

Ten Years of California Clean Cars Battles

California's fight to clean its air by reducing pollution that causes smog and carbon emissions from cars is a long and storied saga. Find more details on the state and federal milestones listed below at the California Clean Cars Campaign [website archive](#) and at the National Clean Cars Campaign [website](#).

January 2012 – The California Air Resources Board (ARB) is scheduled to consider the clean cars proposal at its January 26-27 meeting in Los Angeles.

December 2011 – The ARB releases its formal regulatory language for the Clean Cars Program update.

November 2011 – California ARB summarizes its proposed updates to the California clean cars standards and U.S. EPA and National Highway Traffic Safety Administration (NHTSA) release the proposed national greenhouse gas and fuel economy regulations.

November 2011 – Arizona Department of Environmental Quality issues formal notice of plan to repeal Clean Cars law.

July 2011 – President Obama announces another historic agreement between automakers, regulators, unions and California to finalize national greenhouse gas and fuel economy standards for model years 2017-2025. The target standard will be 163 g/mi GHG and 54.5 mpg fuel economy.

July 2011 – The ARB holds community meetings throughout the state on its upcoming clean cars rulemaking.

April 2011 – A three-judge panel of the D.C. Circuit Court of Appeals rules California can go forward to implement its clean cars law, denying the U.S. Chamber and auto dealers' petition.

California Clean Cars Program is Four Different Standards

1. Low Emission Vehicle-Smog (LEV III-Smog): This program will make sure new cars and light trucks produce fewer emissions that contribute to smog and harm public health. (The updated rules will apply to vehicles starting in 2014.)
2. Low Emission Vehicle-Greenhouse Gas (LEV III-GHG): This program will make sure new cars and light trucks produce fewer emissions that contribute to climate change. (The updated rules will apply to vehicles starting in 2017.)
3. Zero Emission Vehicle (ZEV): This program will make sure that the newest, gasoline-free, ultra-clean vehicle technologies – such as electric and hydrogen fuel cell cars – are brought to California. (The updated rules will apply to vehicles starting in 2015.)
4. Clean Fuels Outlet: This program will make sure we have the infrastructure – including hydrogen for fuel cells and public charging for electric vehicles – in place to support clean, alternative fuel cars.

January 2011 – The ARB, U.S. EPA and NHTSA announce plans to release proposed regulations in September 2011.

December 2010 – Delaware adopts the California clean cars law, making it the 14th state and 15th jurisdiction to follow California's lead.

October 2010 – The U.S. EPA and NHTSA issue a joint "Notice of Intent" to begin work on federal vehicle greenhouse gas and fuel economy regulations for model year 2017–2025 vehicles. Released with the notice is a technical support document developed with input from ARB, indicating that the agencies will develop rules resulting in a 3 to 6 percent annual average reduction in greenhouse gas emissions.

May 2010 – In a second historic Rose Garden ceremony, President Obama orders U.S. EPA and NHTSA to develop new greenhouse gas emissions and fuel economy standards for passenger vehicles for the 2017–2025 timeframe. California agrees to coordinate with the federal agencies on the technical assessment, as it launches the next phase of its own carbon pollution standards.

April 2010 – U.S. EPA and NHTSA release the details of the new national vehicle GHG and fuel economy standards developed as a result of the May 2009 agreement between the Obama administration, California, and major automakers.

September 2009 – The National Automobile Dealers Association and the U.S. Chamber of Commerce petition the D.C. Circuit Court of Appeals to review EPA's decision to grant California's waiver to implement its clean cars law.

June 2009 – U.S. EPA overturns the Bush Administration's waiver denial, granting California a waiver to implement its clean cars law, more than three and a half years after California first requested it.

May 2009 – In a historic Rose Garden agreement brokered by President Obama, auto manufacturers promise to drop their lawsuits against states in exchange for implementation of a single national vehicle standard. California agrees to accept the national standard as law through 2016.

January 2009 – President Obama instructs the U.S. EPA to reconsider its previous denial of California's waiver request to implement its clean cars law.

May 2008 – Arizona becomes the 13th state to adopt the California clean cars law and the District of Columbia becomes the 14th jurisdiction to adopt the law.

January 2008 – California and 15 states petition the 9th Circuit Court of Appeals to reverse the U.S. EPA's denial of California's clean cars waiver request.

December 2007– President Bush’s EPA denies California the waiver it needs to implement the Clean Cars Program.

December 2007 – U.S. District Judge Anthony Ishii in Fresno rules that California can implement its clean cars law.

November 2007 – New Mexico adopts the California clean cars law.

November 2007– In a precedent setting lawsuit, Gov. Arnold Schwarzenegger and Attorney General Edmund G. Brown Jr. sue the U.S. EPA to force action on the state’s waiver request.

September 2007 – A U.S. District Court Judge in Vermont rules against automakers, allowing that state’s clean cars rule to go forward.

May 2007 – U.S. EPA holds public hearings on California’s waiver requests.

April 2007 – In *Mass. v. U.S. EPA*, the U. S. Supreme Court rules 5-4 in a strongly worded opinion that carbon dioxide is air pollution and that states can regulate its emissions, bolstering California’s clean cars law.

April 2007 – Maryland adopts the California clean cars law.

November 2006 – Pennsylvania adopts the California clean cars law.

October 2006 – Gov. Arnold Schwarzenegger again appeals to U.S. EPA to approve California’s waiver request.

June 2006 – Oregon adopts the California clean cars law.

April 2006 – Gov. Arnold Schwarzenegger appeals to U.S. EPA to approve California’s waiver request.

Spring 2006– Massachusetts adopts the California clean cars law.

December 2005 – California formally requests a waiver to implement its more stringent clean cars regulations, as required under the authority granted to the state under the Clean Air Act.

November 2005 – Automakers sue to block the state of Vermont from implementing the California clean cars standards, which the state had adopted days earlier.

Fall 2005 – Connecticut, Maine, New Jersey, New York, Rhode Island, and Vermont adopt the California clean cars law.

2005 – Washington adopts the California clean cars law.

December 2004 – Thirteen Central Valley car dealers joined the Alliance of Automobile Manufacturers, which represents GM, Ford, DaimlerChrysler, Toyota and others in a lawsuit to stop the State of California from implementing its Clean Cars Program.

September 2004 – ARB passes historic California clean cars standard, requiring automakers to cut their carbon emissions 30 percent by 2016.

July 2002 – Gov. Gray Davis signs into law AB 1493 authored by Assemblywoman Fran Pavley, directing the ARB to achieve the maximum feasible and cost-effective reduction of greenhouse gases from California’s passenger vehicles.