

United States Senate

WASHINGTON, DC 20510

December 6, 2017

The Honorable Scott Pruitt
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Pruitt:

We write to express our concern about your decision to re-open EPA's midterm evaluation for the light-duty vehicle emissions rule for MY 2022-2025. We also object strenuously to revisiting the standards set for 2021, which were never supposed to be a part of the mid-term evaluation. The agency has used the best-available science, in consultation with other federal and state agencies and the auto industry, to conclude that these emissions standards are feasible and achievable. We therefore urge you to not weaken the emissions standards for model years 2021 and 2022 through 2025.

As a part of this mid-term evaluation, EPA, NHTSA, and the California Air Resources Board released a joint Technical Assessment Report (TAR) in 2016, which was based on years of analysis, tear down studies, and engine mapping. The report included significant stakeholder input, both from industry and NGOs. The TAR showed that the automakers have the technical ability to meet the existing MY 2022-2025 standards by relying mostly on incremental improvements to conventional vehicle technologies. The TAR also found that these standards were cost-effective and would provide significant benefits to consumers. Using the robust analysis in the TAR as well as stakeholder input on the TAR, EPA released a proposed determination that the MY 2022-2025 standards are appropriate. In concluding that no changes to the standard were necessary, EPA also reaffirmed that the rule provides significant public health and climate benefits.

In February, however, shortly after you were confirmed as Administrator, the Alliance of Automobile Manufacturers, which represents 12 automakers including GM, Ford, Toyota and Volvo, sent you a letter asking that you re-open the mid-term evaluation and you granted their request. The mission of the EPA is to protect human health and the environment. Regulated industries should not be able to undermine technically sound standards that have clear environmental and health benefits.

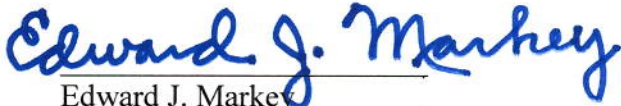
Since these standards first began to be implemented the U.S. auto industry has added 700,000 jobs and had all-time record for sales in both 2015 and 2016. Additionally, independent analysis done by the non-profit organization Ceres, which represents investors and businesses, found that these fuel economy emissions standards provide automakers and their suppliers the certainty they need to add investment toward advanced technologies like electric vehicles and more efficient technologies. Ceres also found that the rule is needed for the long-term health of the industry. Also, earlier this year, the International Council on Clean Transportation released a technology assessment report that found that in some scenarios the technology costs to meet the MY2025 standard is 30% to 40% lower than what EPA and NHTSA projected. The public has benefitted

as well – consumers have saved over \$42 billion at the pump and mitigated 195 million metric tons of global warming emissions, according to the EPA.

We urge you not to weaken these vehicle emissions standards, and allow the auto industry to ensure its continued success and further its innovation while maintaining a standard that brings clear public health, climate, and consumer benefits. As you move to reevaluate the sound technical conclusions your agency reached last year in the mid-term evaluation, we expect you will consider the facts, the science, and the law, which all lead to the single conclusion that the standards are achievable.

We will be monitoring this review process and look forward to working with you on this issue.

Sincerely,



Edward J. Markey
U.S. Senator



Sheldon Whitehouse
U.S. Senator



Kamala D. Harris
U.S. Senator



Chris Van Hollen
U.S. Senator



Al Franken
U.S. Senator



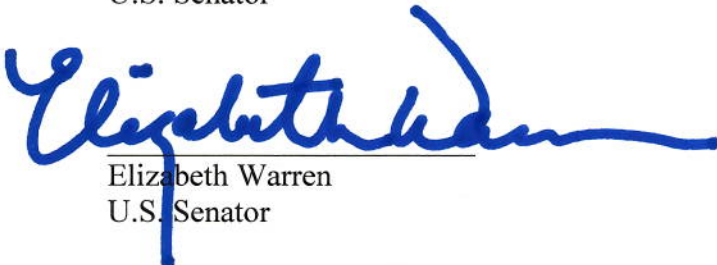
Margaret Wood Hassan
U.S. Senator



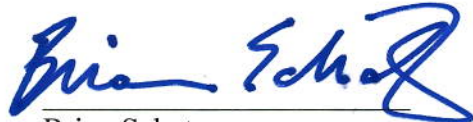
Ron Wyden
U.S. Senator



Jeffrey A. Merkley
U.S. Senator



Elizabeth Warren
U.S. Senator



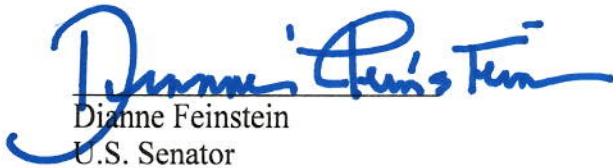
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U.S. Senator




Maria Cantwell
U.S. Senator



Robert Menendez
U.S. Senator



Dianne Feinstein
U.S. Senator



Benjamin L. Cardin
U.S. Senator



Tom Udall
U.S. Senator



Jack Reed
U.S. Senator



Richard Blumenthal
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Bill Nelson
U.S. Senator



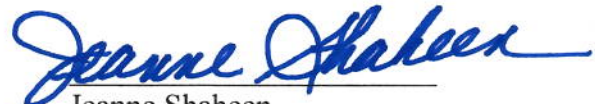
Richard J. Durbin
U.S. Senator



Kirsten Gillibrand
U.S. Senator



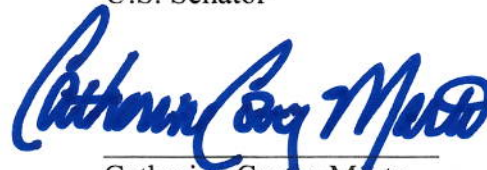
Bernard Sanders
U.S. Senator



Jeanne Shaheen
U.S. Senator



Amy Klobuchar
U.S. Senator



Catherine Cortez Masto
U.S. Senator

Cc: The Honorable Elaine L. Chao, Secretary, U.S. Department of Transportation