

## **FACTS ABOUT:**

## Clean Cars Legislative History

## Maryland Department of the Environment

States' Legislation	_	Federal Legislation
1947 California authorizes air pollution control districts to control pollution within the state		
		1955 National Air Pollution Control Act initiates a federal study on the health effects from smog
1959 California passes state-wide legislation limiting emissions		
<b>1961</b> California requires emission control systems on new vehicles sold after 1963		
		1963 Clean Air Act provides limited federal enforcement authority over pollution from automobiles
		1965 Motor Vehicle Air Pollution Control Act Provides national emission standards for automobiles
1969 California's Air Resources Board sets emissions standards for a variety of pollutants, including particulate matter		



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		1970 Clean Air Act amendments creates strict emission standards for mobile and stationary sources and gave the EPA the power to set emission standards
		1971 The EPA sets National Ambient Air Quality Standards (NAAQS) for particulates, ozone, hydrocarbons, carbon monoxide, nitrogen dioxide, and sulfur dioxide
<b>1975</b> California requires catalytic converters on all cars sold in the state		 <b>1975</b> Federal CAFE standards required an average fuel economy for cars of 27.5 mpg by 1985
		1977 Clean Air Act Amendments require a review of the NAAQS
<b>1990</b> California Clean Cars Program adopts LEV 1 emissions standards with full implementation in 1994		 1990 Clean Air Act Amendments provdes a system of quantifying the pollution in urban areas and requiring more stringent pollution standards for areas with poor air quality
		1994 Federal Tier 1 new vehicle emission standards begin phase- in, with full implementation in 1997



1994 Low Sulfur Diesel required for use in onroad diesel. Reduced sulfur content to 500 ppm, down from a maximum of 5000 ppm before, resulted in a reduction in particulate matter emissions by up to 90%

1995 First phase of Reformulated Gas Program (RFG) began. Required gasoline to be oxygenated, which reduced harmful emissions by 12%.

**1997** California Clean Cars Program adopts LEV II emission standards with full implementation in 2007

2000 Maryland passes the Clean Energy Incentive Act which provides economic incentives for purchasing clean power and transportation technologies through 2004 **2000** Second phase of RFG program (RFG II) began, reducing harmful emissions by 19%.

2004 Federal Tier 2 vehicle emission standards begin to be phased-in with full implementation in 2009, reducing vehicle emissons 77%-95%.



2004 EPA issued new NMOG and NOx standards for heavy duty trucks, requiring gasoline trucks to be 78% cleaner and diesel trucks to be more than 40% cleaner.

2006 California approves greenhouse gas standards for automotive emissions as part of its LEV II standards. Requires a reduction in GHG emissions of 30% from new vehicles.

2006 Ultra Low Sulfr Diesel Fuel (ULSD) begins phase-in from 2006-2010. Required sulfur content of on-road diesel fuel to be reduced to 15 ppm.

2006 EPA developed new emission standards to take effect in 2007 for medium and heavy-duty vehicles. Standards reduced PM emissions beginning in 2007 and phased-in NOx reductions from 2007-2010. New standards will reduce truck emissions by up to 95%.

2007 Maryland adopts California's Clean Cars Program LEV II emission standards, with phase-in beginning in 2011. Provides a 90% reduction in harmful vehicle emissions 2007 Energy Independence and Security Act requires a fleet averaged fuel economy (CAFE standard) of 35 mpg beginning in 2020

2009 EPA and NHTSA approve new GHG emissions standards with phase-in beginning in 2012 (Raises CAFE standard to 35.5 mpg by 2016)



2009 California reforms CAL LEV II to allow compliance with new EPA GHG standards to be sufficient in compliance with California's GHG standards

2011 Maryland formally begins implementation of Clean Car Program. All new vehicles sold in MD must comply with CAL LEV II standards

> 2011 EPA and NHTSA extend National GHG emissions program to include 2017-2025 passenger vehicles (Raises CAFE standard to 54.5 mpg)

2011 EPA along with NHTSA adopt GHG regulations for medium and heavy-duty trucks for 2014-2018 model years. Provides a 9-23% reduction in GHG emissions and fuel consumption,

**2012** California adopts CAL LEV III emission standards for 2015-2025 Model Year vehicles (Reduces smog forming pollutants and GHGs)

