

September 6, 2018

Andrew K. Wheeler, Acting Administrator  
United States Environmental Protection Agency  
Office of the Administrator Code 1101A  
1200 Pennsylvania Avenue,  
NW Washington, D.C. 20460

Heidi King, Deputy Administrator  
National Highway Traffic Safety Administration  
United States Department of Transportation  
1200 New Jersey Avenue,  
SE Washington, DC 20590

Re: Request for Extension of Comment Period and Additional Public Hearings Regarding Joint Proposed Rulemaking to Revise Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards, Docket IDs: EPA-HQ-OAR-2018-0283 / NHTSA-2018-0067 / NHTSA-2017-0069

Dear Acting Administrator Wheeler and Deputy Administrator King:

The Georgetown Climate Center is a non-partisan, non-profit organization that works with states to advance policies to address climate change and to share lessons from the states with federal policymakers.<sup>1</sup> On behalf of the states we support, we are writing to request that the U.S. Environmental Protection Agency (EPA) and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) extend the comment period for the joint proposed rule referenced above by at least 60 days. We also request that EPA and NHTSA hold several additional public hearings beyond those announced for Fresno, California; Dearborn, Michigan; and Pittsburgh, Pennsylvania.

We ask that EPA and NHTSA extend the comment period for this proposed joint rule to a total of 120 days from the date of publication in the Federal Register. A 120 day comment period would be consistent with the EPA's past practice of providing a meaningful opportunity for public input on important and complex regulatory proceedings (for example, the EPA's 2014 proposal to adopt the Clean Power Plan and the 2017 proposal to repeal the Clean Power Plan). Additional time is needed for states to adequately review each of the three significant actions proposed here: EPA's proposed revision of vehicle emissions standards, NHTSA's proposed revision of Corporate Average Fuel Economy Standards and the proposed revocation of California's waiver. The volumes of written material and the technical information—including

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<sup>1</sup> Georgetown Climate Center. <http://www.georgetownclimate.org/about-us/index.html>

new models, new modeling methods, and data tables—demand enormous amounts of time and attention to review. Your Agencies’ duties under the Administrative Procedure Act to afford the public an adequate opportunity to review this information and to provide informed comments is not met by a 60-day comment period.

We also ask that EPA and NHTSA hold additional hearings in other regions of the country, in part to provide as much geographic diversity in venues as possible. There are many stakeholders—including manufacturers, consumers, and communities—with interests that merit your consideration. For one, an additional public hearing should be held in Sacramento, California, and be devoted exclusively to EPA’s unprecedented proposal to withdraw California’s Clean Air Act waiver. Section 209 of the Clean Air Act requires a public hearing for granting a waiver, and EPA should also provide a hearing for its proposed waiver revocation. We also request additional hearings in the locations included in the pre-publication draft of the proposed joint rule and the August 24th published version (see 83 Fed. Reg. 42,986 (Aug. 24, 2018))—Los Angeles, CA, and Washington, D.C. Los Angeles and Washington, D.C., are accessible locations, large population centers, and communities with experience with vehicle pollution and expertise on air regulations. Further, we request additional hearings in states that have adopted California’s vehicle emissions standard because it is unreasonable to require residents of those thirteen states to travel great distances to express their concerns about the direct impacts to their communities from proposed changes to the federal standards and proposed withdrawal of California’s waiver.

From more frequent and destructive hurricanes along the Gulf and Atlantic Coasts, to drought and wildfires in the West, to more severe flooding in many regions, communities across the country are already experiencing the effects of climate change. The states and communities we work with provided extensive comments to EPA and NHTSA in crafting the vehicle standards and the California waiver and have important expertise on the ways that this proposed joint rule would detrimentally affect the air quality and economies of these states and the health and wellbeing of their residents. Several states have contacted you directly with similar requests. EPA and NHTSA should honor these requests and recognize the value of their perspectives by providing more time for review of the proposal and more venues for participation of representatives from these jurisdictions and their residents.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Vicki Arroyo".

Vicki Arroyo  
Executive Director  
Georgetown Climate Center