

Congress of the United States
Washington, DC 20515

July 18, 2018

Heidi King
Deputy Administrator
National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Deputy Administrator King,

We are writing in support of the National Highway Traffic Safety Administration's (NHTSA) reconsideration of model year 2022-2025 Corporate Average Fuel Economy (CAFE) standards for passenger cars and light-duty trucks.

North Dakota is a leader and at the forefront of production for our nation's liquid transportation fuel market. Today, the United States is growing domestic petroleum production and is currently estimated by the Energy Information Administration to become a net energy exporter by 2022. Our home state has been a significant contributor to this turnaround going from an approximately flat 100,000 barrels per day (bpd) of crude oil production for decades to over 1 million bpd for the past four years under no expectation of decline in the years to come. We are also one of the nation's leading biofuel producing states, capable of producing 520 million gallons of ethanol each year. Our state's production of crude oil, ethanol, and biodiesel are making significant contributions to the gasoline and diesel markets and have significantly assisted in the United States' growth to energy independence.

Additionally, from the standpoint of the program seeking to increase the fuel economy of the United States motor vehicle fleet it has been successful. For model year 2016, which is the most recent year with reported data, the average fuel economy achieved was 24.7 miles per gallon (mpg). The fleet average mpg was as low as 13.0 mpg in 1973 before CAFE was enacted in 1975. We believe, despite the continuation of CAFE, with technological advancement this number will continue to improve.

However, the CAFE program can be complex and works best when transparent steps with all stakeholders take place and are not needlessly expedited. A proper examination of technological feasibility and the realities facing consumers from cost, choice, and safety are required. As the leader of NHTSA striving "to achieve transparency, balance, and fairness in agency policy and rulemaking activities, considering the views of all interested parties," we believe you are on the right track to reexamining these issues in the 2022-2025 standards.

Thank you for your work on this important issue and we look forward to continue supporting NHTSA and the Trump Administration going forward.

Sincerely,



Kevin Cramer
U.S. Congressman



John Hoeven
U.S. Senator