Who We Are

- 35 Air Districts
- Districts responsible for regulating stationary source emissions
- Districts responsible for stationary source emission reductions in State Implementation Plan
Mobile Source Community Impacts

- Progress on AB 617 Implementation is jeopardized

- 80% or more of criteria pollutant emissions in communities comes from mobile sources
- Most air toxics emissions come from mobile sources of diesel pollution
- Zero emission vehicles reduce both criteria and toxic pollutants
  - Communities want these technologies
Stationary Source Community Impacts

- Increased fuel production to meet consumption
- Refinery emissions will not decrease as expected
  - Expected reductions in already burdened communities won’t be realized
- Emissions from fueling infrastructure will not be reduced
Rollbacks will reduce amount of mobile emissions reductions relied upon to attain and maintain state and national ambient air quality standards

Will require further emission reductions from stationary sources, which are much more expensive and less cost effective

May cause transportation conformity issues and trigger sanctions and reduce transportation funding

Local transportation and land use projects may be delayed or come to a halt
SIP and Attainment Impacts

Example: South Coast AQMD

- 2016 SIP relies on 7 tons per day of NOx reductions beyond existing ZEV mandates

- Without additional ZEVs, district cannot attain 2023 and 2031 ozone standards

- If cannot attain standards, district will be subject to sanctions and potential FIP
Greenhouse Gas Impacts

- Increased GHG emissions from mobile sources will exacerbate impacts of climate change which includes:
  - Higher ambient temperature results in higher ambient ozone concentrations
  - Exacerbates drought
  - Exacerbates tree mortality
  - Exacerbates wildfire events
  - Exacerbates PM2.5 and smoke impacts
- Will impact regions ability to meet SB375 targets
Taking Away States Rights

- Repeal of California’s waiver infringes upon states rights
  - Local air districts dependent upon CARB’s authority to establish mobile source standards
- Counter to decades of cooperative relationship between state and federal programs
- No ZEV waiver means manufacturers will not produce ZEV in quantities to meet state and local community demand and need
Contact Information

Erik White
CAPCOA President
ecwhite@placer.ca.gov