

## **Federal Update 9.18.09**

**New Smog Standards.** U.S. EPA Administrator Lisa Jackson this week announced her agency would reconsider the 2008 national smog standards to ensure they are scientifically sound and protective of human health. The reconsideration will cover both the primary and secondary ozone standards. EPA sets primary air quality standards to protect public health, including the health of sensitive groups, such as children and people with asthma. The secondary standard is set to protect public welfare and the environment, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The agency will propose any revisions to the ozone standards by December 2009 and will issue a final decision by August 2010. To reduce the workload for states during the interim period of reconsideration, the agency will propose to stay the 2008 standards for the purpose of attainment and nonattainment area designations. EPA will work with states, local governments, and tribes to ensure that air quality is protected during that time. More information: <http://www.epa.gov/groundlevelozone>

**Greencars.** The Obama administration this week proposed rules that would impose the first nationwide limits on greenhouse gas emissions from vehicles and require a nearly 40 percent increase in fuel efficiency for cars and light trucks sold in the United States by 2016. Officials said the new program, which is to take effect in 2012, will raise new car and truck prices by an average of \$1,100, but would reduce carbon dioxide emissions by nearly a billion tons and cut oil consumption by 1.8 billion barrels from 2012 to 2016. Under the proposed program, which covers model years 2012 through 2016, automobile manufacturers would be able to build a single, light-duty national fleet that satisfies all federal requirements as well as the standards of California and other states. The proposed program includes miles per gallon requirements under NHTSA's Corporate Average Fuel Economy Standards (CAFE) program and the first-ever national emissions standards under EPA's greenhouse gas program. Specifically, the program would: Increase fuel economy by approximately five percent every year; Reduce greenhouse gas emissions by nearly 950 million metric tons; Save the average car buyer more than \$3,000 in fuel costs; and Conserve 1.8 billion barrels of oil. The proposed national program would require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile. Under the proposed program, the overall light-duty vehicle fleet would reach 35.5 miles per gallon (mpg) in model year 2016, if all reductions were made through fuel economy improvements. If this occurs, Congress' fuel economy goal of 35.0 mpg by 2020 will be met four years ahead of schedule. This would surpass the CAFE law passed by Congress in 2007, which required an average fuel economy of 35 mpg in 2020.