourages local air pollution control districts to be aggressive in developing their transportation control strategies and in working with state, regional, and local transportation agencies and local jurisdictions.

BE IT FURTHER RESOLVED that the Board supports an aggressive, yet flexible, definition for reasonably available transportation control measures in order to insure recognition of the seriousness of the problem as well as the unique nature of each locality.

BE IT FURTHER RESOLVED that the Board directs staff to continue to work with local air pollution control districts and transportation agencies in any areas necessary to achieve the performance standards and other transportation requirements in the California Clean Air Act.

BE IT FURTHER RESOLVED that the Board supports the document, California Clean Air Act Guidance Paper #2, Transportation Requirements of the California Clean Air Act, as a basis for developing transportation control measures in response to the requirements set forth in the California Clean Air Act.

BE IT FURTHER RESOLVED the Board directs the Executive Officer to utilize the above Guidance Paper as ARB policy when reviewing transportation control measures and policies developed and submitted to comply with the California Clean Air Act.

BE IT FURTHER RESOLVED that the Board recognizes that the review policies set forth in this document are subject to refinement as more is learned about transportation control measures and their implementation.

BE IT FURTHER RESOLVED that the Executive Officer is directed to forward the guidance document to the air pollution control and air quality management districts; to state, regional, and local transportation agencies; and to local jurisdictions of nonattaining areas; for consideration in the preparation of the 1991 air quality plans.

BE IT FURTHER RESOLVED that the Executive Officer is directed to provide assistance to any district requesting assistance in interpreting the transportation requirements of the California Clean Air Act, the guidance document, or the evolving review policies of this Board.

I hereby certify that the above is a true and correct copy of Resolution 90-11, as adopted by the Air Resources Board.



Cary Allison, Board Secretary