



Maryland Department of the Environment

## FACTS ABOUT: Clean Cars Legislative History

### States' Legislation

**1947** California authorizes air pollution control districts to control pollution within the state

**1959** California passes state-wide legislation limiting emissions

**1961** California requires emission control systems on new vehicles sold after 1963

**1969** California's Air Resources Board sets emissions standards for a variety of pollutants, including particulate matter

### Federal Legislation

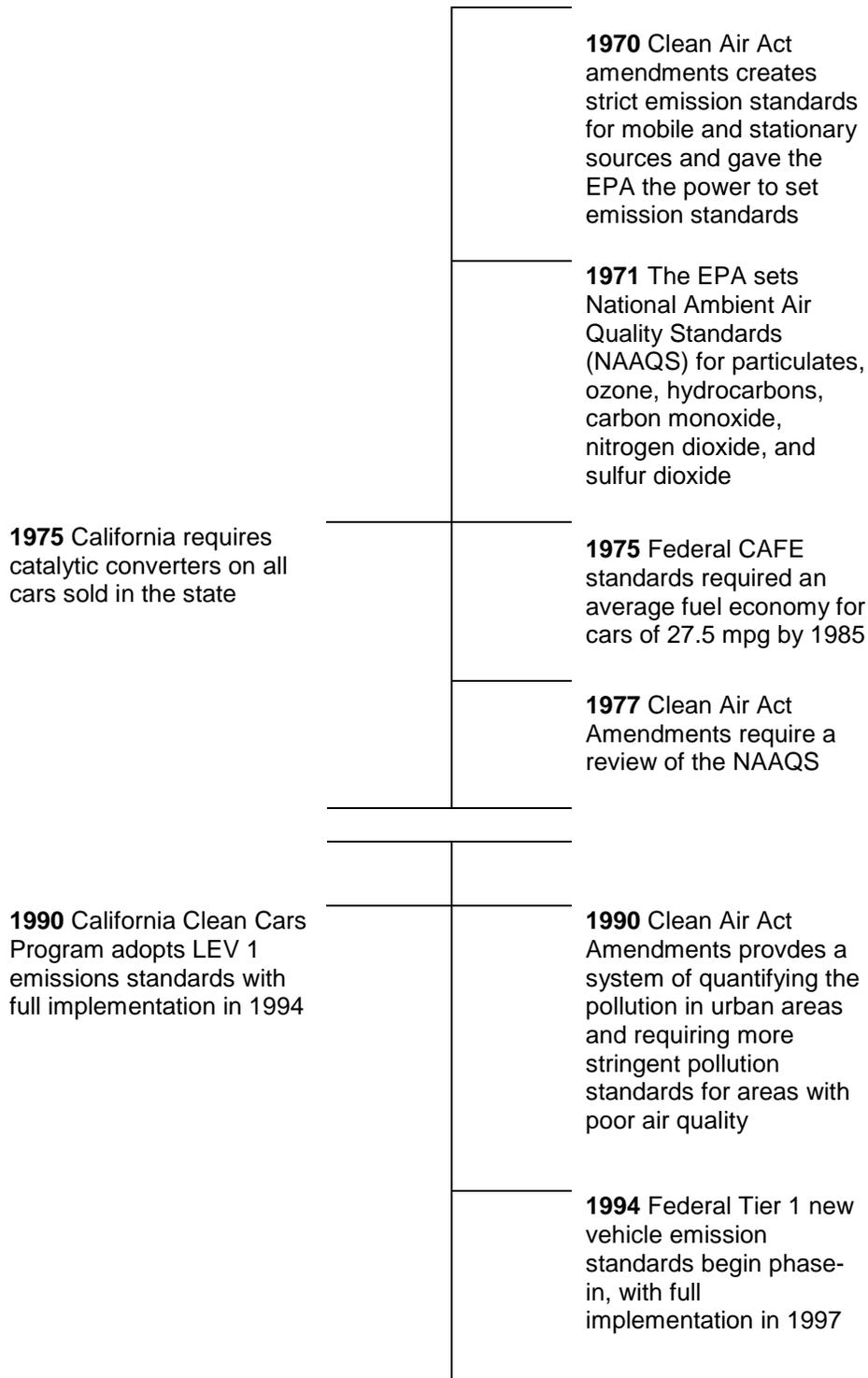
**1955** National Air Pollution Control Act initiates a federal study on the health effects from smog

**1963** Clean Air Act provides limited federal enforcement authority over pollution from automobiles

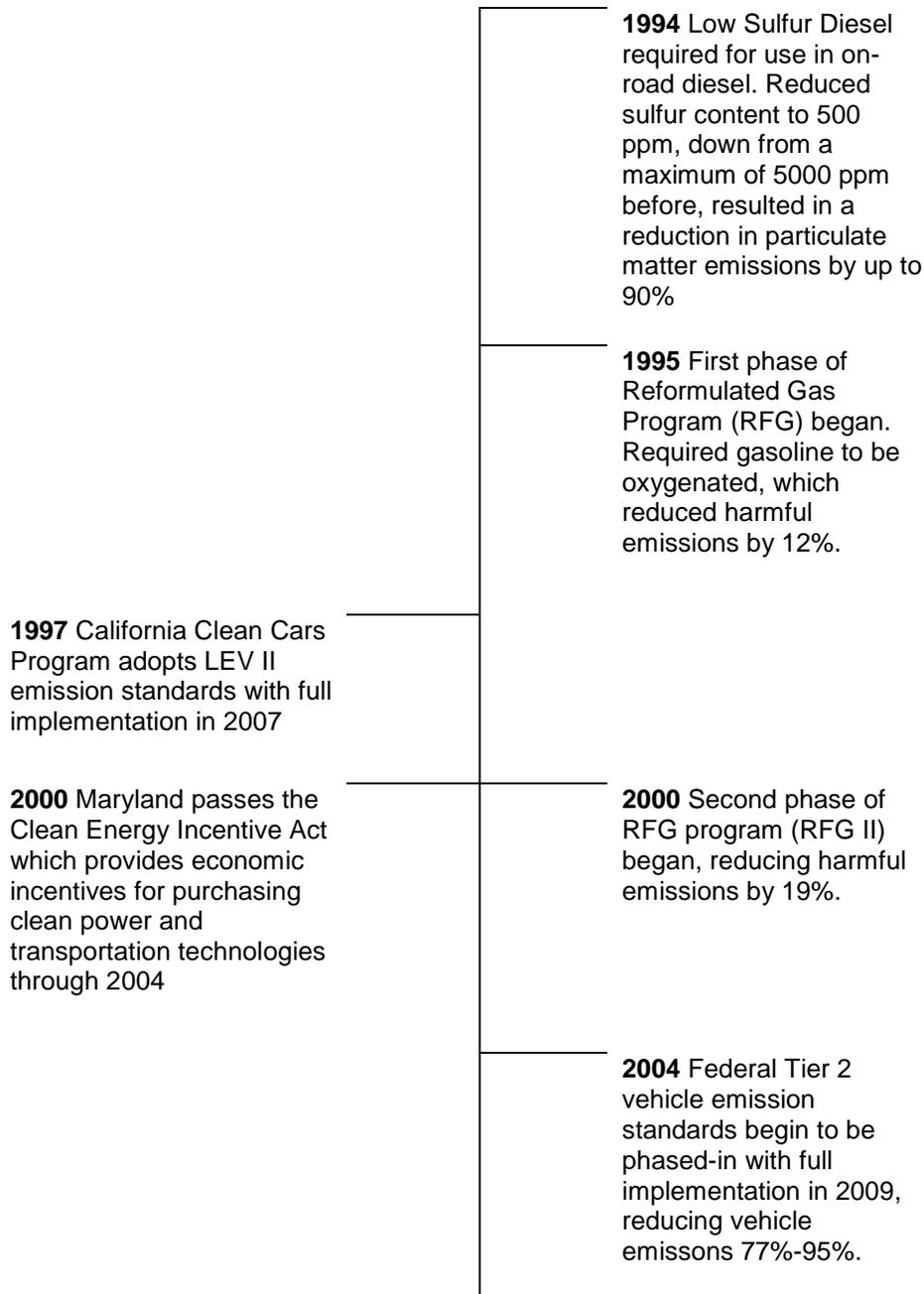
**1965** Motor Vehicle Air Pollution Control Act Provides national emission standards for automobiles



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**2006** California approves greenhouse gas standards for automotive emissions as part of its LEV II standards. Requires a reduction in GHG emissions of 30% from new vehicles.

**2004** EPA issued new NMOG and NOx standards for heavy duty trucks, requiring gasoline trucks to be 78% cleaner and diesel trucks to be more than 40% cleaner.

**2006** Ultra Low Sulfur Diesel Fuel (ULSD) begins phase-in from 2006-2010. Required sulfur content of on-road diesel fuel to be reduced to 15 ppm.

**2006** EPA developed new emission standards to take effect in 2007 for medium and heavy-duty vehicles. Standards reduced PM emissions beginning in 2007 and phased-in NOx reductions from 2007-2010. New standards will reduce truck emissions by up to 95%.

**2007** Maryland adopts California's Clean Cars Program LEV II emission standards, with phase-in beginning in 2011. Provides a 90% reduction in harmful vehicle emissions

**2007** Energy Independence and Security Act requires a fleet averaged fuel economy (CAFE standard) of 35 mpg beginning in 2020

**2009** EPA and NHTSA approve new GHG emissions standards with phase-in beginning in 2012 (Raises CAFE standard to 35.5 mpg by 2016)



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**2011** Maryland formally begins implementation of Clean Car Program. All new vehicles sold in MD must comply with CAL LEV II standards

**2009** California reforms CAL LEV II to allow compliance with new EPA GHG standards to be sufficient in compliance with California's GHG standards

**2011** EPA and NHTSA extend National GHG emissions program to include 2017-2025 passenger vehicles (Raises CAFE standard to 54.5 mpg)

**2011** EPA along with NHTSA adopt GHG regulations for medium and heavy-duty trucks for 2014-2018 model years. Provides a 9-23% reduction in GHG emissions and fuel consumption,

**2012** California adopts CAL LEV III emission standards for 2015-2025 Model Year vehicles (Reduces smog forming pollutants and GHGs)



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