

Testimony for  
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U.S. Environmental Protection Agency  
Before the Subcommittee on Consumer Protection and Commerce, and  
the Subcommittee on Environment and Climate Change  
U.S. House of Representatives Energy and Commerce Committee  
on the *Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars  
and Light Trucks* proposed rule

June 20, 2019

Chairwoman Schakowsky and Chairman Tonko, Ranking Member Rodgers and Ranking Member Shimkus, members of both Subcommittees: thank you for the opportunity to testify with Deputy Administrator King today on the *Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks* proposed rule, also known as the SAFE Vehicles Rule.

The SAFE Vehicles Rule is the next generation of the Corporate Average Fuel Economy (CAFE) and Light-Duty Vehicle Greenhouse Gas Emissions Standards. The proposal would revise the existing national automobile fuel economy and greenhouse gas emissions standards to give the American people greater access to safer, more affordable vehicles by setting new 2021-2026 Model Year (MY) standards that must be achieved by each automaker for its car and light-duty truck fleet.

Through this rulemaking, we are delivering on President Trump's promise to the American public that this administration would address and fix the current fuel economy and greenhouse gas emissions standards. The proposal aims to strike the right regulatory balance based on the most recent information that will enable more Americans to afford newer, safer vehicles.

It is important to note that the cost of new automobiles has risen to over more than \$35,000 - out of reach for many American families. The current standards have contributed to these costs. Compared to the preferred alternative, our proposal estimates that keeping in place the standards finalized in 2012 would add \$2,810 to the cost of owning a new car and reduce more than \$500 billion in societal costs over the lifetimes of vehicles through MY 2030.

In the proposal, NHTSA and EPA sought comment on a wide range of regulatory options, including a preferred alternative that locks in MY 2020 standards through 2026, providing much-needed relief from further, costly increases. The agencies' preferred alternative reflects a balance of safety, economics, technology, fuel conservation, and pollution reduction. The joint proposal initiates a process to establish new 50-state fuel economy and tailpipe carbon dioxide emissions standards for passenger cars and light trucks covering MY 2021 through 2026. The proposal estimates that the preferred alternative will prevent thousands of on-road fatalities and injuries as compared to the standards set forth in the 2012 final rule, as more people can afford safer, new cars.

EPA has worked with NHTSA throughout the rulemaking process. Deputy Administrator King and I, and our technical teams, have regular meetings and will continue to do so until the rule is finalized. Given the importance of these regulations, both agencies are fully dedicated to getting the rule out as soon as possible.

I appreciate the opportunity to testify today. I welcome any questions you may have regarding the proposal. Thank you.