

Key Events Related to California's Greenhouse Gas Standards

- July 22, 2002 – Assembly Bill 1493 signed into law
- September 2004 – California Air Resources Board (CARB) releases regulations on Pavley
- December 2004 – Automakers file lawsuits in California, Vermont and Rhode Island
- September 2005 – CARB publishes final regulations
- December 2005 – CARB submits request to EPA for waiver under Clean Air Act Section 209 (b)
 - Waiver request has been neither accepted nor denied – this public hearing and comment period would resolve the issue
- April 2007 – Supreme Court Decision in *Massachusetts v. EPA*
 - Rules that GHG is an air pollutant
 - Rules that States have standing to appeal EPA's denial of waiver request
- April 30, 2007 – EPA publishes notice that it will hold public hearings in DC and California on the waiver request, and will also accept written comments through June 15th.
- June 15, 2007 – End of public comment period
- December 19, 2007 – Johnson announces waiver denial by press release and phone call to Schwarzenegger
- January 24, 2008 – Johnson testifies before Senate EPW promises release of extended waiver denial notice by end Feb.
- February 29, 2008 – Release to EPA website of notice denying the waiver
- January 26, 2009 – Obama orders an EPA review of California's request
- February 6, 2009 – New EPA head Lisa Jackson announces the agency will review the request
- March 5, 2009 – Public hearing regarding the agency's reconsideration of the waiver

Pavley states as of Mar. 2009 are: Arizona, California, Connecticut, District of Columbia, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington; the populations of these states combined represent over 40% of the entire U.S. population.

Summary of Regulations

Regulations would phase-in greenhouse gas emissions reductions from motor vehicles starting in 2009. Reductions would be split into two phases:

- For the near-term (2009-2012), reductions would be 22% below 2002 emissions
- For the mid-term (2013-2016), reductions would be 30% below the 2002 emissions

There would be a two-tiered system of greenhouse gas emissions limits.

- One tier includes all passenger cars, and light duty trucks 0-3750 lbs
- The other tier includes light duty trucks 3751-8500 lbs and medium duty passenger vehicles

“Passenger car” is defined as “any motor vehicle designed primarily for the transportation of persons and having a design capacity of twelve persons or less.”

“Light duty truck” is defined as “any 2000 and subsequent model motor vehicle certified to the standards in section 1961(a)(1)¹ rated at 8,500 pounds gross vehicle weight or less, and any other motor vehicle rated at 6,000 pounds or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.”

The regulations are expressed as grams of CO₂-equivalent per mile, so the higher the number, the lower the standard. They affect the tailpipe emissions as well as emissions of greenhouse gas from the air conditioner.

¹ 1961(a)(1) governs NO_x emissions, and these vehicles are the certified Option 1 LEV II NO_x qualified vehicles.