

Clearing the Air #8

Review of DOEE Proposed Adoption of California Vehicle Emission Standards

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GOVERNMENT OF THE
DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

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ACC History

- Advanced Clean Cars (ACC) regulates smog-causing pollutants and greenhouse gas (GHG) emissions in a single coordinated package of regulations:
 - Low-Emission Vehicle (LEV) regulation
 - GHG emissions regulation
 - Technology forcing regulation for zero-emission vehicles (ZEV).

ACC I

- Adopted in 2012
- MY 2015-2025

ACC II

- Adopted in August 2022
- MY 2026-2035

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

CA Rule Making Synopsis

- The ACC II regulations establish the next set of LEV and ZEV requirements to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets.
- The main objectives of ACC II are:
 - Maximize criteria emission reductions through increased stringency and real-world reductions
 - Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use
 - All new passenger cars, trucks and SUVs will be ZERO EMISSION by 2035.

Section 177

- The Clean Air Act allows other states to adopt California's motor vehicle emission standards under section 177.
- Section 177 requires standards to be identical to the California standards for which a waiver has been granted.
- States are not required to seek EPA approval under the terms of section 177.
- Lead time requirements
 - Two-year lead time on adoption for a MY
 - MYs begin as early as January of the preceding year
- <https://www.epa.gov/state-and-local-transportation/vehicle-emissions-california-waivers-and-authorizations>

District Clean Cars Act 2012

- Required the Mayor to establish a low-emissions vehicle program by:
 - Adopting California emissions standards and compliance requirements
 - Work in cooperation with other states to administer the requirements
 - Applicable to vehicles of MY 2012 and later that are registered in the District.

Overview of ACC Adoption

- DOE proposing to replace repealed sections 905 through 914 to adopt California ACC II
 - Vehicles MY 2026 and beyond.
- The District is designated as nonattainment for the 2015 Ozone National Ambient Air Quality Standards (NAAQS) (83 Fed. Reg. 25776, June 4, 2018), has an approved State Implementation Plan, and is therefore authorized to adopt the California standards.
- Adopting the ACC 2 program will reduce:
 - Oxides of nitrogen and volatile organic compounds - two precursors to ozone formation
 - Greenhouse gases (GHGs) in accordance to the District's goals
 - Vehicle emissions constitute twenty-one percent (21%) of the District's GHG emissions;
- By 2035, every new car and truck bought, sold, and registered in the District will be zero-emission—which includes battery electric, plug-in hybrids, and fuel cell electric vehicles.

Exemptions

- These exemptions allow for a MY 26 and later to be registered that isn't a "California car"
 - A vehicle transferred by inheritance;
 - A vehicle transferred by decree of divorce, dissolution, or legal separation entered by a court of competent jurisdiction;
 - A vehicle purchased by a nonresident and previously registered, other than with temporary tags, in another state;
 - A vehicle sold for the purpose of being wrecked or dismantled;
 - A vehicle that has been certified to standards promulgated pursuant to the authority contained in 42 U.S.C. § 7521 and which is in the possession of a rental agency in District of Columbia as a result of a rental that was initiated in a state other than District of Columbia;
 - An emergency vehicle;
 - A military tactical vehicle; and
 - A vehicle exempted by California Health and Safety Code § 43656.

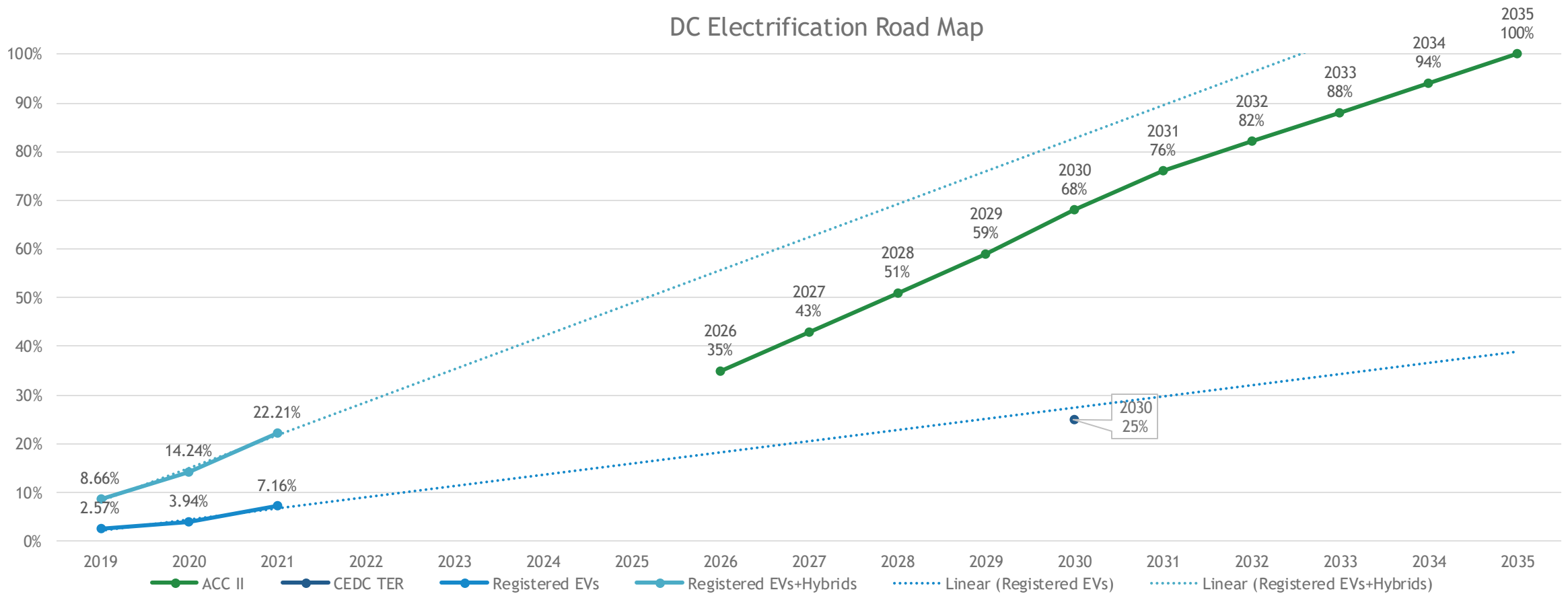
Aftermarket Converters

- Applicable to vehicles MY 2026 and later
- A person shall not install a new aftermarket catalytic converter unless:
 - a) The vehicle is beyond its original emissions warranty coverage period and a legitimate need for replacing the existing catalytic converter is established and documented on the repair invoice;
 - b) The new aftermarket catalytic converter is installed in the same location as the original equipment manufacturer catalytic converter; and
 - c) The installation does not alter the location, position, number of catalytic converters, nor the location, position, number, or orientation of oxygen sensors, nor disable other emission control devices.
- Used, recycled, or salvaged catalytic converters cannot be installed, sold, offered for sale, or advertised.

Regulatory Cleanup

- National Low Emission Vehicle (NLEV) program repealed as it was no longer applicable after 2006
 - Federal Tier 2 Phase 2 (tailpipe and fuel) standards went into effect after model year 2006.
- Heavy duty diesel engine emission (HDDE) repealed as it was no longer applicable after 2006.

Current District ZEV Projections

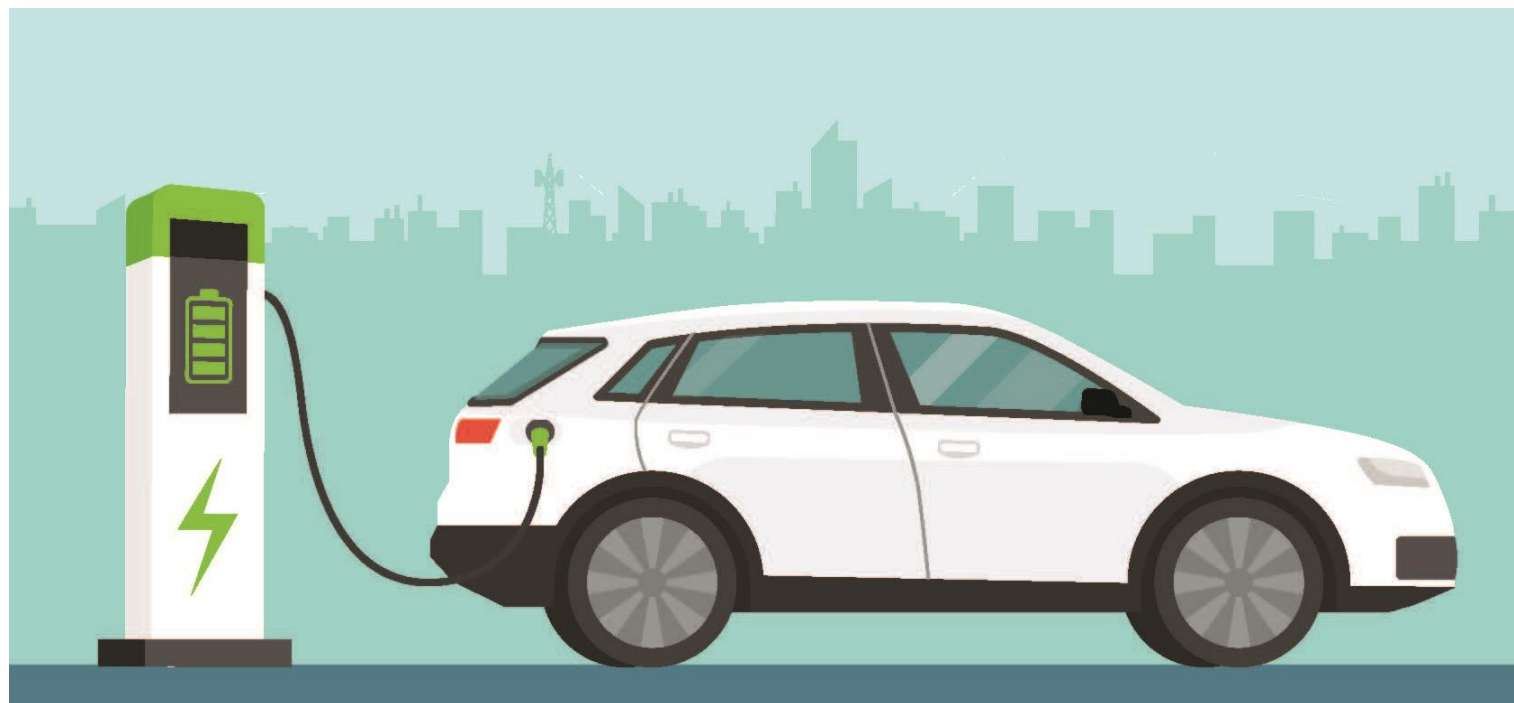


Comment Submission

- Feedback Opportunities
 - Public Hearing January 9, 2023 at 5:30 PM (must register by January 3 at 4PM)
 - Submit written comments by January 9, 2023
- Register for hearing or submit written comments to airqualityregulations@dc.gov
- Official notice located here:
<https://doee.dc.gov/node/1634001>

Questions

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[Plug-in Electric Vehicle Charging | US EPA](#)