

Congress of the United States
Washington, DC 20515

October 19, 2011

The Honorable Harold Rogers
Chairman
Committee on Appropriations
H-307, the Capitol
Washington, D.C. 20515

The Honorable Michael Simpson
Chairman
Subcommittee on Interior, Environment, and
Related Agencies
B-308 Rayburn HOB
Washington, D.C. 20515

Dear Chairman Rogers and Chairman Simpson:

We are writing regarding our strong support for the Austria/Carter language included in H.R. 2584 (FY 2012 Interior/Environment Appropriations bill). This provision would return the regulation of fuel economy to a single regulator (NHTSA), an agency that must consider market demand and job loss when setting a fuel economy standard. While certain automakers have agreed "in principle" to raise the fuel economy standard to 54.5 mpg for model years 2017-25, under the House Appropriations Committee-passed language this dramatic increase in fuel economy could only be done according to the program (CAFE) Congress specifically designed to regulate fuel economy. Raising the fuel economy standard under CAFE ensures that jobs, consumer choice and market demand are considered. We urge this important provision be included in the FY 2012 omnibus appropriations bill.

Since 2009, fuel economy has been regulated under *three* different programs administered by *three* different agencies, (NHTSA, EPA, and the California Air Resources Board (CARB)) under *three* different sets of rules, pursuant to *three* different laws. Redundant EPA and CARB regulation is wasteful and threatens to increase job loss and price many consumers out of the new vehicle market.

A one year "time out" is necessary as EPA and CARB are setting national fuel economy standards without explicit authorization by Congress, under laws not designed to regulate fuel economy, and without considering such national factors as job loss, consumer choice, or market demand when setting a fuel economy standard. This language included in H.R. 2584 simply returns the regulation of fuel economy to its congressional design for one fiscal year. It is vital that Congress reassert its rightful role over setting national fuel economy policy, as EPA and CARB regulators are currently drafting new fuel economy vehicle mandates – ***three years before they are due*** – that according to the Administration, by 2025, will (1) raise the average price of a vehicle by over \$3,000^[1]; and (2) regulate out of existence all new vehicles that cost less than \$15,000 today^[2]. At a time when our economy and the auto industry continues to struggle, duplicative and unnecessary regulations will drive down consumer demand and further stifle economic recovery.

The Austria/Carter amendment does not impact California's authority to set vehicle emissions standards for smog and other criteria air pollutants. The amendment also in no way affects NHTSA's authority to raise fuel economy standards, which also reduces CO₂ emissions (the only way to reduce vehicle CO₂

^[1] EPA regulatory announcement: "EPA and NHTSA Finalize Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," (April, 2010); and NHTSA & EPA. "2017-2025 Light-duty Vehicle GHG & Fuel Economy Joint Notice of Intent and Interim Technical Assessment Report," power point presentation, slide 15. (October 5, 2010)

^[2] U.S. Energy Information Administration, "Annual Energy Outlook 2011." figure 18, pg. 27 (April 2011).

emissions is to raise its fuel economy). CAFE increases are already set in law and must be complied with, making duplicative yet different EPA and CARB rules an unnecessary burden for businesses and consumers.

On a bipartisan basis, in 2007 Congress raised the CAFE standard to at least 35 mpg in 2020. Last year, the CAFE standard was raised to 34.1 mpg in 2016. The CAFE standard should only be raised with proper consideration of the effects on job loss, consumer demand, and highway safety as Congress mandated. **We strongly urge the Austria/Carter language be included in any FY 2012 omnibus appropriations bill.** Thank you for your consideration.

Sincerely,



Steve Austria
Member of Congress




John R. Carter
Member of Congress



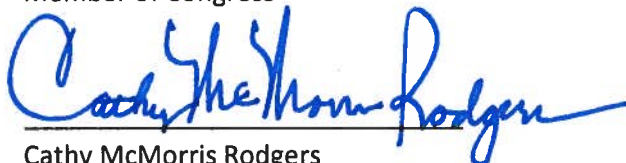
Steve Stivers
Member of Congress



Michael T. McCaul
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Lynn A. Westmoreland
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Cathy McMorris Rodgers
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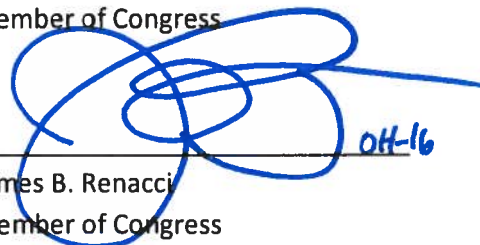
Bill Johnson
Member of Congress



Richard L. Hanna
Member of Congress



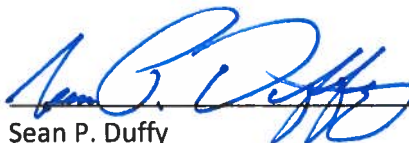
John Campbell
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James B. Renacci
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Scott R. Tipton
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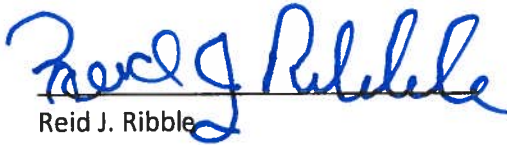
Sean P. Duffy
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Ron Paul
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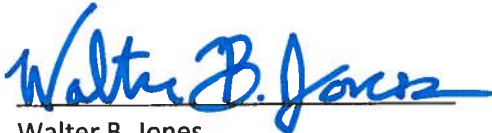
F. James Sensenbrenner, Jr.
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Reid J. Ribble
Member of Congress



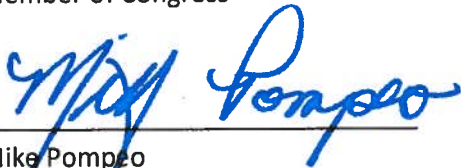
Virginia Foxx
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Walter B. Jones
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Collin C. Peterson
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Mike Pompeo
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Sam Johnson
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Robert E. Latta
Member of Congress



Darrell E. Issa
Member of Congress



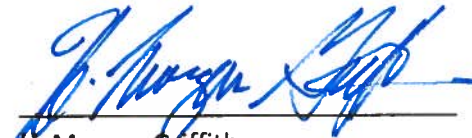
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Henry Cuellar
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Joe Barton
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H. Morgan Griffith
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Robert T. Schilling
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Frank C. Guinta
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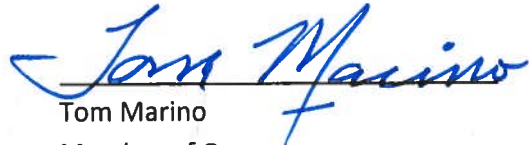
Stephen Lee Fincher
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Ralph M. Hall
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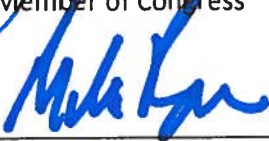
Tom Marino
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Ann Marie Buerkle
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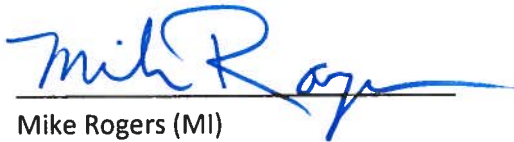
Joe Wilson
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Mike Rogers (AL)
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Howard Coble
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Mike Rogers (MI)
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Christopher P. Gibson
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Tim Walberg
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Tim Huelskamp
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Jamie Herrera Beutler
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Randy Neugebauer
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Steve C. LaTourette
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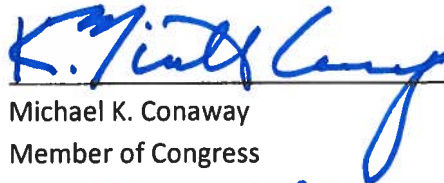
Greg Walden
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Nick J. Rahall
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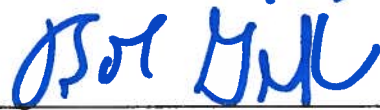
Pete Olson
Member of Congress



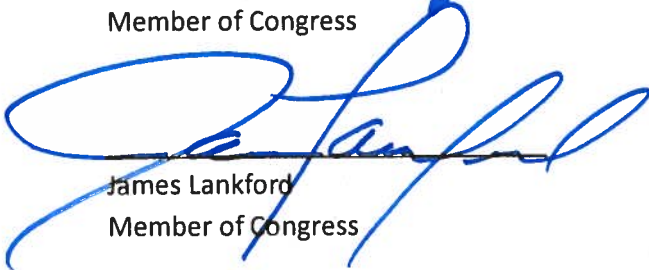
Michael K. Conaway
Member of Congress



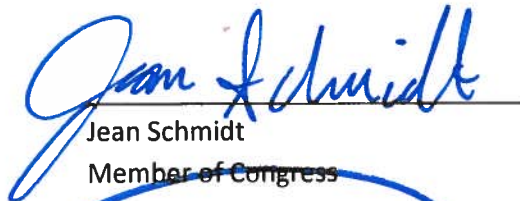
Mike Kelly
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Bob Gibbs
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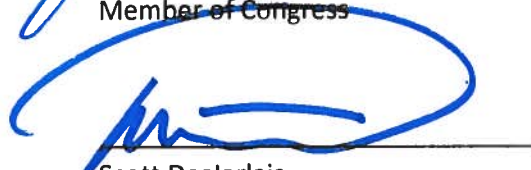
James Lankford
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Jean Schmidt
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Todd W. Akin
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Scott Desjarlais
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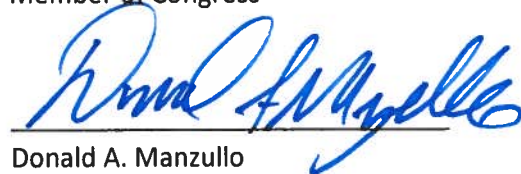
Pete Sessions
Member of Congress



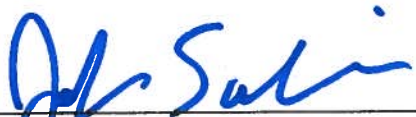
Dan Burton
Member of Congress



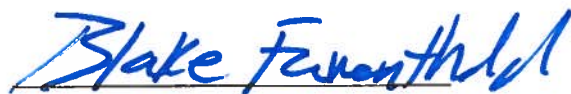
Marsha Blackburn
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Blake Farenthold
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Diane Black
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