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ONE HUNDRED NINETEENTH 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

June 20, 2025

Mr. Adam Thierer
Senior Fellow
R Street Institute
1411 K Street NW, Suite 900
Washington, DC 20005

Dear Mr. Thierer,

Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade hearing on Wednesday, May 21, 2025, to testify at the hearing entitled, "AI Regulation and the Future of U.S. Leadership."

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.

To facilitate the printing of the hearing record, please respond to these questions with a transmittal letter by the close of business on Friday, July 3, 2025. Your responses should be mailed to Alex Khlopin, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to alex.khlopin@mail.house.gov.

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

Sincerely,



Gus M. Bilirakis
Chairman
Subcommittee on Commerce, Manufacturing, and Trade

cc: The Honorable Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment —Additional Questions for the Record

The Honorable Debbie Dingell (D-MI)

1. As this Committee has discussed before, artificial intelligence is advancing rapidly — transforming every sector of our economy, including health care and transportation. But with this transformation come serious challenges: data privacy risks, algorithmic bias, and the growing threat of foreign adversaries exploiting our vulnerabilities.

We cannot afford to let Americans' data be weaponized or allow AI to spread unchecked through mechanisms like deepfakes, robocalls, and deceptive ads. That's why I was proud to help lead the bipartisan TAKE IT DOWN Act this Congress, which will hold bad actors accountable for sharing nonconsensual deepfake content online and protecting survivors.

As my colleagues know, I'll work with anyone to get good, responsible policy across the finish line for my constituents and the American people. These are nonpartisan issues.

But as we talk about AI and innovation, we can't ignore one of the most important applications of this technology: autonomous vehicles.

As someone who has long worked on connected and AV issues, I believe deeply in the potential of AVs — not only to save lives and improve safety, but to expand mobility, grow our economy, and strengthen American leadership in innovation and manufacturing.

And AI is essential to the future of autonomous vehicles. But without a comprehensive federal framework, we are risking that future. We cannot cede ground to foreign competitors.

Mr. Thierer, do you agree that we need a federal regulatory framework for autonomous vehicles so that the U.S. can innovate, compete, and lead globally?



RESPONSE TO QUESTION FOR THE RECORD, SUBMITTED BY
ADAM THIERER
RESIDENT SENIOR FELLOW, TECHNOLOGY AND INNOVATION
R STREET INSTITUTE

QUESTION POSED BY
REPRESENTATIVE DEBBIE DINGELL
SUBCOMMITTEE ON COMMERCE, MANUFACTURING, AND TRADE
COMMITTEE ON ENERGY AND COMMERCE
UNITED STATES HOUSE OF REPRESENTATIVES

FOLLOWING THE HEARING ON
“AI REGULATION AND THE FUTURE OF US LEADERSHIP”

SUBMITTED ON
JUNE 26, 2025

Question submitted by Representative Debbie Dingell

As this Committee has discussed before, artificial intelligence is advancing rapidly — transforming every sector of our economy, including health care and transportation. But with this transformation come serious challenges: data privacy risks, algorithmic bias, and the growing threat of foreign adversaries exploiting our vulnerabilities.

We cannot afford to let Americans’ data be weaponized or allow AI to spread unchecked through mechanisms like deepfakes, robocalls, and deceptive ads. That’s why I was proud to help lead the bipartisan TAKE IT DOWN Act this Congress, which will hold bad actors accountable for sharing nonconsensual deepfake content online and protecting survivors.

As my colleagues know, I’ll work with anyone to get good, responsible policy across the finish line for my constituents and the American people. These are nonpartisan issues.

But as we talk about AI and innovation, we can’t ignore one of the most important applications of this technology: autonomous vehicles.

As someone who has long worked on connected and AV issues, I believe deeply in the potential of AVs — not only to save lives and improve safety, but to expand mobility, grow our economy, and strengthen American leadership in innovation and manufacturing.

And AI is essential to the future of autonomous vehicles. But without a comprehensive federal framework, we are risking that future. We cannot cede ground to foreign competitors.

Mr. Thierer, do you agree that we need a federal regulatory framework for autonomous vehicles so that the U.S. can innovate, compete, and lead globally?

Response: Rep. Dingell, thank you for your leadership on these important issues. The R Street Institute wholeheartedly agrees that autonomous vehicles (AVs) have the potential to “not only to save lives and improve safety, but to expand mobility, grow our economy, and strengthen American leadership in innovation and manufacturing.” We also agree that a federal AV policy framework is desperately needed “so that the U.S. can innovate, compete, and lead globally.”

As you know, when federal AV legislation was first discussed in previous sessions of Congress, it received bipartisan support and appeared likely to advance. Sadly, various special interests who oppose AV innovation derailed progress on federal legislation that could have created the vital federal framework you identified. This is unfortunate because it means that America has lost years of potential advancement in AVs. A national AV policy framework could have provided the clarity and consistency needed for AV innovators to get more of their products on the market in a safe and timely manner.

While some state and local governments have been willing to allow for limited AV experimentation and use on their roadways, progress has been far too slow. With auto accidents

ADAM THIERER RESPONSE TO QUESTION FOR THE RECORD,
HEARING ON “AI REGULATION AND THE FUTURE OF US LEADERSHIP”

and fatalities on the rise again, we desperately need the revolution in road safety that AVs can offer. Moreover, as you correctly note, we must not lose sight of the growing global competition on this front, especially from China—which is actively supporting its auto sector in competition with American automakers.

The time for action is now. It is not too late for Congress to open our nation’s roads to the AV revolution. I encourage you to continue your active leadership role on these issues and we stand prepared to assist you in any way we can.