

Congress of the United States
Washington, DC 20515

September 26, 2006

The Honorable Stephen L. Johnson
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460-0001

Dear Mr. Johnson:

We are writing to urge you to grant California's waiver request that will allow California and ten other leading states to adopt technically feasible and cost-effective emissions standards to reduce global warming pollution from new passenger vehicles.

In late 2004, California adopted new standards requiring cars and light-duty trucks to limit emissions that contribute to global warming. The standards begin with the 2009 model year and phase-in gradually over eight years. By the 2016 model year, they would cut global warming pollution from new vehicles by almost 30 percent. Ten other states -- Connecticut, Maine, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington -- have already adopted these standards and others are considering them. Together, these eleven states' consumers buy approximately one-third of the new vehicles sold nationwide each year.

These standards are based on technologies available today (not potential new technologies), and give automakers flexibility to apply any technology they choose to reduce vehicles' emissions of greenhouse gases. The standards will also save consumers hundreds of dollars in fuel and maintenance costs.


When Congress adopted the Clean Air Act in 1970, California led the country in requiring cleaner automobiles. Congress recognized this leadership by guaranteeing California's right to set its own more stringent emissions controls on motor vehicles. It also allowed other states to adopt California's standards. This right is subject only to the requirement that California receive a waiver from EPA under section 209(b) of the Clean Air Act, which California has requested. The waiver requirement aims to ensure that state standards are at least as protective as the federal standards.

EPA has routinely granted California's waiver requests over 40 times in the last three decades. EPA has repeatedly found that California's motor vehicle emissions control program is more protective than the federal standards, that the State needs separate motor vehicle standards to address conditions in California, and that California's standards are feasible.

There is no basis for EPA to treat this request differently. California's requirements are clearly more protective than the federal standards, as the federal government has not yet set emissions standards for global warming pollution. Moreover, global warming poses a serious threat to California as it will worsen air quality, threaten water supplies for people and agriculture, and damage important ecological systems.

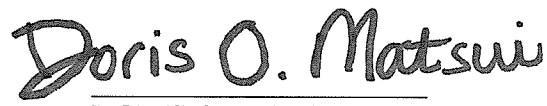
We urge you to grant the requested waiver without delay. The Clean Air Act expressly provided a mechanism for California and other states to take the lead in tackling new air pollution problems. EPA should support these efforts.

Sincerely,



HENRY A. WAXMAN
Member of Congress



SHERWOOD BOEHLERT
Member of Congress

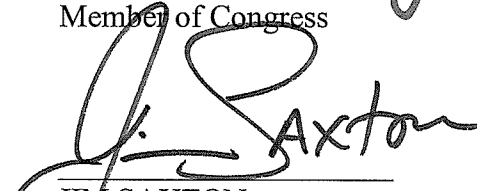

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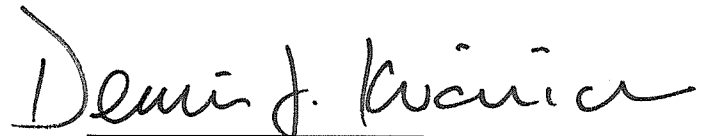

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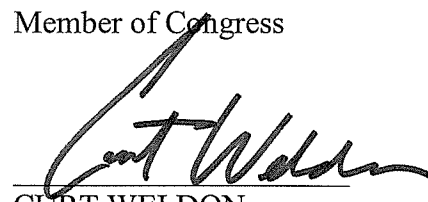
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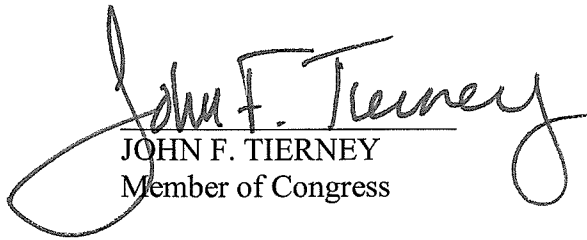

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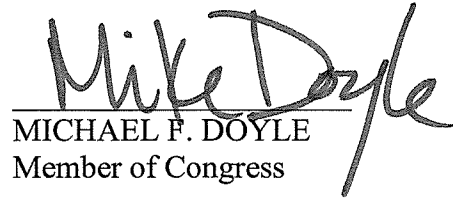
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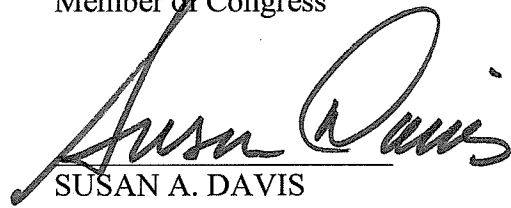
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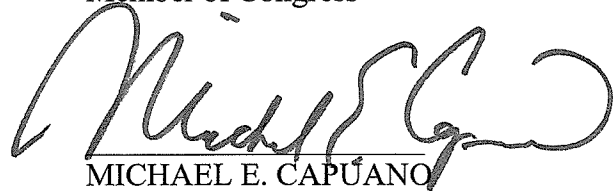
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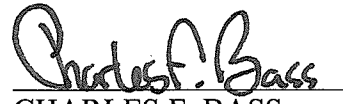

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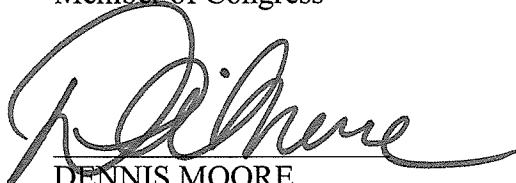

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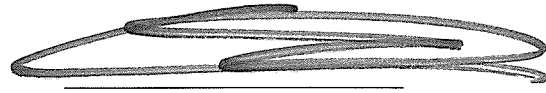

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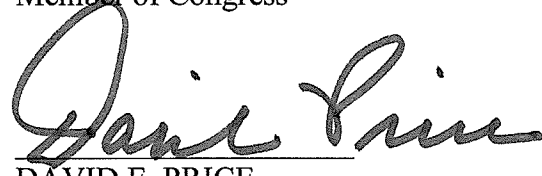

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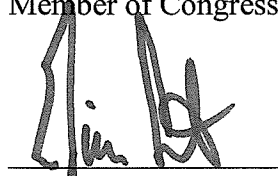

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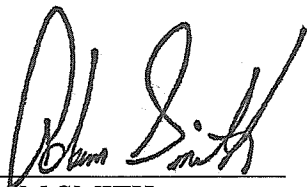

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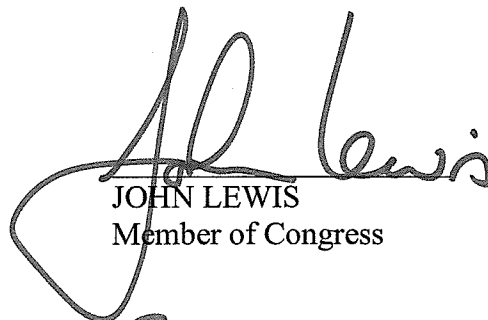

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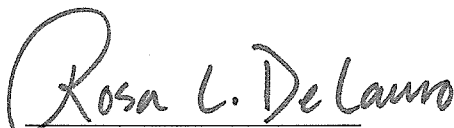
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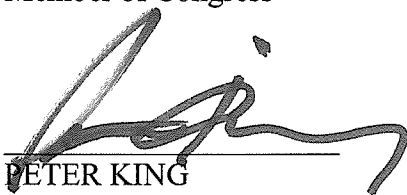
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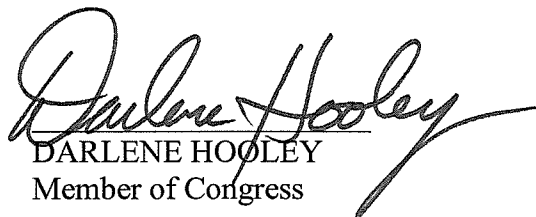
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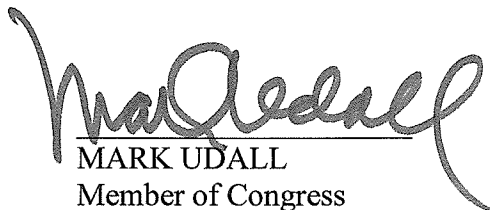
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Member of Congress



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