Overview of the proposed federal passenger vehicle rollbacks

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50+ years of improving air quality

- Federal Clean Air Act allows California to adopt the necessary regulations it needs to meet health-based air quality targets
  - Other states are allowed to (and 13 states have) adopted California’s light-duty vehicle regulations
  - State and City commitments to cleaner vehicles represent 60% of the U.S. auto market
- California’s regulations have been effective at substantially improving air quality but more is needed
Advanced Clean Cars Background

• In 2012, CARB adopted Advanced Clean Cars:
  • Standards for light-duty criteria pollutants, greenhouse gas (GHG) emissions, and zero emission vehicles (ZEV) through model year 2025
  • EPA and NHTSA adopted similar regulations for GHGs and fuel economy to create **One National Program**
    • CARB allows automakers to comply with EPA’s GHG standards in lieu of California’s
The federal agencies’ proposed rollback

- Fuel economy and GHG emission standards for new vehicles would not improve beyond model year 2020
- CARB (and other states) cannot regulate GHG tailpipe emissions
- CARB (and other states) cannot enforce its existing ZEV regulation (nor adopt future, more stringent ZEV requirements)
Criteria emissions impacts to California

• 93% of Californians live in communities located in federal ozone and/or PM2.5 nonattainment areas

• Federal proposal increases criteria and local toxic emissions due to increased vehicle emissions and refinery activity

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NO\textsubscript{X} Emissions, South Coast Air Basin (All Sources)

- Current Plans (including ZEV Program)
- 2023 South Coast Target
- 2031 Target

Source: CARB, 2016 Mobile Source Strategy
Putting vulnerable populations at further risk

CalEnviroScreen 3.0 Results (June 2018 Update)

Los Angeles Region
Climate change impacts to California

- California has ambitious climate change goals that will be hampered by the federal rollback
- Air pollution impacts exacerbated as climate change worsens
- Transportation system will also need to adapt to climate change impacts

Source: CARB, 2018 Greenhouse Gas Inventory; 2018 Exec. Order B-55-18
Climate Change impacts to California

Light-Duty Vehicle On-road Fleet CO₂ Emissions

- Baseline (w/o Current GHG Stds)
- Current GHG Standards
- Proposed Federal Rollback

Increase from Federal Rollback

CO₂ Emissions (MMT CO₂/Year)

Year

2015 2020 2025 2030 2035 2040 2045
Impacts to the nation

• Wastes consumers’ money unnecessarily buying billions of gallons of gasoline
• Unprecedented attack on state’s authority
• Limits collective ability to implement the necessary programs needed to protect health and communities
• Limits consumer choice
SIP and conformity impacts to California

• Jeopardizes ability to meet health-based air quality standards
• Jeopardizes demonstration of transportation conformity
• Jeopardizes implementation of transportation projects
Conclusions

• Trump administration proposal would severely impact California as well as the nation
  • No clear signal what will be in the final proposal, or when it will be released
• Need to integrate programs and policies to better achieve multiple goals
• An opportunity to work together to protect the public and improve our planning and implementation