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Media Line: 916-874-4888

Sac Metro Air District Joins Other Air Districts and Files Action Against the Federal SAFE Vehicle Rule Part 2

Statement from Alberto Ayala, Air Pollution Control Officer and Executive Director of the Sacramento Metropolitan Air Quality Management District:

Today, the Sacramento Metropolitan Air Quality Management District, the South Coast Air Quality Management District and the Bay Area Air Quality Management District jointly filed a petition challenging the Trump Administration's Safer Affordable Fuel Efficient Vehicle (SAFE) Rule Part 2.

SAFE Rule Part 2 is another regressive policy from the current administration. It sets less stringent carbon dioxide (CO₂) emissions standards and lower fuel economy standards for future new passenger cars and light trucks, covering model years 2021-2026. This federal action will weaken clean car standards, increase sales of dirtier cars, raise oil consumption in the U.S. by billions of gallons, and unnecessarily cause additional air and climate pollution.

It's ironic that at a time when shelter-in-place orders have led to improved air quality and a greater appreciation for clean air in the Sacramento region, this federal action will result in more tailpipe pollution from future automobiles and impede the progress our state and region has made toward clean air and a low-carbon future.

In September 2019, SAFE Rule Part 1, threatened the state's ability to meet clean air goals by prohibiting California from setting its own reasonable auto emission standards, even though the Clean Air Act plainly recognized that California was uniquely situated to adopt necessary protective standards. This latest action will further jeopardize the progress California has made toward reducing vehicle pollution and protecting public health.

As Air Districts, we stand together, and we will continue to legally defend measures to control pollution from all sources, including combustion automobiles, that adversely impact the health of our residents in California.