

Congress of the United States
Washington, DC 20515

June 16, 2017

The Honorable Scott Pruitt
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Pruitt,

The undersigned members of Congress write in support of the model of cooperative federalism embodied in the Clean Air Act to set strong air pollution standards to protect air quality, improve public health, and reduce greenhouse gas emissions.

As you know, the Clean Air Act allows California to set air pollution standards for new motor vehicles that are stronger than federal standards, provided that the Environmental Protection Agency grants a waiver from the Act's preemption provision (EPA has granted such waivers over 100 times since 1967). The Act further provides that other states may adopt the higher California standards as their own, which twelve states and the District of Columbia have all done. Taken together, these states represent about 35 percent of the United States population and 1 in 3 cars sold in America.

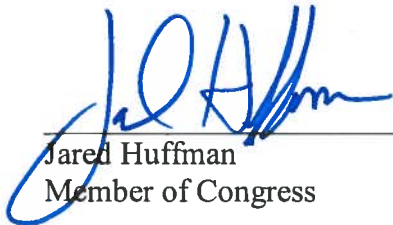
This is a classic example of federal-state cooperation that has produced positive results in California and other states. Car manufacturers have responded by innovating and bringing new technologies and ever-cleaner vehicles to market, including Zero Emission Vehicles (ZEVs) and Partial ZEVs. Thanks to these high standards, many states have significantly reduced pollutants that cause health-threatening smog and soot, in addition to reducing greenhouse gas emissions to help combat climate change.

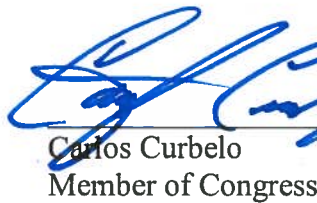
We are disappointed that President Trump has chosen not to press forward with strong federal standards and instead rescind EPA's final determination that was made on January 12, 2017, which was based on sound science and evaluation. We acknowledge your comments at the House Appropriations Committee hearing on June 15, 2017; however, if the administration is unwilling to support stronger federal fuel efficiency and emission standards, it is more important than ever that states be allowed to continue driving innovation, consumer choice, and environmental and public health improvements through strong state standards. States should decide for themselves if they want to follow California's lead or not.

Under the current EPA waiver, states can do just that, and we believe that states who adopt these standards should be allowed to keep them. The purpose of this letter is to convey our strong bipartisan request that you adhere to prior EPA waiver decisions, and that you provide us with your assurance that the Clean Air Act's successful model of cooperative federalism will continue to be honored. In addition, should states seek to raise vehicle emission standards in the future as currently allowed under the Clean Air Act, we would urge you to evaluate any waiver requests on the merits and in compliance with federal law and longstanding precedent.

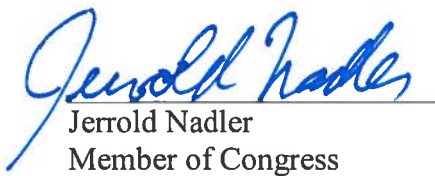
We look forward to your response.

Sincerely,


Jared Huffman
Member of Congress


Carlos Curbelo
Member of Congress


William R. Keating
Member of Congress


Jerrold Nadler
Member of Congress


Alan Lowenthal
Member of Congress


Grace F. Napolitano
Member of Congress

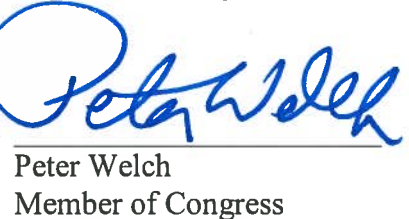

David N. Cicilline
Member of Congress

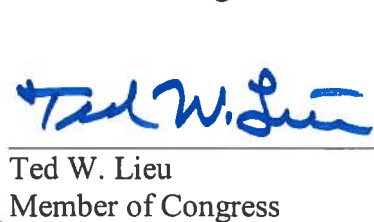

Mike Thompson
Member of Congress



Earl Blumenauer
Member of Congress


Nydia M. Velázquez
Member of Congress

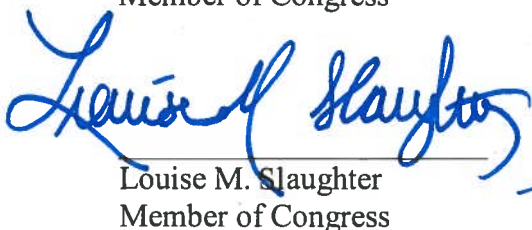

James R. Langevin
Member of Congress

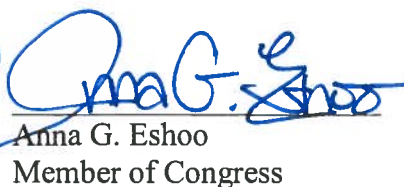

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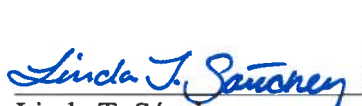
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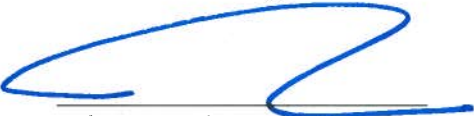
Michael F. Doyle
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Denny Heck
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Derek Kilmer
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John K. Delaney
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