

State of California
AIR RESOURCES BOARD

Resolution 91-28

May 9, 1991

Agenda Item No.: 91-4-4

WHEREAS, Health and Safety Code Sections 39600 and 39605 authorize the 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 40910 states that districts shall "focus particular attention on reducing the emissions from transportation and areawide emission sources";

WHEREAS, in Sections 40918, 40919, and 40920, the California Clean Air Act requires:

areas with moderate air pollution to include in their attainment 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 also include transportation control measures to substantially reduce passenger vehicle trips and miles traveled per trip,

areas with severe air pollution to also include 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 adopted Resolution 90-11 on February 8, 1990, supporting 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;

WHEREAS, the Board directed the Executive Officer to consider the above guidance when reviewing transportation control measures and policies developed and submitted to comply with the California Clean Air Act;

WHEREAS, the Board recognized that the policies set forth in Guidance Paper #2 would be subject to refinement as more is learned about transportation control measures and their implementation; and

WHEREAS, the 1990 amendments to the Federal Clean Air Act support the implementation of transportation control measures in clean air strategies and further strengthen the requirements to reduce air pollution from transportation sources.

NOW, THEREFORE, BE IT RESOLVED that the Board reaffirms support for integration of air quality and transportation planning and for staff to assist in such integration at both the state and local level.

BE IT FURTHER RESOLVED that the Board encourages air pollution control districts to work with state, regional, and local transportation agencies and local jurisdictions to develop transportation control strategies that will comply with the transportation performance standards of the California Clean Air Act.

BE IT FURTHER RESOLVED that the Board directs staff to continue to work with air pollution control districts and transportation agencies to develop workable strategies to achieve the performance standards and other transportation requirements of the California Clean Air Act.

BE IT FURTHER RESOLVED that the Board supports local planning and implementation of regionwide high occupancy vehicle systems as reasonably available transportation control measures that will reduce air pollution by reducing vehicle trips and traffic congestion and by raising passenger vehicle occupancy rates.

BE IT FURTHER RESOLVED that the Board supports the adoption by air pollution control districts of employer-based trip reduction measures as a reasonably available transportation control measure that reduces emissions by reducing trips and traffic congestion and contributes to raising passenger vehicle occupancy rates.

BE IT FURTHER RESOLVED that the Board acknowledges that high occupancy vehicle systems and employer-based trip reduction measures contribute to achieving the transportation standards of the California Clean Air Act.

BE IT FURTHER RESOLVED that the Board supports the three documents, Transportation Performance Standards of the California Clean Air Act, Employer-Based Trip Reduction: A Reasonably Available Transportation Control Measure, and High Occupancy Vehicle Plans as Air Pollution Control Measures, as refinement to the review policies set forth in Guidance Paper #2, Transportation Requirements of the California Clean Air Act.

BE IT FURTHER RESOLVED that the Executive Officer is directed to forward these guidance documents 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 refining and implementing 1991 air quality plans and in preparing future plan updates.

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

I hereby certify that the above is a true and correct copy of Resolution 91-28, as adopted by the Air Resources Board.

Judith M. Lounsbury

Judith M. Lounsbury, Board Secretary