

# Let States Reduce Global Warming Pollution!

## Background

- The Clean Air Act allows states with poor air quality to choose between complying with federal vehicle emission standards and adopting the more protective standards – known as the Clean Cars Program – implemented by the state of California. In late 2004, California adopted first-of-their-kind standards requiring cars and light-duty trucks to limit emissions that contribute to global warming. Since then, 11 other states have adopted the California tailpipe emissions standards.
- The U.S. EPA has been sitting for 18 months on California's application for a waiver under the Clean Air Act, which will permit the state to require stricter global warming emission standards for new vehicles. Without the Bush administration's stamp of approval, California—and the other states that have adopted the Clean Cars Program—will not be able to take this important step toward cutting global warming pollution from tailpipes.
- EPA has routinely granted California's waiver requests more than 40 times in the last three decades.

## Global warming is a critical problem.

- California and the rest of the United States already are feeling the effects of global warming, which will only get worse as temperatures continue to rise. In April 2007, the Intergovernmental Panel on Climate Change (IPCC) warned that continued warming will cause increased water stress, forest fires, and heat waves in the U.S. Cities that currently experience heat waves are expected to face an increased number, intensity, and duration of heat waves, threatening people's health, particularly that of elderly Americans.
- Global warming is an extraordinary challenge that demands immediate action at the local, state, and federal levels.

## California and other states are providing critical leadership.

- Passenger vehicles are the largest source of global warming emissions in California and the second largest source of global warming emissions nationwide. So far, the federal government has done nothing to cut global warming pollution from cars and SUVs.
- California therefore is filling a critical gap in leadership. Beginning in model year 2009, California's program would require automakers to reduce the average amount of global warming pollution from their cars, light trucks, and SUVs. By 2015, new cars would be required to emit 34% and light trucks 25% less global warming pollution on average.
- 11 other states have adopted the California tailpipe emissions standards, and others want to do so. Together, these 12 states account for more than one-third of the U.S. auto market. By cutting global warming pollution from tailpipes, these states can help make a big dent in the emissions reductions we need to achieve to avoid the worst effects of global warming.

## Federal government needs to get out of the way.

- The U.S. government has not done enough to address global warming overall and cut global warming pollution from cars and SUVs specifically. Instead, the Bush administration has sat for 18 months on California's request for a waiver under the Clean Air Act, which would allow it and the other 11 states to go forward.
- The Bush administration also has spent time in court arguing that it does not have the authority to regulate carbon dioxide emissions. In early April, however, the Supreme Court ordered the administration to reconsider this position, ruling that the Clean Air

Act DOES give the U.S. EPA the authority to regulate carbon dioxide and other global warming pollutants from cars.

- We need the federal government to act as soon as possible to cut global warming pollution from cars as well as power plants and other industrial sources. In the meantime, the Bush administration should allow California and the other states to implement their emissions standards and begin to make real reductions in global warming pollution.

### **Conclusion**

- By failing to give California the OK to implement its global warming emission standards for vehicles, the Bush administration has decided to cater to powerful corporate interests over the future of America's quality of life and public health.
- The Bush administration should grant California's waiver request and give states the power to cut global warming pollution from cars and light trucks.