

State of California
AIR RESOURCES BOARD

Resolution 74-32

May 9, 1974

WHEREAS, Article XXVI of the Constitution of the State of California presently limits the use of the motor vehicle fuel tax and vehicle license taxes to highway purposes only; and

WHEREAS, This limitation was adopted thirty-six years ago, long before the onset of air pollution caused by the enormous growth in motor vehicles in California; and

WHEREAS, The California Legislature is proposing to the people in Proposition 5, on the ballot for June 4, 1974, that Article XXVI of the State Constitution be reworded to extend the permissible use of the motor vehicle fuel tax and vehicle license taxes to public mass transit guideways and related fixed facilities and for the mitigation of environmental effects caused by public streets and highways and by motor vehicle operation; and

WHEREAS, The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards adopted by the Air Resources Board and signed and submitted to the Environmental Protection Agency by the Governor calls for a reduction of vehicular traffic in the San Diego, South Coast, and Bay Area Air Basins; and

WHEREAS, This reduction in vehicular traffic cannot be achieved without attractive alternatives for the California motorist, particularly the commuter;

NOW THEREFORE, BE IT RESOLVED, That the Air Resources Board supports Proposition 5 as a significant source of funding for the development of public mass transit systems as an alternative to the continued reliance on individual motor vehicles; and

FURTHER, BE IT RESOLVED, That the staff advise the public of the Air Resources Board's position on Proposition 5 by all reasonable means at its disposal.