



states that have complied with California auto emissions standards

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**Which states follow California's emission and zero-emission vehicle ...**

<https://www.greencarreports.com/News/Fuel-Efficiency>

Mar 7, 2017 - Known as "Section 177" states, those 13 are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington.

**United States emission standards - Wikipedia**

[https://en.wikipedia.org/wiki/United\\_States\\_emission\\_standards](https://en.wikipedia.org/wiki/United_States_emission_standards)

The states that have adopted the California standards are: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New Mexico (2011 model year), New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington, as well as the District of Columbia.

**California, Trump Officials Weigh Vehicle-Emissions Rule Changes ...**

<https://www.wsj.com/articles/california-trump-officials-weigh-emissions-rule-changes-151681>

Jan 24, 2018 - Still, car companies have two goals: They want to relax the standards while continuing to keep California lockstep with federal rules, lest they face differing regulations across state lines and increased compliance costs. California holds an EPA waiver allowing it to set its own tougher regulations than many.

**Vehicle Emissions California Waivers and Authorizations | State and ...**

<https://www.epa.gov/state/vehicle-emissions-california-waivers-and-authorizations>

The Clean Air Act allows other states to adopt California's motor vehicle emission standards under section 177. Section 177 requires, among other things, that such standards be identical to the California standards for which a waiver has been granted. States are not required to seek EPA approval under the terms of section

**13 States Adopting California Clean Car Standards Would Reap ...**

<https://www.edf.org/13-states-adopting-california-clean-car-standards-would-reap-s>

Jun 30, 2009 - The states—Arizona, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington—represent approximately one quarter of the U.S. vehicle fleet and vehicle miles traveled.

**Buying a Vehicle Out of State? What California Car Buyers Need to ...**

<https://www.caconsumeradvocate.com/buying-vehicle-out-state-what-california-car>

California has tougher emissions standards than other states. Here's what the California smog laws mean to you when you buy a new car out of state. According to a guide report from the Department of Motor Vehicles, any new car, truck or motorcycle purchased from out of state must comply with California's emissions.

**California Upholds Auto Emissions Standards, Setting Up Face-Off ...**

<https://www.nytimes.com/california-upholds-emissions-standards-setting-up-face-of>

Mar 24, 2017 - California's clean-air agency voted on Friday to push ahead with stricter emissions standards for cars and trucks, setting up a potential legal battle with the Trump administration. Leading politicians

in the state, from the governor down to many mayors, have promised to lead the resistance to Mr. Trump's policies.

**FFVR 29 - DMV - State of California**

[https://www.dmv.ca.gov/.../nZFNT4NAEIZ\\_iveOZIZvOG60IoK1JjUt7IUsc1swslC6J...](https://www.dmv.ca.gov/.../nZFNT4NAEIZ_iveOZIZvOG60IoK1JjUt7IUsc1swslC6J...) DMV cannot accept an application to register a vehicle in California that does not qualify for registration (California Health and Safety Code §§43150 - 43156). ... be sold only in the other 49 states. These vehicles (49-state) are made with smog equipment that meets federal emission standards, but not California standards.

**Registering an out-of-state car in California**

[https://www.arb.ca.gov/html/master\\_faqs/vehicle\\_faqs/out\\_of\\_state\\_car\\_faq.htm](https://www.arb.ca.gov/html/master_faqs/vehicle_faqs/out_of_state_car_faq.htm) Dec 20, 2013 - A "New" vehicle is any vehicle with less than 7,500 miles at the time it was obtained. "Used" vehicles, those with over 7,500 miles at the time they were obtained, can generally be registered in California as long as they are in compliance with US EPA emission standards. REFERENCE] California Health ...

**Will Trump EPA Reconsider California Greenhouse Gas Waiver ...**

<https://cei.org/blog/will-trump-epa-reconsider-california-greenhouse-gas-waiver> Jan 7, 2018 - Currently, 13 states have California vehicle emission standards, which are typically more stringent than federal standards. ... threat by brokering a deal whereby states opting into the California program would agree to accept compliance with EPA's greenhouse gas standards as compliance with their own.

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- If fuel economy had not improved from 2005 through 2015, households would have spent 25% more on fuel. <http://consumersunion.org/news/cu-car-affordability-report/>
  - The average new vehicle buyer will start saving in the very first month of ownership as fuel savings outweigh the cost of fuel saving technology spread out over the loan. Consumers in the used market (70% of vehicle sales) save the most from improved fuel economy at a lower price, as fuel economy remains steady while the vehicle depreciates. <https://consumersunion.org/topic/energy/transportation/>
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### FEASIBILITY / COMPLIANCE COSTS

- Because they are footprint-based, the standards already accommodate shifting consumer preferences. Automakers' requirements are set based on the mix of vehicles they sell - larger vehicles have less stringent requirements but still must improve gradually over time.
  - The International Council on Clean Transportation recently found that due to technology improvements and innovation, compliance costs for model years 2022-2025 will be 34% to 40% lower than originally projected. These findings are consistent with those from CARB and EPA in the 2016 Technical Assessment Report. <https://www.theicct.org/publications/US-2030-technology-cost-assessment>
  - ICCT also found that fuel efficiency gains of 8-10% greater than those identified in the most recent EPA and NHTSA analysis are available and cost-effective by 2025—indicating that the current Standards are set well below what is possible with reasonable cost. <https://www.theicct.org/publications/US-2030-technology-cost-assessment>
  - Auto manufacturers are complying with the standards. More than half of the "all new" vehicles introduced in 2017 already meet the 2020 level of the standards. Thirty-two percent of the "all new" vehicles introduced in 2017 (6 vehicles) already meet the 2025 level of the standards. <https://consumerfed.org/wp-content/uploads/2017/07/on-the-road-to-2025-cafe-standards.pdf>
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### JOBS

- Synapse Energy Economics recently found that the Clean Car Standards will create more than 100,000 U.S. jobs in 2025 and more than 250,000 U.S. jobs in 2035 in the auto industry as well as in other sectors as the economy gets a boost when people use the money they save on gas on other products. The study found that the U.S. gross domestic product would increase by more than \$13 billion in 2025 and by \$16 billion in 2035 because of the Standards. <http://www.synapse-energy.com/sites/default/files/Cleaner-Cars-and%20Job-Creation-17-072.pdf>
  - Ceres recently found that under the current standards, automakers will remain profitable even under very low fuel prices. The standards also provide insurance in the event of a fuel price spike; if the standards are weakened and gas prices spike, we could see 300,000 fewer vehicle sales for automakers and a loss of \$1.08 billion in profits by 2025. Meanwhile, suppliers, who employ 2.5
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times as many Americans as automakers, stand to gain about \$90 billion in increased orders for fuel-saving technologies. <https://www.ceres.org/resources/reports/economic-implications-current-national-program-v-weakened-national-program-2022>

## CONSUMER PREFERENCE

- The American Lung Association released new poll results showing that voters overwhelmingly support EPA's current fuel efficiency standards for cars, SUVs and light trucks in model years 2022 to 2025. Nearly 7 in 10 voters want EPA to leave current fuel efficiency standards in place. A majority of Democrats and Independents support maintaining the standards (79 percent of Democrats, 64 percent of Independents), as do a plurality of Republicans (48 percent support, 43 percent oppose). <http://www.lung.org/about-us/media/press-releases/new-poll-voters-support-fuel-efficiency.html>

## SAFETY

- Consumers need not choose between safety and fuel economy. NHTSA's original analysis made clear that automakers can make cars more fuel efficient, lower-emitting, and less expensive to drive – all while improving safety.
- Rigorous federal safety standards ensure the safety of every car on the road – and studies have long found that more efficient cars can meet those standards.<sup>2</sup>
- Upgrading to advanced materials – like high-strength steel and aluminum alloys – improves both vehicle safety and fuel efficiency. Numerous studies have shown that specific vehicles can secure high safety ratings while improving fuel efficiency.
- As automakers themselves have noted, they are “increasingly using lightweight materials to help meet greenhouse gas (GHG) and fuel economy standards without having to sacrifice the safety and performance of their vehicles.”<sup>3</sup>

• The best-selling vehicle in America – the Ford F-150 full-size pickup truck – earned an overall 2018 5-star overall safety rating, and a 2017 Top Safety Pick designation from the Insurance Institute for Highway Safety after receiving the best rating in a front-crash test. Today's F-150 is also 35% more efficient than it was in 2000, and gets better gas mileage than the 2010 Ford Taurus.

- The best-selling passenger car in America – the Toyota Camry – earned NHTSA's highest-possible 5-star rating in every safety category and overall, and earned a 2018 Top Safety Pick Plus designation

<sup>2</sup> See, e.g., 2012 Lotus Engineering Study of Toyota Versa; 2012 NHTSA-Sponsored study of Honda Accord.

<sup>3</sup> Joint statement of the Association of Global Automakers and the Alliance of Automobile Manufacturers, Jan. 21, 2016, available at: <https://autoalliance.org/2016/01/25/car-vehicle-lightweighting-study-provides-good-insight-on-automakers-efforts-to-increase-ghgfuel-economy/>.