

April 09, 2024

MOTION BY SUPERVISOR LINDSEY P. HORVATH

Support for the United States Environmental Protection Agency Granting to the State of California a

Clean Air Act Waiver To Continue Protecting Public Health

The transportation sector is the largest source of climate pollution in California and a main source of harmful pollutants damaging public health to residents in the South Coast Air Basin. California has long-standing authority under the federal Clean Air Act to set its own protective standards, above the minimum required emission standards of the Clean Air Act, for air pollution from automobiles, trucks, locomotives, and other sources of emissions with a preemption waiver granted by the United States Environmental Protection Agency (U.S. EPA). During the last half century, California has been granted more than 50 waivers for successful programs to reduce transportation-related pollution.

The Clean Air Act also allows other states to opt-in to California's program. Eleven other states have already adopted Advanced Clean Cars II (ACC II), the update to California's Advanced Clean Car regulatory program which aims to rapidly reduce emissions from passenger vehicles, and three more states are in the rulemaking process. California's leadership and recent federal investments from the federal Inflation Reduction Act and the federal Bipartisan Infrastructure Law, both initiated by the Biden-Harris Administration, have helped to spur an electric vehicle market poised to meet these important public health standards. A recent report showed that \$165 billion in electric vehicle investments and almost 180,000 new U.S. jobs have been announced in the last eight years, with more than 56% of those announcements happening since passage of the

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Inflation Reduction Act in August 2022.

In May 2023, the California Air Resources Board notified the US EPA that it had adopted the ACC II regulations for new cars and passenger trucks starting with model year 2026, and formally requested that U.S. EPA grant a waiver. Last month Senators Laphonza Butler and Alex Padilla, along with members of the California Congressional Delegation, sent a letter to the U.S. EPA Administrator strongly supporting the issuing of a waiver to California.

I, THEREFORE, MOVE that the Board of Supervisors Direct the Chief Executive Office - Legislative and Intergovernmental Relations Branch, with the assistance of the Chief Sustainability Office, to send a five-signature letter to the U.S. EPA Administrator Michael Regan in support of granting a Clean Air Act waiver to the State of California.

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