To amend the Clean Air Act to prevent the elimination of the sale of internal combustion engines.

IN THE HOUSE OF REPRESENTATIVES

March 8, 2023

Mr. Joyce of Pennsylvania (for himself, Mr. Latta, Mr. Bilirakis, Mr. O’Bernoite, Mr. Emmer, Ms. Stefanik, Mr. Curtis, Mr. Posey, Mr. Balderson, Mr. Reschenthaler, Mr. Pfluger, Mr. Roy, Mr. Miller of Ohio, Ms. Van Duyne, Mr. Finstad, Mr. Nehls, Mr. Mast, Mr. Pence, Mr. Wittman, Mr. Gooden of Texas, Mr. Armstrong, Mr. Johnson of Ohio, Mr. Jackson of Texas, Mr. Issa, Mrs. Boebert, Mr. Guest, Mr. Ellzey, Mr. Webster of Texas, Mr. Smith of New Jersey, Mr. Higgins of Louisiana, Mr. Hudson, Mr. Crenshaw, Mr. Carter of Georgia, Mr. Smith of Missouri, Mr. Bost, Mrs. Harshbarger, Mr. Feenstra, Mr. Williams of Texas, Mr. Donalds, Mr. Owens, Mr. Walberg, Mrs. Miller-Meeks, Mr. Austin Scott of Georgia, Mr. Griffith, Mr. McCormick, Mrs. Rice, Mr. Stauber, Mr. Allen, Mr. LaMalfa, Mr. Herm, Mr. Kelly of Pennsylvania, Mr. LaTurner, Mr. Duncan, Mr. Turner, Mr. Burgess, Mr. Wenstrup, Mr. Mann, Mr. Smucker, Mr. Perry, and Mr. Carey) introduced the following bill; which was referred to the Committee on Energy and Commerce

September 1, 2023

Additional sponsors: Ms. Tenney, Mrs. Steel, Mr. Hunt, Mr. Edwards, Mr. Fulcher, Mr. Bucshon, Mrs. Fischbach, Mr. Comer, Mr. McHenry, Ms. De La Cruz, Mrs. Lesko, Mr. Johnson of South Dakota, Mr. Estes, Mr. Yakym, Mr. Carl, Mr. Grothman, Mr. Van Orden, Mr. Rouzer, Mr. Meuser, Mr. Kelly of Mississippi, Mr. Ezell, Mr. Calvert, Mr. Simpson, Mr. McCaul, and Mr. Johnson of Louisiana

September 1, 2023

Reported from the Committee on Energy and Commerce; committed to the
Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

To amend the Clean Air Act to prevent the elimination of the sale of internal combustion engines.
Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Preserving Choice in
Vehicle Purchases Act”.

SEC. 2. STATE STANDARDS.

(a) AMENDMENTS.—Section 209(b) of the Clean Air
Act (42 U.S.C. 7543(b)) is amended—

(1) in paragraph (1)—

(A) in subparagraph (B), by striking the
“or” at the end;

(B) in subparagraph (C), by striking
“part.” and inserting “part, or”; and

(C) by adding at the end the following:

“(D) such State standards directly or indirectly
limit the sale or use of new motor vehicles with in-
ternal combustion engines, as such term is defined
in section 63.9375 of title 40, Code of Federal Reg-
ulations, as in effect January 1, 2023.”; and

(2) by adding at the end the following:

“(4) The Administrator may not determine that any
State standards amended after the date of enactment of
this paragraph are within the scope of a waiver granted
under paragraph (1) before the date of enactment of this
paragraph.”.
(b) Effect on Certain Existing Waivers.—The Administrator of the Environmental Protection Agency shall revoke a waiver granted under section 209(b) of the Clean Air Act (42 U.S.C. 7543(b)) during the period that begins on January 1, 2022, and ends on the date of enactment of this Act if the Administrator finds that such waiver does not comply with subparagraph (D) of section 209(b)(1) of the Clean Air Act (42 U.S.C. 7543(b)(1)), as added by this Act.
A BILL

[Report No. 118-169]

H. R. 1435

118TH CONGRESS

Union Calendar No. 133

To amend the Clean Air Act to prevent the elimination of the sale of internal combustion engines.

S. 283

Close of Reading and Ordered to be Printed

Committee of the Whole House on the State of the Union and ordered to be printed.

September 1, 2023