

ONE HUNDRED EIGHTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-6115
Majority (202) 225-3641
Minority (202) 225-2927

May 22, 2023

The Honorable Michael S. Regan
Administrator
U.S. Environmental Protection Agency
Mail Code 1101A
1200 Pennsylvania Avenue N.W.
Washington, DC 20460

Dear Administrator Regan,

We write to express deep concerns with the Environmental Protection Agency's (EPA's) proposed standards for light- and medium-duty vehicles and heavy-duty trucks.¹ The proposals are the latest effort by the Biden administration to commandeer America's transportation sector and force its complete vehicle electrification under the guise of mitigating climate change.

The light- and medium-duty vehicle proposed standards are unworkable and impractical. EPA estimates that the proposed standards would lead to electric vehicles (EVs) accounting for 67 percent of new light-duty vehicle sales and 46 percent of new medium-duty vehicle sales in the United States by model year 2032. The projected statistics are a far cry from the current EV market share of 4.5 percent,² making these standards a deliberate market manipulation to prop up EVs. Furthermore, a rapid shift towards EVs would benefit only the Chinese Communist Party (CCP), as China has a stranglehold on the critical minerals supply chain and manufacturing of EV batteries. For example, China currently controls 50 to 70 percent of global lithium and cobalt refining that are necessary for EV batteries.³

Additionally, EVs are not necessarily better for the environment in terms of emissions reductions. Specifically, over its lifetime, an EV only has lower emissions than an internal combustion engine vehicle if it travels between 28,069 and 68,160 miles and remains in service for more than 10 years – circumstances which are not being realized today.⁴

¹ The two proposals announced on April 12, 2023 by the EPA are the "Multi-Pollutant Emission Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles" ([EPA-HQ-OAR-2022-0829](#)) and the "Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3" ([EPA-HQ-OAR-2022-0985](#)).

² See "[Electric Vehicles](#)," International Energy Agency, September 2022.

³ See "[The Role of Critical Minerals in Clean Energy Transitions: Executive Summary](#)," International Energy Agency, March 2022.

⁴ See [Written Testimony of Ashley Nunes](#), Director, Federal Policy, Climate and Energy, The Breakthrough Institute, before the Committee on Energy and Commerce, April 26, 2023.

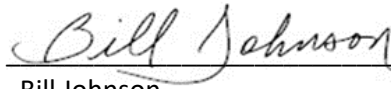
Worst of all, the proposed standards would make life harder and even more unaffordable for Americans and their families. According to Kelley Blue Book, the average price of an EV is \$65,291, which is \$17,197 more than the average price of an internal combustion engine vehicle.⁵ Insurance for electric cars costs \$206 per month on average, which is \$44 more per month than insuring a gas-powered car.⁶ Pricing is especially important, because access to a car is tied to improved economic outcomes for low-income households.⁷ Americans should not be forced into paying an excessive amount for a car they do not want and cannot afford. Also, the lack of driving range continues to be a problem with EVs. Forcing rural America into a largely EV future is condemning these communities into isolation.

Given that the recent EPA announcement was only a proposal, we strongly urge you to rescind this ill-considered effort. Americans want the ability to choose the vehicle that best meets their needs, that is reliable, and that they can afford -- not be forced into buying an EV.

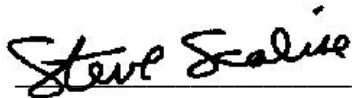
Sincerely,



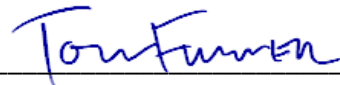
Cathy McMorris Rodgers
Chair
Committee on Energy and Commerce



Bill Johnson
Chair
Subcommittee on Environment,
Manufacturing, and Critical Materials



Steve Scalise
Majority Leader



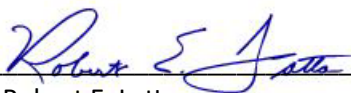
Tom Emmer
Majority Whip



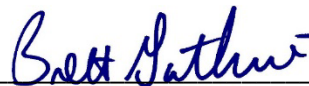
Elise Stefanik
House Republican Conference Chair



Michael Burgess, M.D.
Member of Congress



Robert E. Latta
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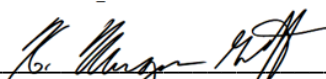


Brett Guthrie
Member of Congress

⁵ See "[Electric Car FAQ: Your Questions Answered](#)," Kelley Blue Book, October 31, 2022.

⁶ See "[Electric car insurance 2023 guide](#)", Policygenius, December 29, 2022.

⁷ See "[Driving to Opportunity](#)," The Urban Institute, March 2014.



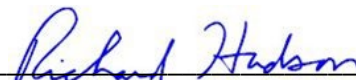
H. Morgan Griffith
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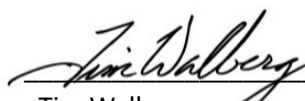
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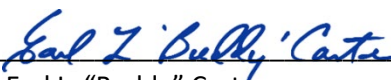
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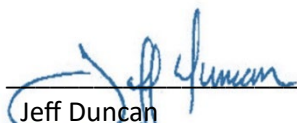
Richard Hudson
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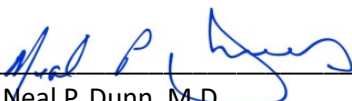
Earl L. "Buddy" Carter
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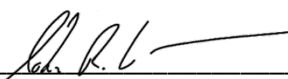
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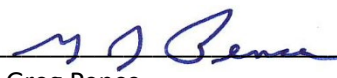
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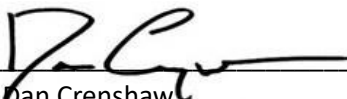
John Curtis
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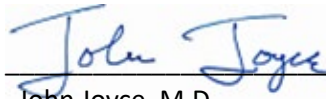
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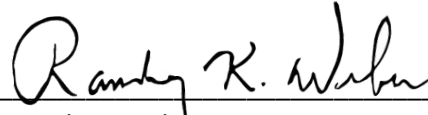
Dan Crenshaw
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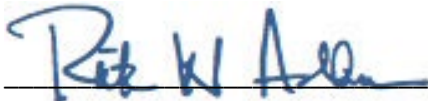
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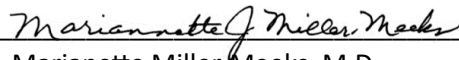
Russ Fulcher
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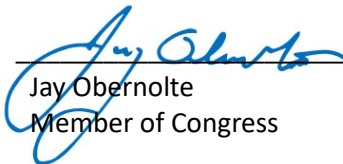
Diana Harshbarger
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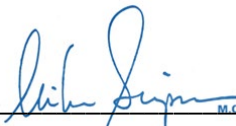
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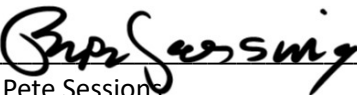
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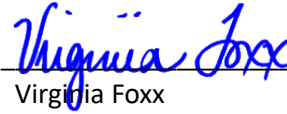
Pete Sessions
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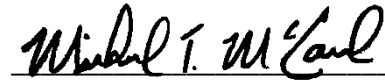
Sam Graves
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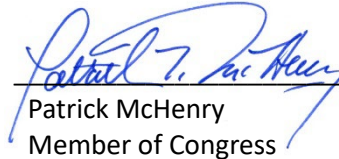
Darrell Issa
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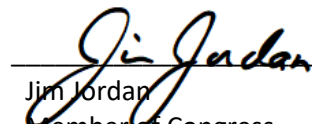
Virginia Foxx
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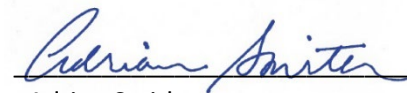
Michael McCaul
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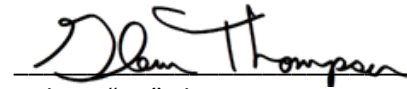
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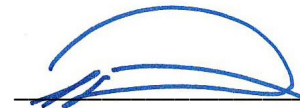
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Glenn "GT" Thompson
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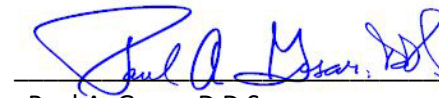
Rick Crawford
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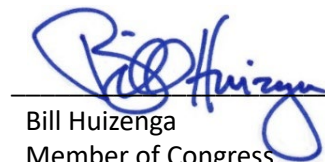
Scott DesJarlais
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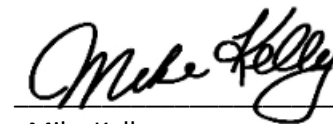
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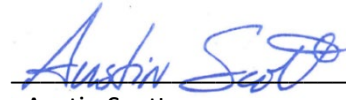
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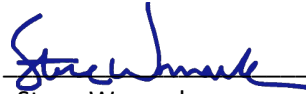
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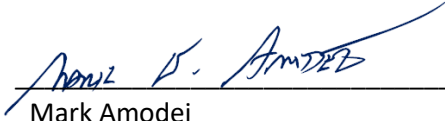
Mike Kelly
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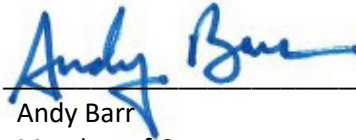
Austin Scott
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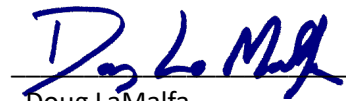
Steve Womack
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Mark Amodei
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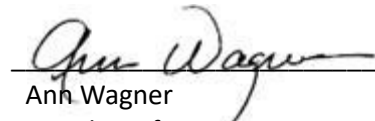
Andy Barr
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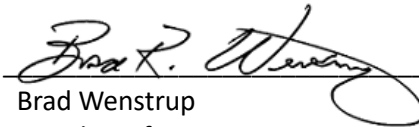
Doug LaMalfa
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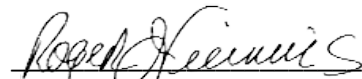
Chris Stewart
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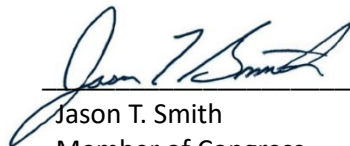
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Brad Wenstrup
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Roger Williams
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Jason T. Smith
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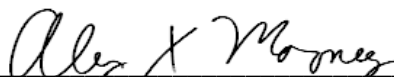
Glenn Grothman
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Barry Loudermilk
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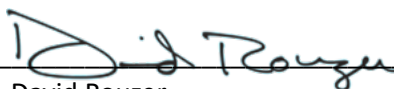
John Moolenaar
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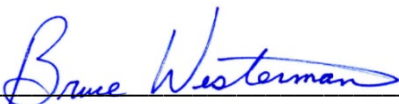
Alex X. Mooney
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Dan Newhouse
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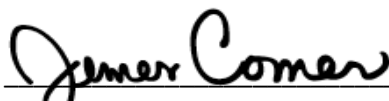
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Bruce Westerman
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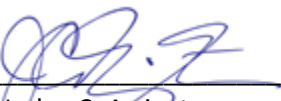
Warren Davidson
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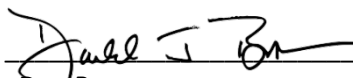
James Comer
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David Valadao
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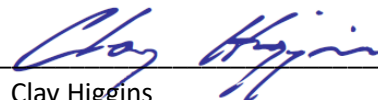
Jodey C. Arrington
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Andy Biggs
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Clay Higgins
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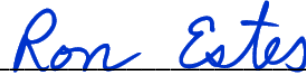
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David Kustoff
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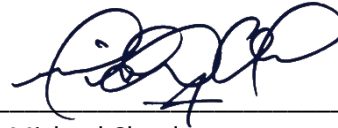
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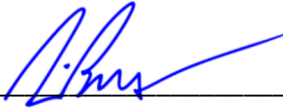
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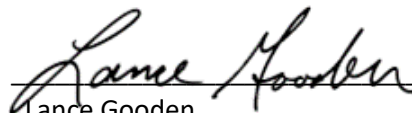
Kevin Hern
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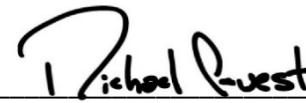
Ben Cline
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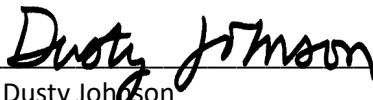
Lance Gooden
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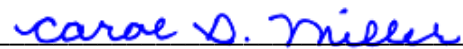
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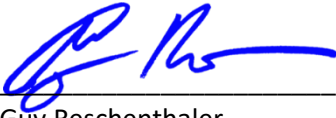
Michael Guest
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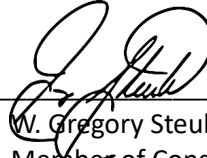
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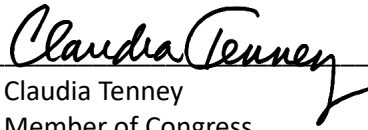
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W. Gregory Steube
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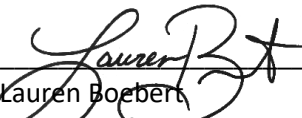
Claudia Tenney
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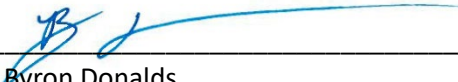
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Stephanie Bice
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Lauren Boebert
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Byron Donalds
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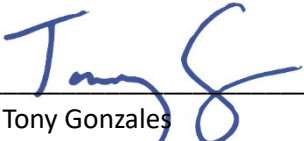
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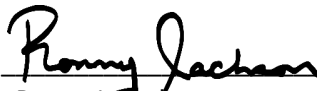
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Marjorie Taylor Greene
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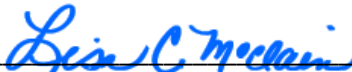
Jake LaTurner
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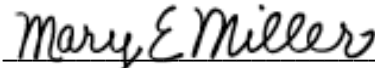
Nancy Mace
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Tracey Mann
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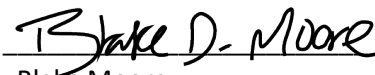
Lisa McClain
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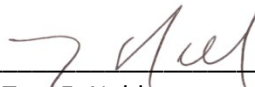
Mary Miller
Member of Congress




Barry Moore
Member of Congress



Blake Moore
Member of Congress



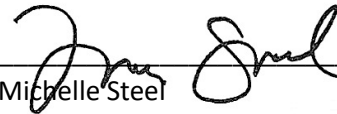
Troy E. Nehls
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Burgess Owens
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Matt Rosendale
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Michelle Steel
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Member of Congress



Jake Ellzey
Member of Congress



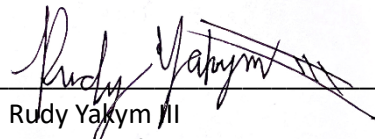
Mike Carey
Member of Congress



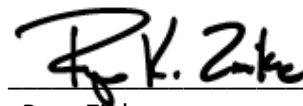
Mike Flood
Member of Congress



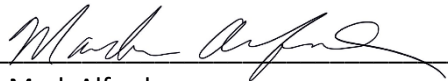
Brad Finstad
Member of Congress



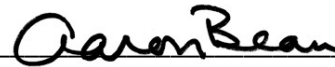
Rudy Yakym
Member of Congress



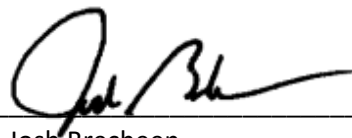
Ryan Zinke
Member of Congress



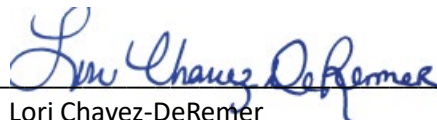
Mark Alford
Member of Congress



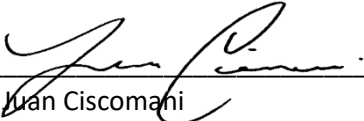
Aaron Bean
Member of Congress



Josh Brecheen
Member of Congress



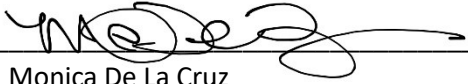
Lori Chavez-DeRemer
Member of Congress



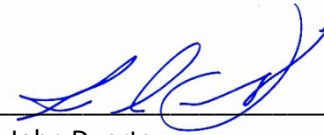
Juan Ciscomani
Member of Congress



Mike Collins
Member of Congress



Monica De La Cruz
Member of Congress



John Duarte
Member of Congress



Chuck Edwards
Member of Congress



Mike Ezell
Member of Congress



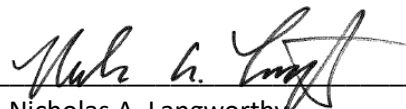
Russell Fry
Member of Congress



Wesley Hunt
Member of Congress



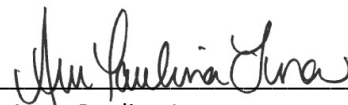
John James
Member of Congress



Nicholas A. Langworthy
Member of Congress



Mike Lawler
Member of Congress



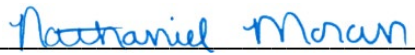
Anna Paulina Luna
Member of Congress



Max Miller
Member of Congress



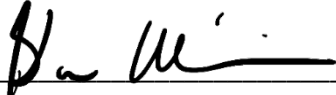
Cory Mills
Member of Congress



Nathaniel Moran
Member of Congress



Keith Self
Member of Congress



Brandon Williams
Member of Congress