

May 22, 2023

The Honorable Michael S. Regan  
Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Washington, D.C. 20460  
[Regan.Michael@epa.gov](mailto:Regan.Michael@epa.gov)

RE: Request for Waiver Action Pursuant to Clean Air Act Section 209(b) for California's  
Advanced Clean Cars II Regulations

Dear Administrator Regan:

I write to request that as Administrator of the U.S. Environmental Protection Agency you grant California a new waiver under Clean Air Act Section 209(b) for its "Advanced Clean Cars II" (or ACC II) Regulations.

These regulations establish requirements for new 2026 and subsequent model year California on-road light- and medium-duty engines and vehicles. They constitute the latest development in CARB's decades-long history of promulgating increasingly stringent emission standards to protect the public health and the environment of all Californians. These regulations ensure that emissions continue to decrease from conventional vehicles powered by internal combustion engines across a wider range of real-world operating conditions. They also establish new requirements to ensure that by the 2035 model year, all new light-duty vehicles sold in California will be zero-emission or plug-in hybrid vehicles and that these vehicles will permanently displace emissions from conventional vehicles and be more equitably accessible across California.

Motor vehicles and other mobile sources of air pollution are the greatest contributors in California to emissions. The ACC II Regulations are projected to reduce emissions in California by 30.4 tons per day of NO<sub>x</sub>, 2.0 tons per day of PM<sub>2.5</sub>, and 58.4 million metric tons per year of greenhouse gases by 2040. These reductions are estimated to lead to 4,057 fewer cardiopulmonary deaths, 677 fewer hospital admissions for cardiovascular illness, 808 fewer hospital admissions for respiratory illness, and 1,990 fewer emergency room visits for asthma. Over the period between 2026 and 2040, the ACC II Regulations are estimated to deliver a cumulative net benefit of \$91.1 billion, with \$210.35 billion in costs and total benefits of \$301.41 billion.

I am enclosing our waiver analysis, which includes a description of California's rulemaking action, a review of the criteria governing EPA's evaluation of California's request for waiver action, our analysis and rationale supporting our request, and supporting documents.

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If you need additional technical details concerning this request, please contact Michael McCarthy, Vehicle Programs Specialist, at [Michael.McCarthy@arb.ca.gov](mailto:Michael.McCarthy@arb.ca.gov). You may address legal questions to Pippin C. Brehler, Senior Attorney, at [Pippin.Brehler@arb.ca.gov](mailto:Pippin.Brehler@arb.ca.gov).

Sincerely,



Steven S. Cliff, Ph.D., Executive Officer

Enclosures

cc: (w/waiver request enclosure)

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Sarah Dunham, Director of Office of Transportation and Air Quality, U.S. Environmental Protection Agency  
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(w/all enclosures)

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(w/o enclosure)

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