

**Opening Statement of the Honorable Pete Olson  
Subcommittee on Commerce, Manufacturing, and Trade,  
Subcommittee on Energy and Power  
“Midterm Review and Update on the Corporate Average Fuel Economy Program and  
Greenhouse Gas Emissions Standards For Motor Vehicles”  
September 22, 2016**

*(As Prepared for Delivery)*

This Midterm Review of the Corporate Average Fuel Economy Program and Greenhouse Gas Emissions Standards is timely. When this process began, America was in a different world than we are today. Back then, gas prices were at a record high and assumed to go higher.

Today America is the number one producer of oil and natural gas, which has lowered gas prices significantly. As a result, certain assumptions have changed considerably.

While this is good news for consumers, it also changes their priorities. A stagnant economy and low gas prices have consumers looking for the best value when buying a car. The new technology auto makers are developing to meet the CAFÉ and GHG standards cost more. Today, we will look at how consumer choices impact the ability to meet these goals.

Another important issue this Committee has looked at closely is the ability of industries to meet goals set by federal agencies. When two agencies have conflicting priorities, no one wins. I worked hard to protect our nation’s electric grid reliability by helping fix a critical glitch in federal law that forced electricity producers to choose which federal law they would violate due to competing priorities.

The One National Program was designed to avoid a similar situation for auto makers. This Midterm Evaluation is the best occasion to ensure that three different sets of rules do not conflict with one another. In reviewing the requirements of each program, there is a clear gap that can leave manufacturers in compliance with one set of rules and not another.

And that is just based on NHTSA and EPA’s regs - it does not include the Zero Emission Vehicle program being developed by California.

I am also interested to hear from EPA about the benefits of their rulemakings. This is a complex and expensive set of rules, and we need to start with a strong foundation.

This Midterm Evaluation is a starting point where we can work together to avoid a similar situation to the one electricity producers faced - BEFORE it becomes a problem. It’s not just auto makers who suffer if we don’t get this right. The American people will be greatly impacted by a patchwork system that increases costs, when it could have been avoided.

I hope that working together, we can find the common ground to harmonize these standards and develop the real vision of One National Program.

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