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SACRAMENTO'S VOICE

# CLEAN AND EFFICIENT CARS ACT

## BACKGROUND:

In 2012, the Environmental Protection Agency's (EPA) light-duty vehicle greenhouse gas emissions standards and the Department of Transportation's (DOT) Corporate Average Fuel Economy (CAFE) standards were created as an agreement between the agencies, auto manufacturers, labor, environmental groups, and interested states to reduce greenhouse gas emissions and increase fuel efficiency. Together, these stakeholders agreed to flexible standards for model years 2017 to 2025 that would save drivers money at the pump, reduce pollution impacts on public health and the environment, and spur innovation in emissions reduction technologies and the auto industry. The standards increased in stringency every year and came in two phases: 2012-2016 and 2017-2025.

As a result of these 2012 standards, the EPA found that its model year 2022 to 2025 emissions rules for cars and light trucks will:

- Reduce U.S. oil consumption by 50 billion gallons
- Reduce greenhouse gas emissions by 540 million metric tons
- Save American drivers \$92 billion in fuel costs
- Nearly double the fuel economy of passenger vehicles to an average of about 54 miles per gallon
- Save more than \$2,800 in total fuel costs over the life of a model year 2025 vehicle
- Result in net benefits of nearly \$100 billion

However, these benefits aren't just in the future – already, these fuel economy standards have saved consumers roughly \$75 billion dollars.

In April of 2018, the Trump Administration announced it would revoke the 2012 standards. In response, California joined 16 states and the District of Columbia to sue the Trump administration over the decision.

In August of 2018, the EPA and DOT jointly issued the Safer Affordable Fuel-Efficient Vehicle Rule (SAFE Vehicle Rule). The proposed rule would freeze efficiency standards in 2021, halting the current rule five years early.

Should the Trump Administration continue to move forward with weakening the standards, the consequences could be devastating to American drivers and the environment. The transportation sector emits 1.9 billion tons of carbon dioxide annually, and it is the only sector of the U.S. economy that has declined in energy efficiency over the last 15 years.

## THE CLEAN AND EFFICIENT CARS ACT:

- Codifies the Obama-era EPA rule governing light-duty vehicle greenhouse gas emission standards
- Codifies the Obama-era Department of Transportation CAFE standards
- Prohibits agencies from creating loopholes to these standards
- Blocks the Trump Administration from weakening EPA and CAFE standards