

CARB's Midterm Review Decision and Next Steps

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Guiding Priorities for CARB's Light Duty Vehicle Policies

- Further emission reductions from transport sector are needed to achieve CA's clean air and climate targets
- GHG emissions from LDVs represent a large portion of emissions inventory and require strong actions
- High priority on zero emission vehicles to address all emission categories (GHG, ozone precursors, PM)
- Leverage regulatory requirements with other policy actions to address barriers for ZEVs



The CA Midterm Review (MTR)

- Technical and cost evaluation of LEV III GHG and PM standards, and the ZEV regulation
- Key MTR question: Do standards remain technically and economically feasible for 2022-2025 model years?
- Requirements adopted in 2012
 - Deemed to Comply provision for compliance with U.S. “One National Program”
 - U.S. EPA waiver granted in 2013

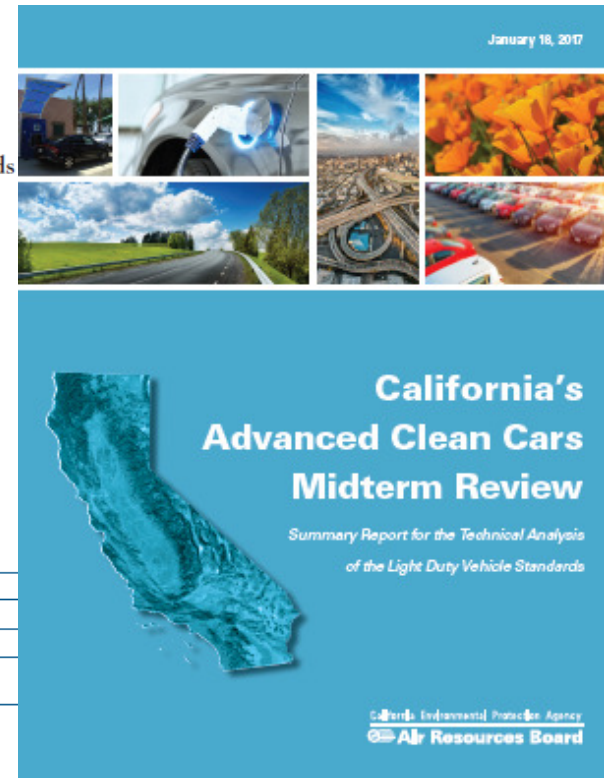
Multi-year, collaborative process yielded robust, most extensive technical record

Draft Technical Assessment Report:

Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards for Model Years 2022-2025



Final Determination on the Appropriateness of the Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards under the Midterm Evaluation



Staff proposed MTR determination for GHG standards

- CARB staff reaches same conclusion as U.S. EPA Final Determination
- Standards are appropriate and remain cost-effective
- More choices for technology (e.g., advanced gasoline engines, transmissions) than projected in 2012
- Costs at or below 2012 estimates

	Incremental Cost per Vehicle in MY 2025	Payback Period
2012 Regulations	\$ 1,070	3.2 years
2016 Draft TAR		
EPA Analysis	\$ 894	5 years
NHTSA Analysis	\$ 1,128	6 years

- Updated car/truck sales mix still nets lower GHGs for California

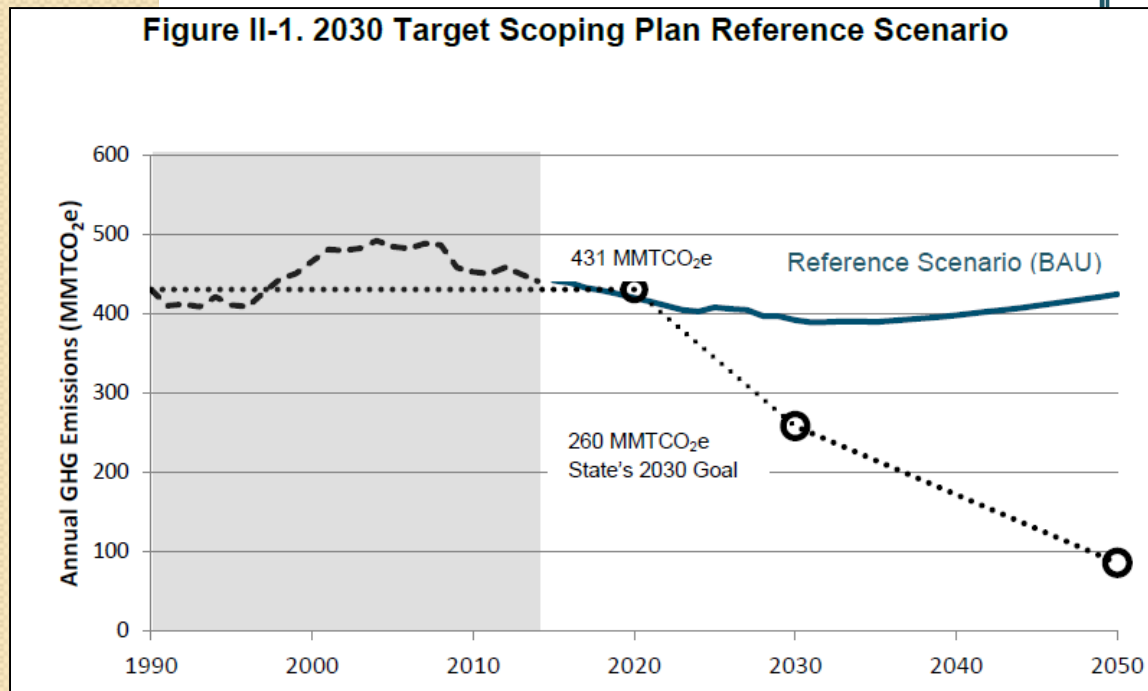
Board Approved California MTR

- Board reached same conclusion as U.S. EPA Jan 2017 FD
- Adopted MTR Resolution, and closed CA MTR
 - Directed staff to begin work on “2026 and Beyond” regulations
- Accelerate and expand non-regulatory policies on ZEV market support
- U.S. EPA re-opened national Midterm Evaluation (MTE)
 - No formal process yet, or collaboration with California



California's 2030 GHG Requirement

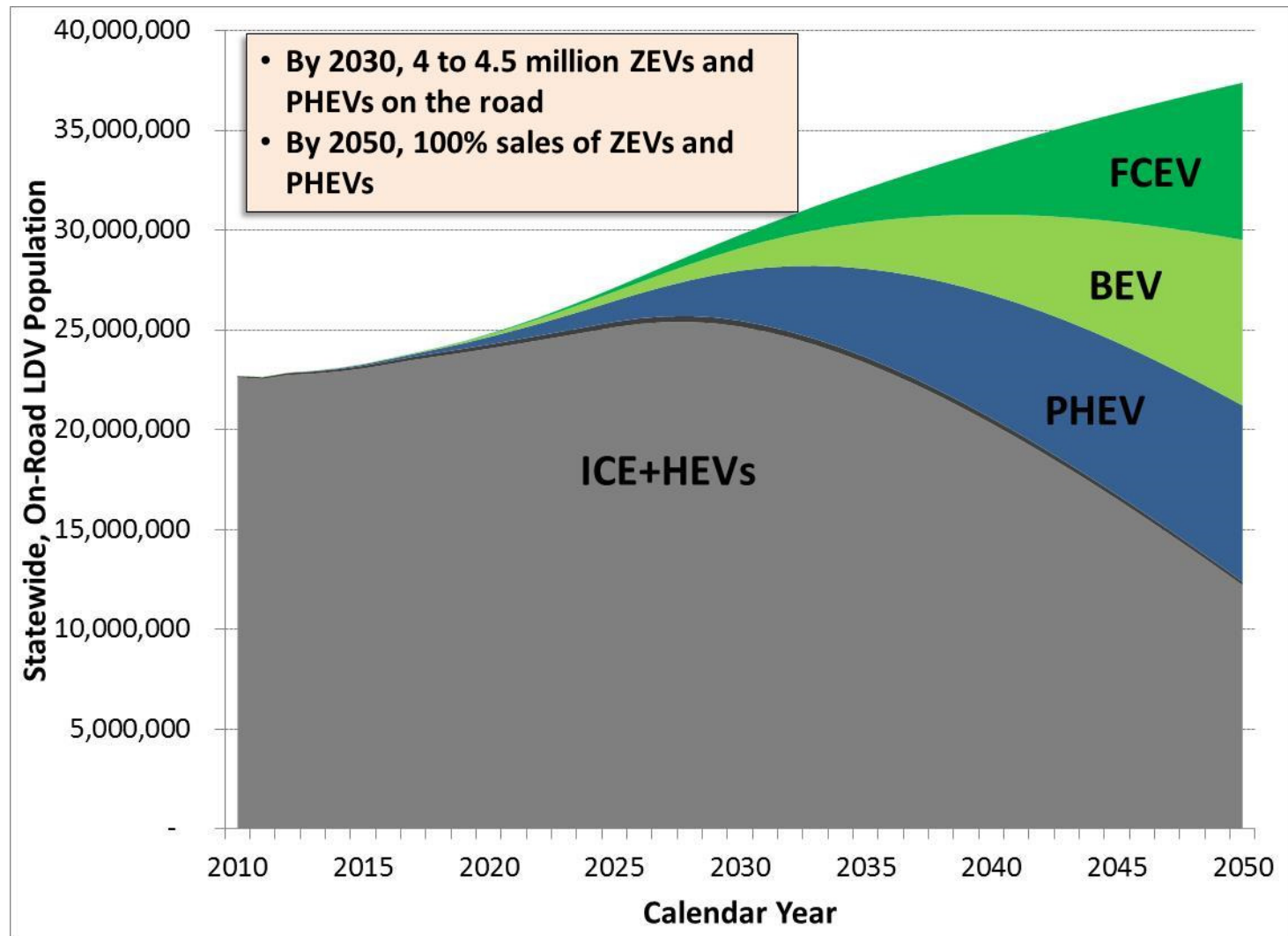
- Senate Bill 32 requires statewide GHG emissions 40% below 1990 levels by 2030
- Lower GHGs from LDVs essential, especially ZEVs



THE 2017 CLIMATE CHANGE
SCOPING PLAN UPDATE
THE PROPOSED STRATEGY FOR ACHIEVING
CALIFORNIA'S 2030 GREENHOUSE GAS TARGET

JANUARY 20, 2017
California Air Resources Board

LDV ZEV Scenario in Scoping Plan and Mobile Source Strategy *



* Top down scenario analysis, not regulatory feasibility



Looking forward – Development of new
CA LDV regulations 2026 and beyond