

MARK DESAULNIER
11TH DISTRICT, CALIFORNIA

COMMITTEE ON EDUCATION AND
THE WORKFORCE
SUBCOMMITTEE ON HIGHER EDUCATION AND
WORKFORCE TRAINING
SUBCOMMITTEE ON WORKFORCE PROTECTIONS

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October 5, 2017

The Honorable Scott Pruitt
Administrator
United States Environmental Protection Agency
1101A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator Pruitt:

I am writing to express my concern about the Administration's decision to reopen a review of, and potentially weaken, fuel economy standards set for 2022 through 2025. I urge you to instead support the innovative work already being done and look towards strengthening standards beyond 2025.

Our fuel economy standards are producing enormous benefits for Americans – EPA in fact has found that they are expected to reduce our oil dependence by more than 2 million barrels a day by 2025, save Americans \$1.7 trillion in fuel costs, and cut greenhouse gas emissions by 6 billion metric tons over the lifetimes of vehicles sold between 2012 and 2025.¹

As a former member of the California Air Resources Board and Chair of the Transportation Committees of the California State Legislature, I know firsthand how standards for air quality and emissions reductions spur innovation and job creation. Alternative fuel vehicle technology being pioneered and built here in the United States is making our economy stronger and has led to good jobs that are putting Americans to work.

To build on California's successes and spread the environmental and economic benefits of this innovation throughout the country, we need government policy that sets strong standards that reflect the demands of society and the global marketplace. Thorough reviews of the 2022 – 2025 standards found that they are "feasible, practical, and appropriate."² Another recent report from the International Council on Clean Transportation concluded that, with ongoing improvements in

¹ Environmental Protection Agency. November 2016. Regulations for Greenhouse Gas Emissions from Passenger Cars and Trucks. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-passenger-cars-and-trucks>.

² Congressional Research Service. March 2017. EPA's Mid-Term Evaluation of Vehicle Greenhouse Gas Emissions Standards.

areas such as weight, injection, and cooled exhaust recirculation, the cost of compliance for the 2025 standards will be 34% to 40% *lower* than projected.³

The 2022 – 2025 standards are strong and put us on a path to success and prosperity. Improvements in public health, job opportunities, household incomes, and global competitiveness are just some of the well-documented benefits of these standards. I urge you to maintain these standards for the well-being of our country and embrace the future already underway in zero or low emission vehicles that puts the United States at the forefront.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark DeSaulnier", with a stylized flourish at the end.

Mark DeSaulnier
Member of Congress

³ The International Council on Clean Transportation. March 2017. Efficiency technology and cost assessment for U.S. 2025-2030 light duty vehicles. <http://www.theicct.org/US-2030-technology-cost-assessment>