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(Original Signature of Member)

115TH CONGRESS
2D SESSION

H. R.

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

Ms. MATSUI (for herself and [see ATTACHED LIST of cosponsors]) introduced the following bill; which was referred to the Committee on

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 2018”.

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 CO₂
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 CO₂ 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.