

## H.R. 7526, D. C. Consumer Vehicle Choice Protection Act of 2024

As ordered reported by the House Committee on Oversight and Accountability on March 7, 2024

By Fiscal Year, Millions of Dollars	2024	2024-2029	2024-2034
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	0	0	0
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2035?	No	Statutory pay-as-you-go procedures apply?	No
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2035?	No	<b>Mandate Effects</b>	
		Contains intergovernmental mandate?	Yes, Under Threshold
		Contains private-sector mandate?	No

H.R. 7526 would repeal a December 2023 District of Columbia rule that adopted California’s vehicle emission standards.<sup>1</sup> Beginning in 2035, the rule will require that automakers sell only zero-emission vehicles within Washington, D.C. The bill also would restore any regulations that were amended or repealed by the rule.

CBO estimates that enacting H.R. 7526 would have no federal cost because the bill applies only to the District of Columbia.

H.R. 7526 would impose an intergovernmental mandate as defined in the Unfunded Mandates Reform Act (UMRA) by preempting a regulation of the District of Columbia. Although it would limit the application of District of Columbia law, the bill would impose no duty that would result in additional spending or loss of revenue that would exceed the threshold established in UMRA for intergovernmental mandates (\$100 million in 2024, adjusted annually for inflation).

The bill contains no private-sector mandates.

1. See District of Columbia Municipal Regulations and District of Columbia Register, “Section 20, Vehicle Emission Standards—Prohibitions and Incorporation by Reference, Title 20 Environment, Chapter 20-9 Air Quality—Motor Vehicular Pollutants, Lead, Odors, and Nuisance Pollutants” (December 29, 2023), <https://tinyurl.com/a4yunkap>.



The CBO staff contacts for this estimate are Matthew Pickford (for federal costs) and Grace Watson (for mandates). The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

A handwritten signature in black ink, appearing to read "Phillip L. Swagel". The signature is fluid and cursive, with a long, sweeping tail that curves to the right.

Phillip L. Swagel  
Director, Congressional Budget Office