



Adopted on September 17, 2018

Resolution sponsored by: Representative Chuck Martin, Georgia*
Representative Lynn Smith, Georgia

7.2018 | Supporting the Reconsideration of Corporate Average Fuel Economy (CAFE) Standards

WHEREAS, Congress first established Corporate Average Fuel Economy (CAFE) standards through the Energy Policy and Conservation Act (EPCA) of 1975; and

WHEREAS, the CAFE standards were implemented largely in response to the 1973 oil embargo in order to reduce foreign imports of petroleum; and

WHEREAS, because of shale development, the International Energy Agency (IEA) expects the United States to overtake Russia as the largest oil producer by 2019; and

WHEREAS, as originally enacted, Congress authorized a single regulator, the U.S. Secretary of Transportation, to set CAFE standards and to implement the program; and

WHEREAS, under the Obama administration, two federal agencies – the U.S. Department of Transportation’s (DOT) National Highway Transportation Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) – and one state agency – the California Air Resources Board (CARB) – were jointly placed in charge of our nation’s fuel economy standards under “One National Program” (ONP), giving California significantly disproportionate influence in the setting of national fuel economy standards relative to the 49 other states; and

WHEREAS, the EPCA makes clear that no state may “adopt or enforce a law or regulation related to fuel economy standards” when a federal average fuel economy standard is in effect; and

WHEREAS, the existing CAFE standards, if unchanged, are likely to increase the cost of the average new vehicle by several thousand dollars, thus pricing millions of Americans, especially those who are economically disadvantaged, out of the new car market; and

WHEREAS, American families, farmers, truckers, and businesses should have the flexibility to purchase, drive, and repair the cars, trucks, and other vehicles that meet their individual and specific needs.

THEREFORE BE IT RESOLVED, that the Southern States Energy Board supports the process currently being jointly undertaken by the U.S. Department of Transportation’s National Highway Traffic Safety Administration and the U.S. Environmental Protection Agency to reconsider the augural Corporate Average Fuel Economy standards and the Final Determination of the Mid-Term Evaluation of greenhouse gas emissions standards for model year 2022-2025 light-duty vehicles; and

BE IT FURTHER RESOLVED, that the Southern States Energy Board opposes the federal government continuing to grant California an outsized role in determining vehicle fuel economy standards for the 49 other states; and



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BE IT FURTHER RESOLVED, that the Southern States Energy Board communicates this resolution to the President of the United States, the Secretary of Transportation, the Administrator of the National Highway Traffic Safety Administration, the Administrator of the Environmental Protection Agency, the Chair of the California Air Resources Board, congressional delegations of states in the SSEB region, and appropriate state and territory officials.