

Dear President Trump:

We write to request that you do everything possible to enable the continued success of the national fuel economy program. Specifically, we ask that you encourage the sort of extensive engagement between automakers, the State of California and other stakeholders that led to the development of the current fuel economy and tailpipe standards. Such engagement between federal regulators, the State of California and other stakeholders is absolutely critical both as the Model Year (MY) 2022-2025 light duty vehicle efficiency standards are finalized, and beyond.

There are many energy and environmental issues on which the undersigned Senators do not all agree. But we all agree that a failure to reach a negotiated agreement on MY 2022-2025 fuel economy and tailpipe standards for cars and light trucks that has the support of Federal regulators, the State of California and stakeholders that support the current standards will likely lead to the end to the single national set of standards to which companies must comply, and protracted litigation, outcomes that benefit no one.

In 2010 and again in 2012, the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (DOT) announced national fuel economy and tailpipe standards that were supported by major automakers, environmental and consumer organizations, the United Auto Workers and the State of California. Taken together, these standards were projected to almost double the fuel economy of cars and light trucks to 54.5 miles per gallon by 2025, reduce the amount of oil we import by 2 million barrels per day, and save American drivers nearly \$1.7 trillion in gasoline they would no longer have to buy. Moreover, the early implementation of these standards occurred during the seven years of unprecedented growth and record sales in 2016 – including the addition of roughly 700,000 direct auto sector jobs since 2009.

When the 2012 agreement was reached, automakers were assured of a predictable regulatory environment in which to make investment decisions as well as a joint agency Mid Term Review to check that the market and regulatory assumptions still held true for the MY 2022-2025 standards. As part of the agreement, automakers agreed to drop all pending litigation against the State of California in exchange for the State of California agreeing not to enforce its own more stringent tailpipe standards (that have also been adopted by 12 other States) in recognition of the comparable energy, environmental and consumer benefits that come from a unified national standard.

The national fuel economy program is now at a crossroads as EPA and DOT undertake the recently-announced potential revision to the Mid Term Review and finalize fuel economy and tailpipe standards for MY 2022-2025. Ultimately, our concern relates to whether or not the final MY 2022-2025 standards can be supported by federal regulators, the State of California, and the same range of other stakeholders that supported the last set of standards. If not, the continued existence of the national fuel economy program – as well as the benefits it has provided to the environment, industry, workers and consumers alike – may be at risk. We urge you to do all that you can to avoid such an adverse outcome.

We believe that a constructive negotiation between all stakeholders should, at a minimum, seek to include the following:

- Address, as necessary, any revisions or flexibilities to the MY 2022-2025 EPA standards and NHTSA's yet-to-be-determined standards for fuel economy for MY 2022-2025, in order to account for any needed changes from what was originally projected in 2012, while continuing to maximize the oil and consumer savings these standards offer; and
- Consider and adopt a new set of national EPA and DOT standards for MY 2026-2030 that will result in the continued adoption of conventional and advanced fuel-efficient technologies that maximize the corresponding benefits to consumers, the environment, and workers in the auto sector.

Thank you very much for your consideration of this important matter. We stand ready to support these efforts in any way we can, including through any legislation that a wide array of stakeholders agree may be required to achieve our shared goals.