

United States Senate

WASHINGTON, DC 20510

March 7, 2017

The Honorable Scott Pruitt
Administrator
Environmental Protection Agency
1200 Pennsylvania Ave., NW
Washington, DC 20004

Dear Administrator Pruitt,

We write in support of the Environmental Protection Agency's (EPA) Final Determination on the Appropriateness of the Model Year 2022-2025 Light-Duty Vehicle Greenhouse Gas Emissions Standards and urge you to not withdraw this Final Determination or reopen the EPA's Midterm Evaluation of the emissions standards for model years 2022-2025. These automobile emissions standards are economically feasible and technologically achievable for the auto industry as the Final Determination demonstrates. They will enhance our national security by reducing our consumption of foreign oil. They will benefit consumers, saving them billions of dollars at the pump and reduce our carbon pollution. They provide certainty to the auto industry, which is already investing in the technologies and designs for the vehicles they will sell in these later years of the program. It is critical that they remain in place.

During your confirmation hearing in the Senate Environment and Public Works (EPW) Committee, you were asked whether you would respect both EPA's finding that greenhouse gas emissions from motor vehicles endanger public health and welfare and the Supreme Court's decision that the EPA must therefore regulate motor vehicle greenhouse gas emissions. You affirmed that the Supreme Court's landmark decision in *Massachusetts v. EPA* is the "law of the land." You further stated that you would "enforce and respect" the EPA's endangerment finding on greenhouse gas emissions. Keeping the EPA's Final Determination in place goes right to the heart of enforcing and respecting the endangerment finding.

These vehicle emissions standards are critical to our national security. We still import more than three million barrels of oil every day from OPEC nations. We still import nearly five million barrels of oil a day overall. Not keeping these emissions standards in place would only deepen that dependence on foreign oil and weaken our national security. Indeed, EPA estimates that these standards will reduce oil consumption by 1.2 billion barrels.

These standards do and will benefit consumers. The EPA found that the net benefits of these standards are nearly \$100 billion. In fact, in all scenarios, including a scenario where fuel prices are low, the EPA found that the benefits for consumers far outweigh the costs.

Auto companies have thrived under these standards. They have added 700,000 jobs since 2009 when the standards began to be implemented. Sales have increased for seven straight years to an

all-time record high in 2016, all while the industry was rebounding from the economic recession, and while on average, manufacturers outperformed the emission standards for each of the first four years of the program.


The EPA's Final Determination was based on extensive technical analysis by the EPA, the Department of Transportation and the California Air Resource Board (CARB). Through multiple rounds of formal comment, as well as ongoing interaction between the agencies and industry, automakers provided substantial input to the agencies during the process and the agencies took industry data and positions into account in drawing their conclusions. Those conclusions demonstrate that the auto industry can meet these fuel economy emissions standards with already available and cost-effective technologies. The EPA conducted an open process and the Final Determination was informed by the more than 100,000 public comments the agency received. EPA's technical conclusions were consistent with the conclusion of the 2015 study by the National Academies of Science that the 2025 standards could be achieved primarily with advanced gasoline technologies.

Withdrawing the Final Determination and reopening the EPA's Midterm Evaluation of these standards could weaken our energy security, harm consumers, and increase global warming pollution. It would also create needless uncertainty for the auto industry and hinder the industry's ongoing progress. We therefore urge you to reject any requests to withdraw EPA's Final Determination regarding the appropriateness of these fuel economy emissions standards.

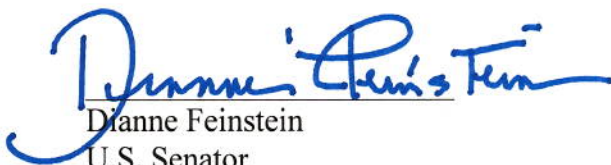
Sincerely,



Edward J. Markey
U.S. Senator



Brian Schatz
U.S. Senator



Dianne Feinstein
U.S. Senator



Jeffrey A. Merkley
U.S. Senator



Richard Blumenthal
U.S. Senator



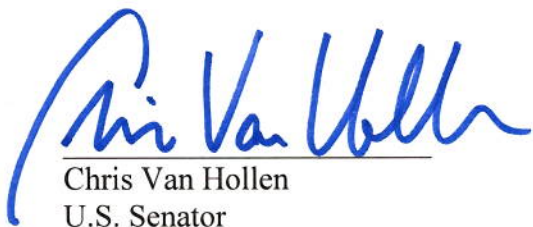
Maria Cantwell
U.S. Senator




Charles E. Schumer
U.S. Senator



Thomas R. Carper
U.S. Senator



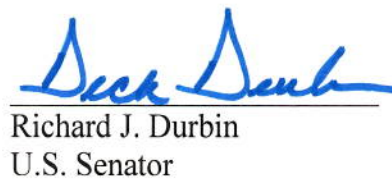
Chris Van Hollen
U.S. Senator



Bernard Sanders
U.S. Senator



Sheldon Whitehouse
U.S. Senator



Richard J. Durbin
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