

Overview

- The challenge
- ZEV program history & technology story
- The 2003 regulation
- ARB's role in bringing ZEVs to commercialization
- **Section 177 States**
- Next steps
- Conclusion

Northeast States

- **Clean Air Act authority (Section 177)**
- **State actions and status**
 - **New York**
 - **Massachusetts**
 - **Maine**
 - **Vermont**

Clean Air Act Section 177

- **States may adopt and enforce motor vehicle standards if:**
 - **Standards are identical to CA standards for which a waiver has been granted for that model year, and**
 - **CA and state adopt standards at least two years before commencement of model year**
- **Cannot limit sale of CA vehicles in state**
- **Cannot create “third vehicle”**

Clean Air Act Section 177

- **“Standards”**
 - A standard is numerical limit on emissions
 - State must adopt all standards in a weight class
- **“Identical”**
 - Numerical limits must be same as CA
 - Enforcement procedures may differ
- **New York case established when states can adopt and enforce**
 - Adopt after CA adopts (Board hearing)
 - Enforce after CA waiver approved by EPA

Northeast State Actions

	LEV I	LEV II	ZEV*
New York	1992	2000	2002
Massachusetts	1991	1999	2002
Maine	Adopted 1993, in effect 1997	2000	On hold
Vermont	1996	2000	In rulemaking

***Includes Northeast Alternative Compliance Plan**

Northeast States Alternative Compliance Plan

- **Vehicles sold and marketed in CA must be available in Northeast states**
- **Manufacturer compliance plans approved and enforced on state-by-state basis**
- **Alternative Compliance Plan does not affect other aspects of LEV program**

Elements of ACP

- **Core credit scheme**
 - Same as CA
- **Northeast phase in multipliers**
 - Three year phase-in
- **ZEV and AT PZEV percentage requirements**
 - Three year phase-in
- **Infrastructure and transportation system projects**
 - Credit available for special projects
 - Capped at 25% of manufacturer obligation
 - Sunset at end of 2006 model year