

Chair Cathy McMorris Rodgers
Subcommittee on Environment, Manufacturing, and Critical
Materials
“Driving Affordability: Preserving People’s Freedom to Buy
Affordable Vehicles and Fuel”
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As prepared for delivery

Thank you, Mr. Chairman. Since the invention of the Ford Model T, America has led the world in car manufacturing and technology.

The combustion engine has allowed people around the world to increase their mobility and raised their standard of living. For more than half a century, affordable transportation has helped drive America’s economic success.

The question we should be asking today is do we want America to be leading the auto sector for the next 100 years.

Nearly 20 years ago, China made the decision to fully electrify.

Today, by some estimates, they’re building an average of two coal fired plants per day in order to meet the needs of a fully electric system.

For those of you who say we just need to invest more money, that is money that is going to China, who controls these supply chains.

Those supply chains include nickel from Russia, cobalt from the Congo, and lithium from China.

For those who look to China’s model of electrification for inspiration, I’d remind you that it is the U.S. that has led the world in emissions reductions—not China—and we’ve done that by embracing free markets and innovation...

...not through command and control government mandates.

Yet today, we’re discussing rules by the EPA that would have us following china’s lead.

Let me be clear, the decision about what kind of cars we can drive or fuels we can use is not for the EPA to decide.

Today’s hearing is about ensuring we, the elected representatives of the people, protect consumers affordable transportation choices and preferences.

The cars we drive and how we fuel them need to be practical and affordable.

Top-down government mandates and subsidies will not reduce emissions or lower costs.

For instance, EPA currently has nearly 150 regulations pending at OMB.

Regulations that limit the transportation choices for Americans.

Americans deserve the choice to decide what mode of transportation suits their life best...

... particularly those with limited mobility options.

According to Federal data, the top 10 States for car registration were largely rural states, many containing limited or no access to mass transit and other alternatives.

The administration should not be taking away people's only means of transportation to get to work, buy food, or go to the doctor.

It is both a threat to their livelihoods and wellbeing.

Energy and Commerce Committee Republicans want to ensure we lead the next century of auto technology and innovation.

Instead of isolating Americans by denying them the ability to choose what vehicle they drive, we'll process solutions today to enhance mobility opportunities...

...by rejecting efforts that have the government—whether state or federal – choose the types of cars we can drive or fuels we can use.

The Preserving Choice in Vehicle Purchases Act, led by Rep. John Joyce, emphasizes that Clean Air Act waivers are for reducing emissions – not eliminating engine types.

It prevents the EPA from granting California a waiver to “directly or indirectly” limit sale or use of new cars with internal combustion engines.

It also prevents California, complicit with the EPA, from dictating the transportation policies of the entire country.

We are also considering a Discussion Draft called the Choice in Automobile Retail Sales (CARS) Act.

This legislation stops EPA's proposed regulation on light- and medium-duty vehicles...

...a regulation that would force two-thirds of new car sales and almost 50 percent of new truck sales to be electric within 10 years.

It also requires EPA to update any previous auto regulations that mandated the use of specific technology or limited the availability of a new motor vehicle engine type.

Both these bills would protect the market for replacement parts for cars – an important option for people stretching their current car's use to avoid being forced to buy an electric vehicle they cannot afford.

Additionally, we're reviewing the No Fuels Credits for Batteries Act, a discussion draft which reinforces Article I of our Constitution by clarifying that EPA does not possess the authority—per its congressional mandate--to permit the generation of RINs for electricity to power vehicles.

And finally, the Fuels Parity Act, led by Rep. Miller Meeks, which permits the inclusion of ethanol derived from corn starch as an advanced biofuel under the Renewable Fuels Standard (RFS) program...

...and requires the use of DOE's GREET model to evaluate lifecycle greenhouse gas emissions...

...a calculation necessary to qualify under the Renewable Fuel Standard definition of advanced biofuel.

Instead of forcing Americans to spend more money on vehicles that advance a political agenda,

...we should be working to make sure people have access to affordable, reliable, and functional means of transportation.

Especially for people in rural areas, their lives and livelihoods are depending on affordable vehicles and fuel.

Forcing them to buy vehicles they can't afford is divorced from reality.

Protecting people's way of life and ability to provide for their families guides the solutions we're discussing today, and it should be a bipartisan priority.

I want to thank our witnesses for being here, and I look forward to your testimony.

Thank you, I yield back.