

116TH CONGRESS  
1ST SESSION

# H. R. 978

To preserve appropriate and achievable Federal standards for greenhouse gas emissions and corporate average fuel economy for cars and light trucks through model year 2025, and for other purposes.

---

## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 5, 2019

Ms. MATSUI (for herself, Ms. ESHOO, Ms. DEGETTE, Mr. RUSH, Ms. SCHAKOWSKY, Ms. CASTOR of Florida, Mr. SARBANES, Mr. MCNERNEY, Mr. WELCH, Mr. LUJÁN, Mr. TONKO, Ms. CLARKE of New York, Mr. LOEBSACK, Mr. CÁRDENAS, Mr. RUIZ, Mr. PETERS, Ms. BARRAGÁN, Mr. SOTO, Ms. BLUNT ROCHESTER, and Mr. KENNEDY) introduced the following bill; which was referred to the Committee on Energy and Commerce

---

## A BILL

To preserve appropriate and achievable Federal standards for greenhouse gas emissions and corporate average fuel economy for cars and light trucks through model year 2025, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Clean and Efficient  
5 Cars Act of 2019”.

1 **SEC. 2. FINDINGS; SENSE OF CONGRESS.**

2 (a) FINDINGS.—The Congress finds the following:

3 (1) In 2009, the Environmental Protection  
4 Agency (EPA) and the Department of Transpor-  
5 tation’s National Highway Traffic Safety Adminis-  
6 tration (NHTSA) reached an historic agreement  
7 with State regulators, automakers, the United Auto  
8 Workers, and leaders in the environmental commu-  
9 nity to establish One National Program for Federal  
10 standards to reduce greenhouse gas (GHG) emis-  
11 sions and increase corporate average fuel economy  
12 (CAFÉ) for light duty vehicles, in cooperation and  
13 alignment with the California Air Resources Board  
14 (CARB).

15 (2) In 2012, as part of One National Program,  
16 EPA established final GHG emission standards for  
17 model years 2017 through 2025 and NHTSA estab-  
18 lished final CAFÉ standards for model years 2017  
19 through 2021 and augural standards for model  
20 years 2022 through 2025.

21 (3) The agencies’ standards are based on the  
22 specific footprint of vehicles to provide automotive  
23 manufacturers flexibility and ensure that consumers  
24 have a choice of a full range of vehicle sizes to meet  
25 their needs. Under the footprint-based system, small

1 vehicles must meet more stringent standards than  
2 large vehicles.

3 (4) A midterm evaluation of the standards for  
4 model years 2022 through 2025 concluded that they  
5 remain feasible for industry, with multiple pathways  
6 for compliance, and are appropriate for achieving  
7 the goals of cutting GHG emissions and increasing  
8 fuel economy.

9 (5) In January 2017, EPA issued a final deter-  
10 mination to maintain the existing GHG emissions  
11 standards for model years 2022 through 2025 as  
12 prescribed by the 2012 final rule. NHTSA is cur-  
13 rently assessing the augural CAFÉ standards pro-  
14 posed for model years 2022 through 2025 and will  
15 conduct a rulemaking to prescribe final standards  
16 for those years.

17 (6) The final GHG emission standards and  
18 augural CAFÉ standards for model years 2022  
19 through 2025 are projected to achieve an average  
20 overall fleet-wide emissions target of 173 grams CO<sub>2</sub>  
21 per mile and an average overall fleet-wide fuel econ-  
22 omy target of 46.3 miles per gallon by the year  
23 2025, resulting in a 540 million metric ton reduction  
24 in greenhouse gases and a 1.2 billion barrel reduc-

1       tion in oil consumption over the lifetime of these ve-  
2       hicles.

3       (b) SENSE OF CONGRESS.—It is the sense of Con-  
4       gress that maintaining the GHG and CAFÉ standards at  
5       their current levels through model year 2025—

6             (1) is essential to achieving the projected fleet  
7       wide average goals of 173 grams CO<sub>2</sub> per mile and  
8       46.3 miles per gallon; and

9             (2) will result in substantial benefits for Amer-  
10      ican drivers, the environment, public health, and en-  
11      ergy security.

12   **SEC. 3. NHTSA AVERAGE FUEL ECONOMY STANDARDS FOR**  
13                   **2021 THROUGH 2025.**

14       Section 32902(b)(2) of title 49, United States Code,  
15      is amended by adding at the end the following new sub-  
16      paragraphs:

17                   “(D) AUTOMOBILE FUEL ECONOMY AVER-  
18                   AGE FOR MODEL YEARS 2021 THROUGH 2025.—  
19                   The Secretary shall, not later than 180 days  
20                   after the date of the enactment of this subpara-  
21                   graph, prescribe by regulation and maintain  
22                   fuel economy standards for model years 2021  
23                   through 2025 that are at least as stringent as  
24                   the final standards for 2021 and the augural  
25                   standards for 2022 through 2025 set out in the

1           2012 joint EPA/DOT Final Rule on 2017 and  
2           Later Model Year Light-Duty Vehicle Green-  
3           house Gas Emissions and Corporate Average  
4           Fuel Economy Standards.

5           “(E) RESTRICTION ON REVISING STAND-  
6           ARDS OR CREATING NEW LOOPHOLES.—The  
7           Secretary may not take any action that could  
8           effectively reduce the stringency of the average  
9           fuel economy standards required to be attained  
10          by each fleet of passenger and non-passenger  
11          automobiles manufactured for sale in the  
12          United States for model years up to and includ-  
13          ing 2025, including by revising the trading,  
14          transferring, availability, or creation of cred-  
15          its.”.

16 **SEC. 4. EPA GREENHOUSE GAS EMISSION STANDARDS**  
17                                   **THROUGH 2025.**

18          (a) AFFIRMING STANDARDS.—Not later than 180  
19          days after the date of enactment of this Act, the Adminis-  
20          trator of the Environmental Protection Agency shall af-  
21          firm, under section 202(a) of the Clean Air Act (42 U.S.C.  
22          7521(a)), the greenhouse gas emission standards for light-  
23          duty vehicles for model years 2017 through 2025 that  
24          were published in the Federal Register by the Environ-  
25          mental Protection Agency and the National Highway

1 Traffic Safety Administration on October 15, 2012, in the  
2 final rule entitled “2017 and Later Model Year Light-  
3 Duty Vehicle Greenhouse Gas Emissions and Corporate  
4 Average Fuel Economy Standards” (77 Fed. Reg. 62623),  
5 including such standards for model years 2022 through  
6 2025 that were found by the Environmental Protection  
7 Agency to remain appropriate in the “Final Determination  
8 on the Appropriateness of the Model Year 2022–2025  
9 Light-Duty Vehicle Greenhouse Gas Emissions Standards  
10 under the Midterm Evaluation” issued in January 2017.

11 (b) RESTRICTION ON REVISING STANDARDS OR CRE-  
12 ATING NEW LOOPHOLES.—The Administrator of the En-  
13 vironmental Protection Agency may not take any action  
14 that could effectively reduce the stringency of greenhouse  
15 gas emission standards required to be attained by each  
16 fleet of light-duty vehicles manufactured for sale in the  
17 United States for model years up to and including 2025,  
18 including by revising the trading, transferring, availability,  
19 or creation of credits.

○