

ONE HUNDRED FOURTEENTH CONGRESS
Congress of the United States
House of Representatives

COMMITTEE ON ENERGY AND COMMERCE

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WASHINGTON, DC 20515-6115

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October 12, 2016

Dr. Mark Cooper
Director of Research
Consumer Federation of America
1620 I Street, N.W. Suite 200
Washington, DC 20006

Dear Dr. Cooper,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade and the Subcommittee on Energy and Power joint hearing entitled "Midterm Review and an Update on the Corporate Average Fuel Economy Program and Greenhouse Gas Emissions Standards for Motor Vehicles."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

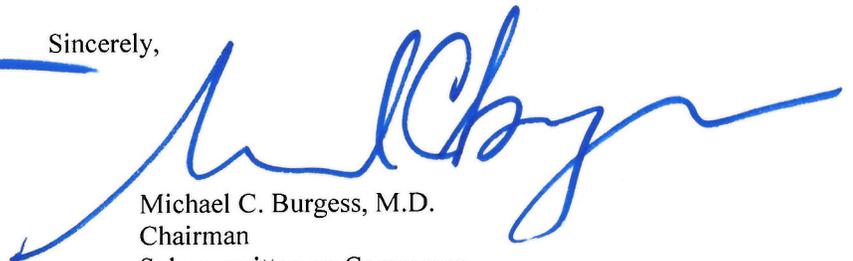
To facilitate the printing of the hearing record, please respond to these questions by the close of business on October 26, 2016. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to Giulia.Giannangeli@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittees.

Sincerely,



Fred Upton
Chairman



Michael C. Burgess, M.D.
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade

cc: The Honorable Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade
cc: The Honorable Bobby Rush, Ranking Member, Subcommittee on Energy and Power

Attachment

Additional Questions for the Record

The Honorable Michael C. Burgess M.D.

1. Dr. Cooper: In your testimony before the subcommittees, you noted that the federal greenhouse gas and fuel economy regulations are “command, but not control” regulations which “harness the power of capitalism and the market to deliver the benefits at the lowest possible cost.” In your opinion, what impact does the State of California’s zero emission vehicle regulation (requiring the sale of plug-in electric vehicles) have on manufacturers’ ability to deliver the benefits you describe at the lowest possible cost?