

United States Senate

WASHINGTON, DC 20510

October 26, 2018

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary Chao:

The Department of Transportation's proposal to substantially weaken fuel economy standards beginning in Model Year 2021 does not faithfully implement the bipartisan *Ten-in-Ten Fuel Economy Act*, which directs you as Secretary of Transportation to maintain the strongest possible standards. As cosponsors and supporters of this legislation during our time serving in the Senate and House of Representatives, we urge you to reverse the department's proposal and ask for your leadership to ensure that the fuel economy standards will be a continued success.

The *Ten-in-Ten Fuel Economy Act* was signed into law by President Bush in 2007 as part of a broader energy package, and remains the law today. The success of this legislation was a bipartisan and bicameral endeavor over the course of many years. Together with our former colleagues Olympia Snowe of Maine, the late Daniel Inouye of Hawaii, the late Ted Stevens of Alaska, and many others from both parties, we were proud to work together to strengthen the Corporate Average Fuel Economy standards for the first time in three decades.

The law requires fuel economy standards to increase as much as possible, and by a minimum of 10 miles per gallon between 2010 and 2020. Fortunately, we are on target to improve the standards by nearly 15 miles per gallon by 2020, owing to the wealth of technological improvements available. To date, the standards have saved 550 million barrels of oil, \$65 billion in fuel costs for American families, and 250 million metric tons of carbon dioxide.

Beyond 2020, the law requires the Secretary of Transportation to set fuel economy standards each year at the maximum feasible level based on an analysis of the technological feasibility, economic practicability, effect of other federal motor vehicle standards (including those established through the *Clean Air Act*), and the need of the United States to conserve energy. An extensive 1,200 page technical assessment in 2016 found that the current plan to improve fuel economy by a further 10 miles per gallon or more by 2025 is entirely feasible. The standards

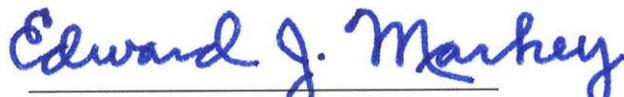
can be met at costs that are similar or less than originally predicted, and there are now more technologies available to meet the standards than originally expected.

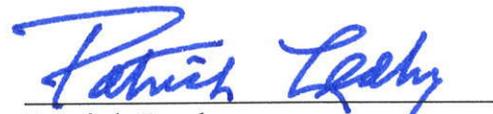
We strongly believe that the department's proposal to weaken fuel economy standards is inconsistent with the plain language of the law and our legislative intent when enacting it. In light of the enormous consumer, environmental, and national security benefits that motivated strong fuel economy standards in the first place, we urge you to abandon the department's current proposal and adopt the strongest possible standards.

Sincerely,


Dianne Feinstein
United States Senator


Tom Carper
United States Senator


Edward J. Markey
United States Senator


Patrick Leahy
United States Senator


Jack Reed
United States Senator


Bernard Sanders
United States Senator