

**State of California  
Air Resources Board  
Board Item Summary**

**Item # 21-11-2: Public Meeting to Consider the 2020 Mobile  
Source Strategy**

**Staff Recommendation:**

This is an informational item only. No action is required.

**Discussion:**

The 2016 Mobile Source Strategy was CARB's first integrated planning effort focused on identifying the suite of complementary policies needed to reduce emissions of criteria pollutant precursors, greenhouse gases (GHG), and toxic air contaminants from mobile sources. Recognizing the value of the 2016 Mobile Source Strategy in serving as a roadmap for addressing the State's ongoing mobile source-related air quality, climate, and community risk reduction challenges, and the ever-evolving vehicle market, the California Legislature passed, and Governor Newsom signed, Senate Bill (SB) 44 (N. Skinner, Stats. of 2019). SB 44 acknowledges the ongoing need to evaluate opportunities for mobile source emission reductions by requiring CARB to update the Mobile Source Strategy by 2021 and every five years thereafter.

The 2020 Mobile Source Strategy meets the requirements of SB 44 and, through a multipollutant lens, identifies the transformational pathways needed for the various mobile source sectors to achieve California's numerous goals and targets through 2050. Consistent with Governor Newsom's Executive Order N-79-20 and SB 44, the 2020 Mobile Source Strategy identifies a suite of concepts for regulations and programs that maximize emissions reductions by going to zero-emission where feasible. The range of scenarios provided in the Strategy outline the technology trajectories anticipated for each of the mobile source sectors.

The 2020 Mobile Source Strategy was developed in an open public process, in consultation with affected parties, through multiple public workshops, individual meetings, and other outreach efforts. Moving forward, the programs and concepts in the 2020 Mobile Source Strategy can be incorporated into other planning efforts, including State implementation plans, the 2022 Climate Change Scoping Plan Update, and community emissions reduction plans developed as part of the Assembly Bill 617 Community Air Protection Program.

**Summary and Impacts:**

The programmatic concepts in the 2020 Mobile Source Strategy drive to zero-emission wherever feasible, with the use of the cleanest combustion technologies where zero emission was not feasible, combined with efficiency improvements to reduce GHG emissions, and accelerating turnover of older and dirtier engines. These concepts could achieve criteria

pollutant reductions of over 590 tons per day of oxides of nitrogen in 2037, and reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045, equating to well-to-wheel GHG emissions reductions of approximately 94 million metric tons of carbon dioxide equivalent in 2045. Action is needed at all levels of jurisdiction – State, local, and federal – to achieve these potential reductions. Further, meeting California’s goals, including statewide attainment of federal air quality standards, is not possible without near term action by the United States Environmental Protection Agency and other federal entities to control emissions from sources under their respective authorities.