

Congress of the United States

Washington, DC 20515

July 23, 2001

President George W. Bush
1600 Pennsylvania Ave.
Washington, D.C. 20515

Dear Mr. President:

We are writing concerning the need to improve the Corporate Average Fuel Economy (CAFE) law. The program is critical to reducing U.S. dependence on foreign oil, cutting air and carbon dioxide pollution, and saving consumers money at the gas pump. We want to work with you to ensure that the American people can benefit from improved CAFE standards.

Since 1995, the CAFE-freeze rider has been inserted in the House version of the Transportation Appropriations bills and the Senate has agreed to this language in conference. Last year, during the appropriations process, Congress ordered a study by the National Academy of Sciences (NAS) to determine the effectiveness of CAFE as a regulatory policy. Apart from this one-time study, the rider prohibits the Department of Transportation from examining the need to raise CAFE standards. With increasing energy costs, consumer demand, we believe that it is time to abandon energy inefficiency in favor of conservation-minded energy policy.

Although cars and light trucks consume 40% of the oil used in the US -- 8 million barrels per day-- CAFE standards have stagnated for nearly a decade. While the standard for cars is at 27.5 miles per gallon, the standard for sport utility vehicles (SUVs) and other light trucks lags behind at 20.7 miles per gallon. Because of the increasing number of light trucks, the average fuel economy of all new passenger vehicles is now at its lowest point since 1980, while fuel consumption is at its highest. The freeze rider denies the purchasers of SUVs and other light trucks the benefits of existing fuel saving technologies. The current standards save more than three million barrels of oil a day, and save the owner of an average new car \$3,000 at the pump. However, we still use about 19 million barrels a day, contributing well in excess of \$50 billion to our merchandise trade deficit.

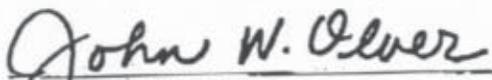
New CAFE standards are an essential component of a comprehensive energy policy that must incorporate a variety of approaches to achieve energy independence for the nation. Improving fuel economy will provide short-term savings for consumers who will benefit immediately from decreased expenditures on fuel. Long-term benefits will include

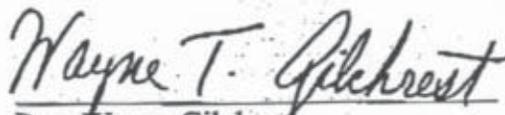
dramatically increased longevity of finite fossil fuel supplies. We will save more oil by improving fuel efficiency standards than is economically recoverable from the Arctic National Wildlife Refuge, offshore California, and imports from the Persian Gulf combined. We can preserve federal lands and conservation areas while improving energy security by raising CAFE standards.

Higher standards also will translate into additional dollar savings for consumers. A substantial increase in CAFE standards would result in a net increase of 244,000 jobs nationwide, with 47,000 of these in the auto industry, according to a study by the American Council for an Energy Efficient Economy. Finally, improved standards will reduce pollution, including cancer-causing hydrocarbons. America's cars and light trucks are responsible for 20 percent of U.S. carbon dioxide pollution that causes global warming. Compared to an average 27.5 mile per gallon car, which emits 55 tons of carbon dioxide over its lifetime, an average 20.7 mile per gallon sport utility vehicle will emit 73 tons of carbon dioxide. Now that sport utility vehicles command such a huge market share and contribute a disproportionate amount of carbon dioxide into our atmosphere, we could dramatically reduce these emissions by raising CAFE standards.

Again, as the nation debates energy policy, we believe new CAFE standards are an essential component of a balanced energy policy.

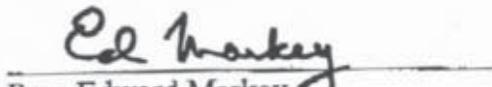
Sincerely,

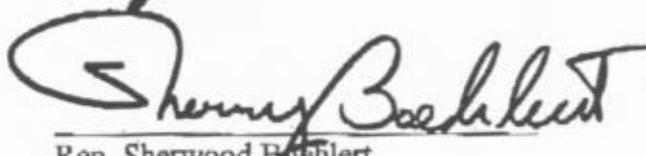

Rep. John W. Olver


Rep. Wayne Gilchrest


Rep. J. Inslee


Rep. Nancy Johnson


Rep. Edward Markey


Rep. Sherwood Boehlert

Karen L. Thurman
Rep. Karen Thurman

Marge Roukema
Rep. Marge Roukema

Robert Wexler
Rep. Robert Wexler

Mark Kirk
Rep. Mark Kirk

Jesse Jackson
Rep. Jesse Jackson

Donald Payne
Rep. Donald Payne

James Langevin
Rep. James Langevin

Brad Sherman
Rep. Brad Sherman

Robert Matsui
Rep. Robert Matsui

James Walsh
Rep. James Walsh

Betty McCollum
Rep. Betty McCollum

Connie Morella
Rep. Connie Morella

Howard Berman
Rep. Howard Berman

Benjamin Gilman
Rep. Benjamin Gilman

William Delahunt
Rep. William Delahunt

Anthony Weiner
Rep. Anthony Weiner

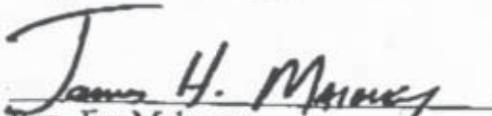
Steven Rothman
Rep. Steven Rothman

Thomas Lantos
Rep. Thomas Lantos

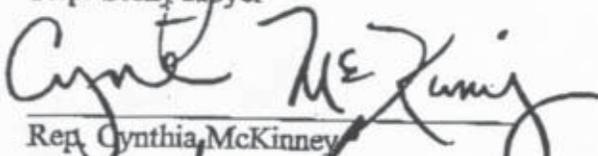
Charles Bass
Rep. Charles Bass

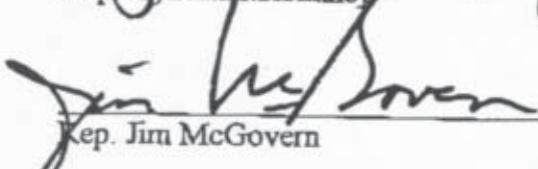
Melvin L. Watt
Rep. Melvin Watt

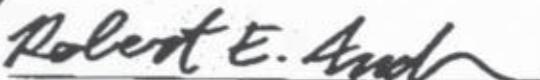

Rep. Bernard Sanders

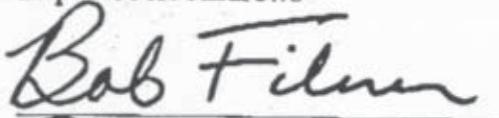

Rep. Jim Maloney

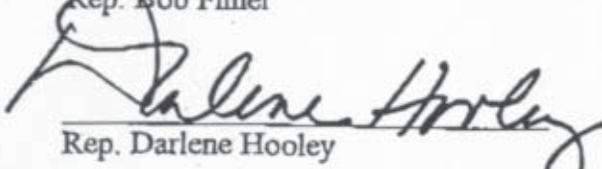

Rep. Steny Hoyer

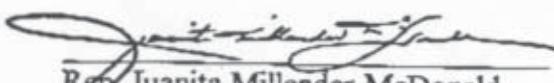

Rep. Cynthia McKinney

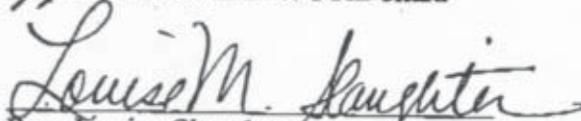

Rep. Jim McGovern


Rep. Robert Andrews

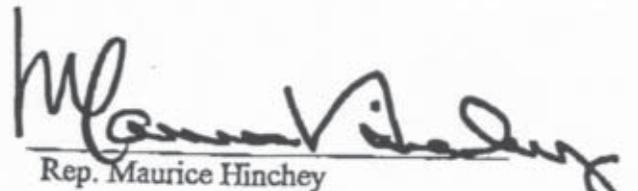

Rep. Bob Filner


Rep. Darlene Hooley


Rep. Juanita Millender-McDonald

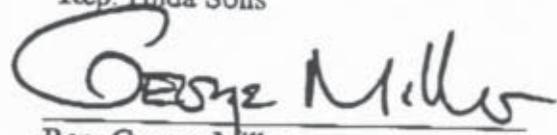

Rep. Louise Slaughter

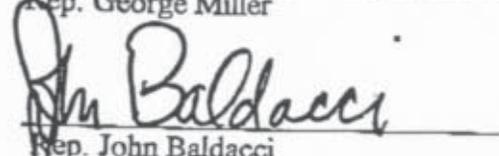

Rep. Chaka Fattah

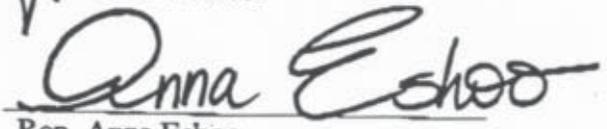

Rep. Maurice Hinchey


Rep. Barbara Lee

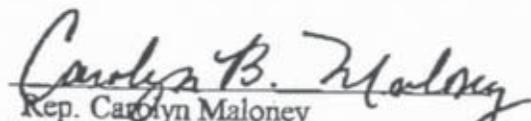

Rep. Hilda Solis

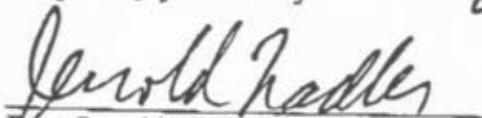

Rep. George Miller

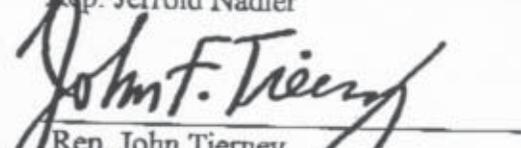

Rep. John Baldacci

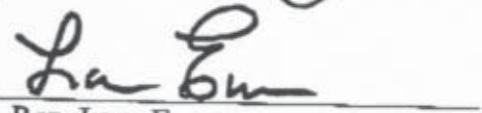

Rep. Anna Eshoo


Rep. Barney Frank


Rep. Carolyn Maloney


Rep. Jerrold Nadler


Rep. John Tierney


Rep. Lane Evans

Neil Abercrombie
Rep. Neil Abercrombie

Diana DeGette
Rep. Diana DeGette

Rick Larsen
Rep. Rick Larsen

Susan Davis
Rep. Susan Davis

Henry Waxman
Rep. Henry Waxman

Adam Smith
Rep. Adam Smith

Rod Blagoyevich
Rep. Rod Blagoyevich

Steve Israel
Rep. Steve Israel

Michael McNulty
Rep. Michael McNulty

Joe Hoeffel
Rep. Joseph Hoeffel

Maxine Waters
Rep. Maxine Waters

Gary Ackerman
Rep. Gary Ackerman

Grace Napolitano
Rep. Grace Napolitano

Donald Payne
Rep. Donald Payne

Earl Blumenauer
Rep. Earl Blumenauer

Jim Oberstar
Rep. James Oberstar

Bill Pascrell, Jr.
Rep. Bill Pascrell

Patrick Kennedy
Rep. Patrick Kennedy

Tom Barrett
Rep. Tom Barrett

Rush Holt
Rep. Rush Holt

Janice Schakowsky
Rep. Janice Schakowsky

Sam Farr
Rep. Sam Farr

Pete Stark

Rep. Fortney Pete Stark

Loretta Sanchez

Rep. Loretta Sanchez

Bob Borski

Rep. Robert Borski

Lynn Woolsey

Rep. Lynn Woolsey

Marty Meehan

Rep. Martin Meehan

Maj. Owens

Rep. Major Owens

Shelley Berkley

Rep. Shelley Berkley

Lucille Roybal-Allard

Rep. Lucille Roybal-Allard

Richard Neal

Rep. Richard Neal

Eleanor Holmes Norton

Rep. Eleanor Holmes Norton

Robert Menendez

Rep. Robert Menendez

Brian Baird

Rep. Brian Baird

Porter Goss

Rep. Porter Goss

Lois Lofgren

Rep. Lois Lofgren

David Price

Rep. David Price

James Leach

Rep. James Leach

Patsy Mink

Rep. Patsy Mink

Norm Dicks

Rep. Norm Dicks

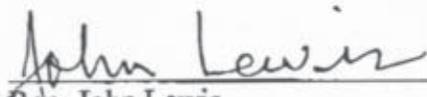
David Wu

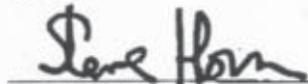
Rep. David Wu

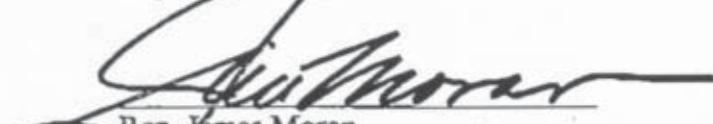
Robert Simmons

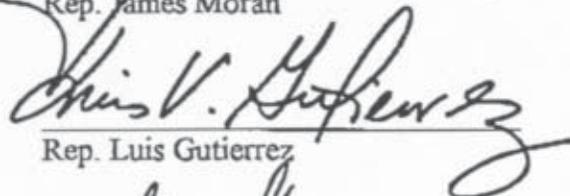
Rep. Robert Simmons

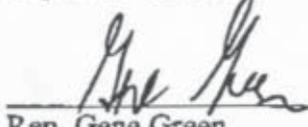
CT12


Rep. John Lewis


Rep. Steve Horn

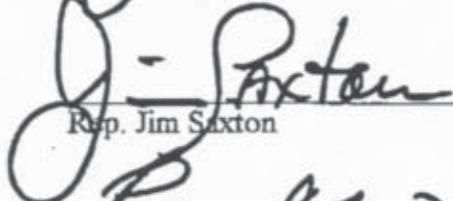

Rep. James Moran


Rep. Luis Gutierrez

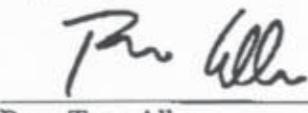

Rep. Gene Green


Rep. Nita Lowey

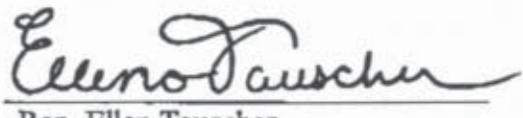

Rep. Jim McDermott

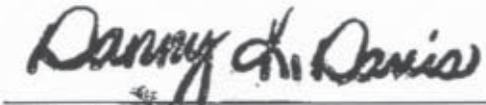

Rep. Jim Saxton

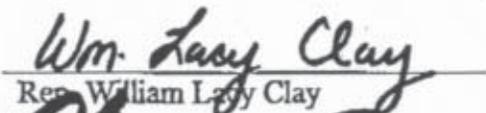

Rep. Peter DeFazio

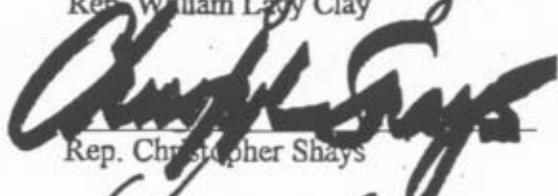

Rep. Tom Allen

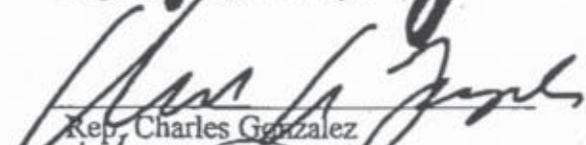

Rep. Rosa DeLauro

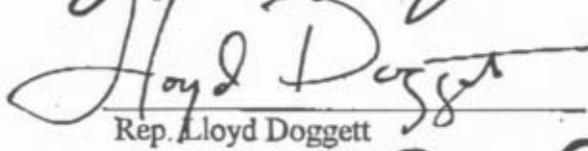

Rep. Ellen Tauscher

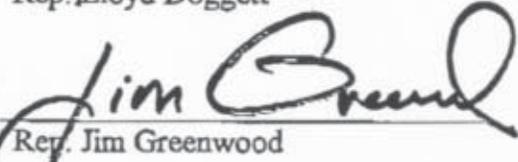

Rep. Danny Davis


Rep. William Lacy Clay


Rep. Christopher Shays

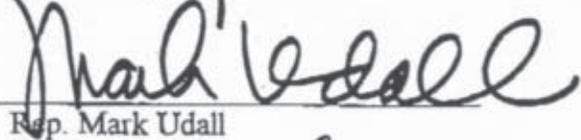

Rep. Charles Gonzalez

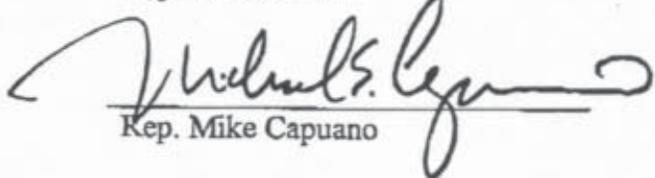

Rep. Lloyd Doggett


Rep. Jim Greenwood


Rep. Sue Kelly


Rep. Nancy Pelosi


Rep. Mark Udall


Rep. Mike Capuano

Cal Dooley
Rep. Cal Dooley

Anibal Acevedo Vilá
Rep. Anibal Acevedo-Vilá

Carolyn McCarthy
Rep. Carolyn McCarthy

John Larson
Rep. John Larson

Michael Thompson
Rep. Michael Thompson

Harold Ford, Jr.
Rep. Harold Ford

Tammy Baldwin
Rep. Tammy Baldwin

Michael Honda
Rep. Michael Honda

Ken Bentsen
Rep. Ken Bentsen

Corrine Brown
Rep. Corrine Brown

Eddie Bernice Johnson
Rep. Eddie Bernice Johnson

Lois Capps
Rep. Lois Capps

Nydia Velázquez
Rep. Nydia Velázquez

CW B Self

The Boehlert, Greenwood, Waxman, and Dicks Clean Car Letter

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