

2018 NHTSA/U.S. EPA proposed Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Vehicles Rule) Fact Sheet – April 2019

Background:

- In August 2018 NHTSA/U.S. EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Vehicles Rule). The SAFE Vehicles rule would roll back CAFE standards, revoking the California Air Resources Board's (CARB) authority under federal law to implement the Zero Emissions Vehicle (ZEV) ¹regulations and light-duty vehicle Greenhouse Gas emissions standards.
- Revoking the ZEV regulations and light-duty vehicle GHG standards threatens the state's ability to meet its greenhouse gas, criteria pollutant emissions reductions, public health, equity, economic vitality, goods movement, congestion relief, transportation system reliability, housing, and goods movement goals.
- CARB submitted 400 pages of technical comments.

Why This Matters?

- Finalization of the action by NHTSA/U.S. EPA invalidates EMFAC2014 (California's air quality emissions model) as a Latest Planning Assumption for compliance with federal planning regulations.
- Without EMFAC, MPOs and Caltrans (for rural non-attainment areas) cannot meet the transportation conformity requirements of the federal Clean Air Act.
- This limits MPO's ability to adopt new RTPs, or to amend projects not exempt from transportation conformity.
- Likely to have project delivery impacts in MPO and rural nonattainment areas.

Who Will Be Affected:

- Roughly 95 percent of the state's population.
- Metropolitan Planning Organizations: Butte County Association of Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, San Luis Obispo Council of Governments, and the Southern California Association of Governments, and Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus, and San Joaquin Counties.
- Rural Non-attainment Areas: Amador, Calaveras, Tuolumne, Mariposa, Mono, Tehama, Plumas, and Nevada (some of these non-attainment areas may not have any current projects and therefore may not be immediately affected).

Bottom Line:

If California were required to follow the federal rollback proposal, **carbon dioxide emissions could increase by almost 15 million metric tons in the year 2030²**. That is roughly equivalent to putting an additional 2.8 million cars on the state's roads for a year. In the South Coast air basin, emissions of nitrogen oxides (NOx), a key smog-forming pollutant in the state, would increase to 430 tons in 2030.

Just under **2,000 transportation projects** (select transit and roadway), **totaling over \$130 billion³ may face project delivery delays, or loss of funding**. Of that, roughly \$22 billion⁴ may be at risk in the first six months should the SAFE Vehicle rule be finalized by late Spring 2019.

¹ Including CARB's Advanced Clean Cars Program

² California Air Resources Board 2019

³ Metropolitan Planning Organizations Regional Transportation Plans

⁴ Due to timing limitations, does not include six month estimates from Southern California Association of Governments.