



National Tribal Air Association

Fact Sheet:

U.S. Environmental Protection Agency's Proposed Multi-Pollutant Emissions Standards for Model Years 2027 and later Light-Duty and Medium-Duty Vehicles

Docket ID No. EPA-HQ-OAR-2022-0829

*The comment deadline is **July 5, 2023**. Your comment letter can be submitted electronically to the Federal Rulemaking Portal. <https://www.regulations.gov/> OR email to a-r-Docket@epa.gov.*

Background

Emissions from mobile sources have long been recognized as major contributors to poor air quality and the resultant impacts on human health and the environment. For more than fifty years the Clean Air Act¹ has authorized EPA to establish emissions standards on new motor vehicles sold in the United States. Mileage standards, fuel quality standards, and tailpipe emissions limits have existed for decades and revised periodically to reflect improved motor vehicle technologies, gasoline and diesel fuel quality, and consumer demands. In addition to multiple criteria and hazardous air pollutants e.g., nitrogen oxides, carbon monoxide, hydrocarbons, particulate matter, sulfur dioxide, motor vehicles are major emitters of greenhouse gases – principally carbon monoxide. EPA is proposing stronger emissions standards for light-duty and medium duty vehicles beginning with model year (MY) 2027 with increasing stringency in subsequent years.

Overview

The proposed rule titled *Multi-Pollutant Emissions Standards for Model Years 2027 and later Light-Duty and Medium-Duty Vehicles* is a key component of the Biden Administration's efforts to reduce greenhouse gas emissions and to "...improve air quality for communities across the nation, especially communities that have borne the burden of polluted air"². Several other related initiatives include the Bipartisan Infrastructure Law, Inflation Reduction Act, Clean Power Plan and Greenhouse Gas Standards for Heavy-Duty vehicles – Phase3. The current proposed rule was announced in April and published in the Federal Register on May 5, 2023³. Comments on the proposal are due July 5, 2023.

Consistent with current emissions standards for vehicle model year 2023 – 2026, the proposed standards apply to three general vehicle types – light-duty vehicles (passenger cars/SUVs, vans, and pickups). Emissions limits for specific pollutants apply to the average over a vehicle fleet. For example, the light-duty fleet standard for model year (MY) 2026 of 188 grams of CO₂ per mile driven would be reduced for each model year beginning in 2027 to a fleet standard of approximately 82 grams per mile in MY 2032 and beyond. Similar, but significantly less stringent standards for CO₂ would apply to vans and pickups. Concurrently emissions standards



are proposed for other air pollutants, principally “non-methane organic gases + nitrogen oxides” (NMOG+NO_x).

Although the proposed standards are “performance-based,” allowing each automaker to choose its set of emissions control technologies that meet the standards, EPA anticipates rapid deployment of battery electric vehicles (BEVs), hybrid, or plug-in hybrid technologies as well as improvements in the performance of conventional gasoline vehicles. In addition to multiple programs to advance electric-powered vehicle charging stations, EPA is proposing battery durability and warranty requirements.

Importance to Tribes

Many Tribes continue to suffer from unhealthy air quality. In most Tribal communities this air pollution is created by sources outside Tribal jurisdiction including urban transportation, congestion, and roadways. Ozone and particulate matter (PM_{2.5}) exceed National Ambient Air Quality Standards in many Tribal communities located near large urban populations. This proposed regulation, along with EPA’s other efforts to reduce ozone-causing pollutants, PM_{2.5}, and multiple hazardous air pollutants should be beneficial.

The National Tribal Air Association (NTAA) has continuously supported stronger initiatives to mitigate the impacts of climate change. As noted in our overview statement, *perhaps no other community will or has experienced the adverse impacts of climate change more than the nation’s Indian Tribes. Rising sea levels, coastal flooding, and erosion, melting sea ice, loss of traditional hunting and fishing resources, extended drought and unpredictable farming conditions threaten every aspect of indigenous cultures.* The proposed rule is an important step toward reducing greenhouse gas emissions from transportation – the nation’s largest source of these climate changing gases.

The principal mechanism for compliance with this proposal is expected to be the electrification of the U.S. vehicle fleet. It is imperative for Tribes, particularly those in rural or remote locations, to anticipate needs for electric vehicle operation and maintenance. The NTAA has aggressively communicated with EPA and sister agencies to facilitate advancements in Tribal infrastructure to enable our communities to participate in rapidly changing transportation technologies.

How to Comment on EPA’s Proposed Rule

- Comments on the Proposed Rule: Multi-Pollutant Emissions Standards for Model Years 2027 and later Light-Duty and Medium-Duty Vehicles are due July 5, 2023
- Comments should cite **Docket ID No. EPA-HQ-OAR-2022-0829** and be submitted via either :Federal eRulemaking Portal: <https://www.regulations.gov/> OR email to a-r-Docket@epa.gov.
- The NTAA has prepared a Policy Resource Kit for Tribes to use or for comment.

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¹ U.S.C. Sec.7401-7671

² *Biden-Harris Administration Proposes Strongest – Ever Pollution Standards for cars Transition to a Clean – Transportation Future*, USEPA, April 12, 2023

³ Federal Register 40 CFR Parts 19,86,523,600,1066, and 1867, May 5, 2023