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April 2, 2026

The Honorable Sean P. Duffy
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Secretary Duffy:

We write to express our strong support for the Department of Transportation's (Department) proposed rule to reset the Corporate Average Fuel Economy (CAFE) standards promulgated by the National Highway Traffic Safety Administration (NHTSA). The proposal appropriately realigns the CAFE program with the statutory framework established by Congress and addresses the substantial legal concerns with the Biden-Harris Administration's approach to fuel economy standards. Further, this rule addresses the urgent need to improve the affordability of automobiles in the United States.

NHTSA's authority to establish fuel economy standards originates from the Energy Policy and Conservation Act of 1975 (EPCA), which Congress further amended through the Energy Independence and Security Act of 2007.¹ EPCA directs NHTSA to establish "maximum feasible" fuel economy standards after considering factors such as technological feasibility, economic practicability, impact of other federal motor vehicle standards, and energy conservation.² The statute also prohibits consideration of the fuel economy of "dedicated automobiles," such as electric vehicles, as well as fuel emissions credits, when determining such standards.³ Further, the statute requires that NHTSA must consider dual fueled vehicles operated solely on gasoline or diesel fuel.⁴

¹ 49 U.S.C. § 32902.

² 49 U.S.C. § 32902(f).

³ 49 U.S.C. § 32902(h).

⁴ *Id.*

Despite these legal requirements, the Biden-Harris Administration’s NHTSA established unlawful fuel economy standards that served as a de facto electric vehicle mandate.⁵ The rule instituted aggressive fuel economy targets that could only be achieved through broad vehicle electrification, made improper assumptions on vehicle electrification, expressly considered “dedicated automobiles,” and allowed consideration of the fuel economy credit program in establishing fuel economy standards. All of these requirements conflict with the statute’s explicit directives.⁶

In June 2025, NHTSA appropriately concluded that the previous Administration’s approach contradicted EPCA and exceeded the agency’s authority.⁷ NHTSA’s new proposal appropriately brings the CAFE program back in statutory compliance and aligns with congressional intent in establishing the program through setting achievable fuel economy targets, not picking winners and losers in the marketplace, and addressing credit trading.⁸

Even during a time when Americans were already struggling to afford groceries due to Biden-inflation, the Biden-Harris Administration plowed ahead with CAFE standards that were projected to increase the average cost of new motor vehicles.⁹ By contrast, your Department’s proposed standards are estimated to save American families approximately \$109 billion over the next five years.¹⁰ Regulatory costs often price consumers out of newer vehicles, meaning fewer Americans would have access to new motor vehicle safety technologies. The current proposal is estimated to save more than 1,500 lives and prevent nearly 250,000 serious injuries by improving access to newer vehicles.¹¹

We applaud the Trump Administration, the Department, and NHTSA for this proposal to reset fuel economy rules to achievable, workable levels that are consistent with the statute. The proposed reset will also provide much needed regulatory certainty to manufacturers and benefits

⁵ Diana Furchtgott-Roth and Andrew Weiss, *CAFE Standards: From Energy-Security Measure to Backdoor EV Mandate* (The Heritage Foundation, May 9, 2025), <https://www.heritage.org/energy/report/cafe-standards-energy-security-measure-backdoor-ev-mandate>.

⁶ Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027 and Beyond and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030 and Beyond, 89 Fed. Reg. 52,635 (Jun. 24, 2024) (to be codified at 49 C.F.R. pts. 523, 531, 533, 536, 537).

⁷ A Rule by the National Highway Traffic Safety Administration, *Resetting the Corporate Average Fuel Economy Program*, Federal Register (Jun. 11, 2025), <https://www.federalregister.gov/documents/2025/06/11/2025-10586/resetting-the-corporate-average-fuel-economy-program>.

⁸ The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule III for Model Years 2022 to 2031 Passenger Cars and Light Trucks, 90 Fed. Reg. 56,438 (Dec. 5, 2025) (To be codified at 49 C.F.R. pts. 523, 531, 533, 536, 537).

⁹ Press Release, *Fact Sheet: President Donald J. Trump Announces the Reset of Corporate Average Fuel Economy (CAFE) Standards*, The White House (Dec. 3, 2025), <https://www.whitehouse.gov/fact-sheets/2025/12/fact-sheet-president-donald-j-trump-announces-the-reset-of-corporate-average-fuel-economy-cafe-standards/>.

¹⁰ Featured Commentary, *Trump Proposes to Slash Biden’s Fuel Economy Standards*, Institute For Energy Research (Dec. 10, 2025), <https://www.instituteforenergyresearch.org/regulation/trump-proposes-to-slash-bidens-fuel-economy-standards>.

¹¹ John Egan, *Trump Administration Seeks to Nearly Halve Vehicle Mileage Efficiency Standards*, Industrial Info Resources (Dec. 5, 2025), <https://www.industrialinfo.com/iirenergy/industry-news/article/trump-administration-seeks-to-nearly-halve-vehicle-mileage-efficiency-standards--350203#:~:text=Trump's%20proposed%20rule%20seeks%20annual,injuries%20through%202050%2C%20DOT%20projected.>

to consumers. We urge the Department to expeditiously finalize the proposed rule, and we stand ready to support the Department in this effort.

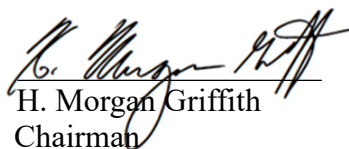
Sincerely,



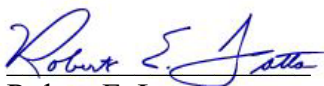
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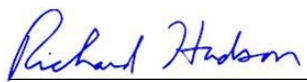
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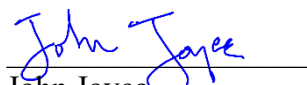
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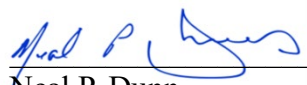
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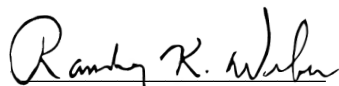
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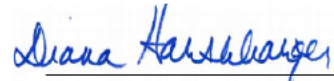
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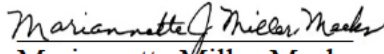
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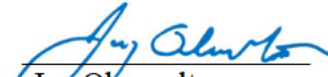
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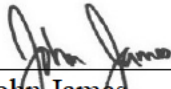
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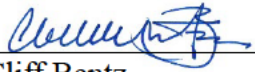
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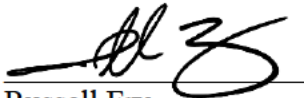
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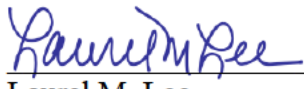
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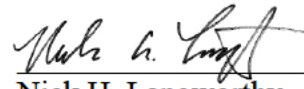
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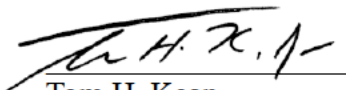
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