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Transportation and Land Use Technical Work Group

**List of Priorities for Analysis
with Volunteers for Development of Straw Proposals for Policy Options (1/10/06)
(Attached: Example of Draft Policy Option)**

#	Policy Name	# From Long List Policy Matrix	Volunteers	Email addresses
	PASSENGER SECTOR— VEHICLE TECHNOLOGY			
1	California GHG Emission Standards for Light-duty Vehicles	1.1.1, 1.1.2	Eva Thaddeus	evathad@nmia.com
2	Procurement of Efficient Fleet Vehicles	1.1.5	TBD	
3	Incentive/Disincentive Options Bundle	1.1.6, 1.1.7, and 1.1.8	Eva Thaddeus, Patricia Hoffman	evathad@nmia.com , phoffman@nmsu.edu
	ALTERNATIVE FUELS (including Biodiesel, Ethanol, Electricity, Solar, Etc.)			
4	Alternative Fuels Bundle	1.2.1, 1.2.2, 1.2.3, 1.2.4, 2.2.1, 2.2.2, 2.2.3	Charles Bensinger, Richard Dunn	newworld@timewindow.com , greenwheels@newmexico.com
	DEMAND—LAND USE/LOCATION EFFICIENCY			
5	Infill, Brownfield Re-development	1.4.1	Ken Hughes	Ken.Hughes@state.nm.us
6	Transit-Oriented Development	1.4.2	Ken Hughes	Ken.Hughes@state.nm.us
7	Smart Growth Planning, Modeling, Tools	1.4.3	Ken Hughes	Ken.Hughes@state.nm.us
8	Targeted Open Space and Croplands Protection	1.4.4	TBD	
9	GHG Offset Requirements for Large Developments	1.4.5	TBD	
	DEMAND—TRANSIT ALTERNATIVES			
10	Multimodal Transportation Bundle	1.5.1, 1.5.2, 1.5.3, 1.5.4, 1.5.5, and 1.5.6	Richard Dunn, Charles Bensinger, Patricia Hoffman, JW Madison, Colin Messer, De Anza Valencia	greenwheels@newmexico.com , newworld@timewindow.com , phoffman@nmsu.edu , madison@swcp.com , ColinJ.Messer@state.nm.us , deanza@rdcnm.org

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Draft Policy Option: California GHG Emission Standards for Light-duty Vehicles, Option #1.1.1

1. Policy Description:

- a. Lay description of proposed policy action: The California Air Resources Board (CARB) developed regulations to reduce greenhouse gas emissions from new light-duty motor vehicles that became operative in 2005. These regulations will apply to new passenger vehicles and light duty trucks beginning with the 2009 model year. The regulations incorporate a CO₂-equivalent fleet average emission requirement for the passenger car/light-duty truck 1 (0 – 3,750 lb loaded vehicle weight) category and another fleet average emission requirement for the light-duty truck 2 (3,751 lb loaded vehicle weight – 8,500 lb gross vehicle weight)/medium-duty passenger vehicle category. The regulations include a phase-in period from the 2009 through the 2016 model years. The CO₂-equivalent emission standard for passenger cars in 2009 is 323 grams per mile and is reduced to 205 grams per mile by the 2016 model year.
- b. Policy Design Parameters:
 - i. Implementation level(s) beyond BAU: The implementation level of this program cannot be varied. Either the State continues to follow the Federal emission standards (BAU) or the State can adopt the California emission standards.
 - ii. Timing of implementation: Section 177 of the Clean Air Act requires that States adopting California’s emission standards must provide automobile manufacturers with a two year lead time to transition from the Federal emission standards to the California emission standards. Thus, if this regulation were to be adopted by New Mexico during 2007, the California emission standards would first be required in New Mexico for the 2010 model year. Note that New Mexico would be on the same implementation schedule as California, such that all vehicles subject to the California emission standards would meet the same fleet average emission requirements in a given model year, regardless of the first year of adoption.
 - iii. Implementing parties: This measure would need to be implemented by the New Mexico State legislature.
- c. Implementation Mechanism(s): Indicate which mechanisms are to be used, and describe the specific approach that is proposed:

The California emission standards could be adopted by New Mexico under the authority granted by section 177 of the Clean Air Act. Typically, this would occur legislatively or administratively by reference to the specific California regulations. The regulations may be adopted only by and for the entire State, not by specific areas or counties within the State.

2. BAU Policies/Programs, if applicable:

New Mexico is currently subject to the Federal emission standards. These emission standards do not regulate greenhouse gas emissions. CO₂ emissions are indirectly limited through the Corporate Average Fuel Economy (CAFE) standards.

3. Types(s) of GHG Benefit(s):

The CO₂-equivalent emission standards were designed to reduce CO₂, CH₄, and N₂O emissions that occur during vehicle operation; CO₂ emissions resulting from operating the air conditioning system; HFC refrigerant emissions from the air conditioning system that occur due to leakage, recharging, or vehicle scrappage; and upstream emissions associated with the production of the fuel used by the vehicle.

4. Types of Ancillary Benefits and or Costs, if applicable:

If New Mexico adopts the California greenhouse gas emission standards, the State must adopt the entire package of California emission standards. This includes the California LEV II emission standards. The LEV II standards could reduce emissions of criteria pollutants and air toxics. In addition, California is considering a Phase II to the greenhouse gas standards, which would take effect in the 2017 model year, and would likely bring further reductions in greenhouse gas emissions.

An additional incremental cost would be added to the cost of new vehicles to meet the California emission standards. The cost increment would be smaller in the near term and greater in the long term as the more stringent standards are phased in. These cost increases would be at least partially offset by a reduction in fuel consumption and in associated fuel costs.

5. Estimated GHG Savings and Costs Per MMTCO₂e:

a. Summary Table of:

- i. GHG potential in 2012, 2020, 2050
- ii. Net Cost per MMTCO₂e in 2012, 2020, 2050

b. Insert Excel Worksheet showing summary GHG reduction potential and net cost

6. Data Sources, Methods and Assumptions:
 - a. Data Sources
 - b. Quantification Methods
 - c. Key Assumptions

7. Key Uncertainties if applicable:
 - a. Benefits
 - b. Costs

8. Description of Ancillary Benefits and Costs, if applicable:
 - a. Description of issue #1
 - b. Description issue #2
 - c. Etc.

9. Description of Feasibility Issues, if applicable:
 - a. Description of issue #1
 - b. Description of issue #2
 - c. Etc.

10. Status of Group Approval:
 - a. Pending
 - b. Completed

11. Level of Group Support:
 - a. Unanimous Consent
 - b. Supermajority
 - c. Majority
 - d. Minority

12. Barriers to consensus, if applicable (less than unanimous consent):

- a. Description of barrier #1
- b. Description of barrier #2
- c. Etc.