



CALIFORNIA
AIR RESOURCES BOARD

**Presentation to the
National Tribal Air Association
on the
Federal Safer Affordable Fuel-Efficient
Vehicles Proposed Rule**

October 10, 2018

From Sacramento, California

The Federal SAFE Proposal

- August 24, 2018 - U.S. EPA and NHTSA published a Notice of Proposed Rulemaking (NPRM) to dramatically weaken existing federal greenhouse gas emissions and fuel economy standards. 83 Fed. Reg. 42,986 (Aug. 24, 2018).
- Comment period runs through October 26, 2018. 83 Fed.Reg. 48,578 (Sept. 26, 2018).

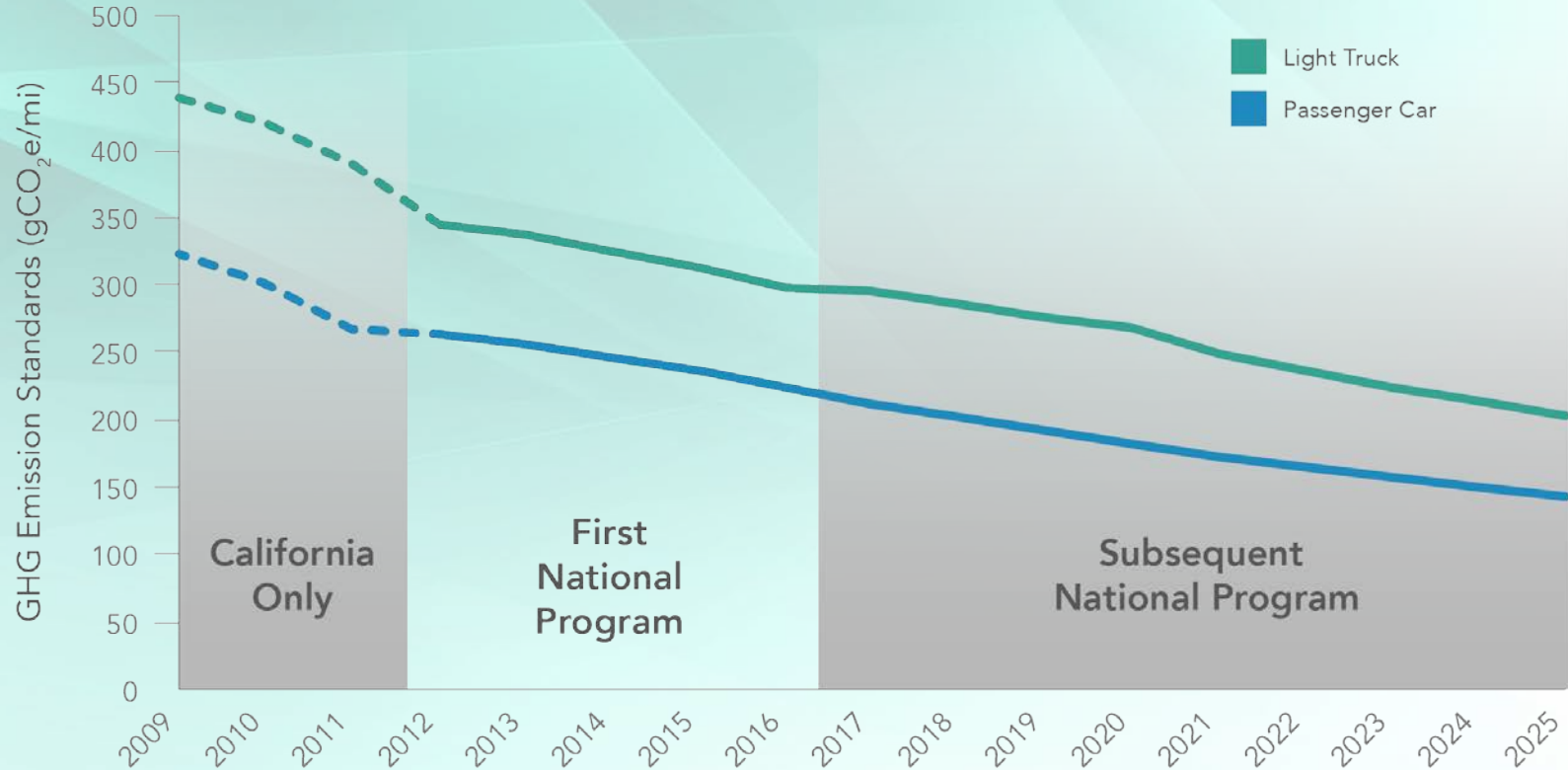
CARB's Role

- U.S. EPA regulates motor vehicle emissions under Section 202 of the Clean Air Act, 42 U.S.C. § 7521.
- California's authority to regulate motor vehicle emissions is preserved under Section 209 of the Clean Air Act , 42 U.S.C. § 7543.
- State and tribal authorities may choose to adopt California's standards under Section 177 of the Clean Air Act, 42 U.S.C. § 7507.

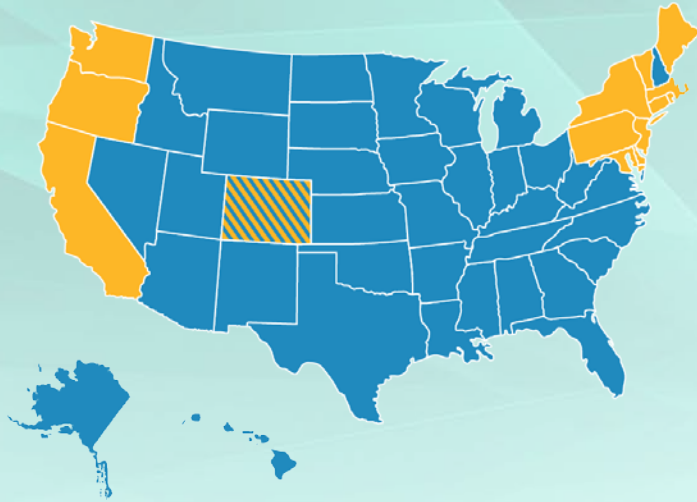
Key Points of the Proposal

- Proposes to flat-line GHG and Fuel Economy standards at 2020 MY levels through 2026 MY
- U.S. EPA proposes to rescind waiver for current California greenhouse gas and zero-emission vehicle (ZEV) regulations
- NHTSA claims California greenhouse gas and ZEV regulations are preempted by federal fuel economy statute, the Energy Policy and Conservation Act.

Existing Passenger Vehicle GHG Standards

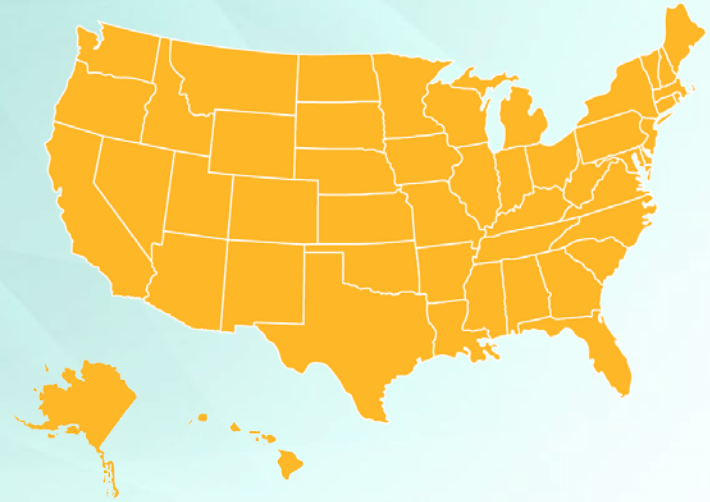


Benefits of National Program



CALIFORNIA & 12 OTHER STATES

~ 35% of U.S. passenger vehicle sales



NATIONAL PROGRAM

100% of U.S. vehicle sales
with larger GHG benefits

Risk to Public Health

- Increased criteria pollutant and toxic air contaminants
- Flat-line standards cause increased gasoline consumption with resultant emissions from fuel production, delivery, and vehicle refueling
- Increased localized exposure to benzene and other toxics, especially in Disadvantaged Communities

CARB's Response

- Currently preparing technical and legal comments opposing NPRM
 - Contrary to multiple statutes
 - Based on unreasonable assumptions and flawed modeling
 - Not safer and bad economics – costs jobs and raises fuel costs

Your Opportunity to Comment

Comments should be submitted to the 3 federal dockets for the proposal:

NHTSA–2018–0067

EPA–HQ–OAR–2018–0283

NHTSA–2017–0069

Submit comments to the federal e-rulemaking portal:

<http://www.regulations.gov/>

or by mail or fax as described in the notice.

More Information from CARB

For more information about CARB's Advanced Clean Cars Program, go to:

<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program>

For questions, contact:

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