February X, 2018

The Honorable Scott Pruitt

Administrator

Environmental Protection Agency

Office of the Administrator 1101A

1200 Pennsylvania Avenue, N.W.

Washington, DC 20460

Dear Administrator Pruitt:

While we welcome your efforts to streamline environmental regulation, we write to express serious concern with EPA’s proposed rule for repeal of emission requirements for glider vehicles, glider engines, and glider kits. We believe that repealing those requirements will undermine the significant progress made under Republican and Democratic Administrations to reduce vehicle emissions and will severely undermine the significant investment by domestic manufacturers, trucking fleets, and Congress, to achieve Clean Air goals.

We agree with you that regulations issued under the Clean Air Act (CAA) must not exceed the authority Congress has provided. However, we believe, as amply explained by numerous commentators, including the manufacturers of the overwhelming majority of medium and heavy duty vehicles, engines and emission control technologies sold in the United States, there is ample legal authority within the Act. Ignoring that authority, and changing decades of uniform and consistent implementation of the terms of the Clean Air Act, to benefit a small group of manufacturers undermines the progress we have made to reduce vehicle emissions. Disregarding that authority also runs the risk that a court would impose requirements beyond that which the Obama Administration successfully negotiated with industry - - requirements that could also undermine the entire remanufacturing and rebuilding industries causing the loss of countless jobs.

It is our understanding that those currently at EPA have concluded that, if the rule is implemented, it will result in an exponential growth of cheaper glider vehicles which the agency estimates emit more than 40 times as much harmful pollutants as new vehicles. The net effect would be that, by 2025, gliders would account for 33% of total NOx emissions from all transportation sources and 50% of such emissions in the 2030-2035 timeframe. That is unfair to those who annually invest $37 billion in the development and deployment of clean vehicles, who would potentially be saddled with having to meet even tougher standards to offset the higher emissions from gliders that, by repeatedly rebuilding old engines, can remain in operation for nearly half a century.

You have argued that we need not trade a healthy economy for environmental protection and that, done right, we can have both. We respectfully ask that you consider carefully the adverse impact to both our economy and our environment if the authority to implement reasonable regulation of gliders is now repealed.

Sincerely,

Member of Congress Member of Congress Member of Congress Member of Congress