



PROPOSED SAFE VEHICLES RULE UPDATE

Proposed SAFE Vehicles Rule Moves One Step Closer to Finalization

With submission to the federal Office of Management and Budget (OMB) in May 2019, the proposed SAFE Vehicles Rule moved one step closer to finalization. This is one of the last steps in the federal rule making process. OMB is the agency responsible for regulatory policy, including coordination and review of all significant Federal regulations by executive agencies. The OMB review averages approximately 90-days before final rule making; although, it is possible that the review may move faster or slower than 90-days. Under this schedule, as previously stated by U.S. EPA Administrator Wheeler, the final SAFE Vehicles Rule is currently anticipated early Summer 2019.

17 Major Automakers Urge NHTSA/EPA & Governor Newsom to Find Middle Ground

Seventeen automakers sent a [letter](#) to President Trump expressing the auto industry's opposition to the proposed SAFE Vehicles Rule. The carmakers called on U.S. EPA and U.S. DOT to jointly promulgate a final rule that results in broad support, arguing it would provide stability and increased affordability by allowing the industry to proceed without fear of litigation – note, ARB is on record stating they will litigate the final rule. The letter urged President Trump to resume negotiations with the California Air Resources Board. A similar [letter](#) was sent to Governor Newsom as well.

The Trump administration rejected the automakers pleas. White House Deputy Press Secretary Judd Deere stated, that ARB had failed to propose a “productive alternative” to the administration's plan to ease requirements for tailpipe emissions and fuel economy standards. “We [the federal government] are moving forward to finalize a rule with the goal of promoting safer, cleaner, and more affordable vehicles,” Deere said in a statement.

Transportation California and California Laborers Join the Opposition

On June 12, 2019, Transportation California in coordination with 14 industries representing labor and trade organizations. The letter can be found [here](#).

CALCOG Pens Letter to Secretary Chao and Administrator Wheeler

CALCOG on behalf of impacted regions statewide submitted a [letter](#) and [project list](#) (attachment 3) to highlight the proposed rule's impacts on transportation throughout the state. As the letter states, the proposed SAFE Vehicles Rule, hampers the ability of California's transportation agencies to deliver approximately 2,000 projects totaling more than \$130 billion. These projects support a robust state economy and create important middle-class jobs. In addition, the proposed rule would interfere with California's ability to deliver improved goods movement infrastructure that serves the entire nation. Other important goals—such as



CALCOG

congestion relief, transportation system reliability, public health, housing, environmental sustainability, and equity—also would be significantly compromised for as much as 93 percent of the state’s population.

CARB Pens Transportation Impact Comment Letter

In August 2018, ARB submitted 400 pages of comments on the proposed rulemaking. Although robust in nature, that submission included only a handful of pages documenting the transportation related impacts of the proposed rule. ARB has since submitted a supplemental comment [letter](#) focused primarily on the rules impacts to transportation project delivery. Please see attachment 4 for additional information.

Joint House Subcommittee on Energy and Commerce and Subcommittee on Environment and Climate Change Hearing Set for June 20, 2019 at 10 a.m. EST (7:00 a.m. PST)

The Subcommittee on Consumer Protection and Commerce and the Subcommittee on Environment and Climate Change of the Committee on Energy and Commerce will hold a joint hearing on Thursday, June 20, 2019, at 10 a.m. in the John D. Dingell Room, 2123 of the Rayburn House Office Building on the Trump Administration’s efforts to roll back Corporate Average Fuel Economy (CAFE) standards and carbon pollution regulations from light duty cars and trucks. The hearing is entitled, "Driving in Reverse: The Administration’s Rollback of Fuel Economy and Clean Car Standards."

The memorandum from Chairman Pallone to Joint Subcommittee members can be found here. https://energycommerce.house.gov/sites/democrats.energycommerce.house.gov/files/documents/Briefing%20Memo_ECCCPC%20Hearing_2019.06.20_Vehicle%20Standards%20Rollback_Final.pdf

For those interested, the hearing can be viewed here:

<https://energycommerce.house.gov/committee-activity/hearings/hearing-on-driving-in-reverse-the-administration-s-rollback-of-fuel>

CALCOG website provides continuing updates.

Please visit the CALCOG Policy Tracker (www.calcog.org/policytracker) for up to date information regarding the Proposed SAFE Vehicles Rule.