



BIDEN'S ATTACK ON GAS-POWERED VEHICLES

Americans that prefer traditional gasoline-powered vehicles will face a crude awakening under proposed regulations by the Environmental Protection Agency (EPA) that would push an electric vehicle (EV) mandate in two-thirds of the U.S. auto market within a decade. As part of President Biden's broader net-zero emissions agenda, the proposed mandate would violate federal law and compel Americans to purchase more expensive and less reliable cars and trucks. This is clearly another EPA overreach to implement Biden's "green" energy cronyism that will limit consumer choice and make America more reliant on China.

BACKGROUND

- **EPA's proposed EV mandate.¹**
 - The EPA has proposed stricter multi-pollutant emissions standards on a fleetwide average basis for light-duty and medium-duty vehicles for model years (MY) 2027 through 2032.
 - The EPA's proposed rule would phase-down emissions of non-methane organic gases (NMOG) plus nitrogen oxides (NOx) by 60 percent, from the current 30 milligrams per mile (mg/mi) to 12 mg/mi by MY 2032 for light-duty vehicles. For medium-duty vehicles, the proposed emissions for NMOG plus NOx would be lowered to 60 mg/mi by MY 2032, 66 percent reduction for Class 2b vehicles and 76 percent reduction for Class 3 vehicles.² Class 2b vehicles are vehicles with a gross vehicle weight rating (GVWR) ranging from 8,501 to 10,000 pounds, class 3 vehicles are medium duty vehicles with a GVWR ranging from 10,001 to 14,000 pounds.
 - The EPA is also proposing compliance to a revised particulate matter (PM) standard of 0.5 mg/mi that will have to be met "across three test cycles, including a cold temperature (-7°C) test" that the agency expects will reduce vehicle tailpipe emissions from gasoline-powered cars by over 95 percent.³
 - They are attempting to set reductions in the fleetwide emissions averages for vehicle model years 2027 through 2032 that would align to projected market share targets for EVs in the U.S. auto market. The proposed *EPA EV mandate*⁴ would also phase out current regulatory offsets that vehicle manufacturers use to meet emissions compliance.
 - The proposed *EPA EV mandate* would revise vehicle emissions standards which the agency expects would amount to EVs comprising at least 60 percent of new car sales by 2030 and 67 percent by 2032.^{5,6}
 - Also, the proposed *EPA EV mandate* would impact the medium-duty vehicle⁷ and heavy-duty truck⁸ market resulting in EVs comprising over a third of the market by 2030 and nearly half of the market by 2032.
 - The cost of a battery-electric long-haul tractor truck can exceed a new "clean-diesel" tractor by upwards of \$300,000 which, for any intent and purposes, would be prohibitively expensive to purchase for small businesses operating with 10 or fewer trucks (95 percent of the trucking companies in the U.S.)⁹ In addition to the prohibitive upfront purchase costs, the operational constraints for larger electric trucks is enormous, with long-haul electric trucks taking up to 10 hours to charge for a 150 to 330 mile travel range compared to a refuel time of 15 minutes for a diesel-powered truck with a travel range up to 1,200 miles.¹⁰

(This proposed mandate, if allowed to go into effect, will also result in higher shipping costs and longer shipping times.)

- Combined with the federal demand subsidies in Biden’s falsely titled *Inflation Reduction Act (IRA)*,¹¹ the mandate would accelerate the forced transition to electric vehicles and exacerbate U.S. supply constraints. Combined with onerous regulations on domestic fossil fuel energy production mining for critical minerals and rare earth minerals needed for the Biden administration’s electrification of the automobile market, these new regulations will compromise our economy and our national security by making the U.S. more reliant on China. [For more information see RPC Guide titled *The Cost of Biden’s “Green” Energy Cronyism*.¹²]
- **EV mandate relies on an invalid regulatory impact analysis.**
 - In accordance with federal rulemaking procedures, the EPA must complete a regulatory impact analysis of the proposed regulation. Unfortunately, the proposed rule includes an incomplete regulatory impact analysis using flawed assumptions and unrealistic inputs and predicated on flawed projected long-range projection modeling.^{13,14,15}
 - The proposed regulation uses arbitrarily chosen inputs that overstate benefits and costs and bias the results of the overall regulatory impact analysis.
 - The EPA, for example, assumes a vehicle range selected at 300 miles as the standard base model used in the rule, which would hold only under best-case scenarios—ignoring common conditions such as differential terrain, adverse weather, traffic, excess drag, load from a trailer, among other factors.¹⁶
 - Other input assumptions used by the EPA that render the regulatory cost-benefit assessment flawed and incomplete include:
 - treatment of transfers and tax credits as positive benefits instead of costs;¹⁷
 - improper accounting for the cost of equipment replacement, such as batteries, vehicle ownership costs, hazards due to the projected number of electric vehicles on U.S. roads, and miscalculated fuel savings, time and cost of refueling;^{18,19}
 - overstated national security benefits given that the U.S. lacks capacity to refine and fabricate most EV components and inputs and, at least in the near term, will force us to rely on foreign mining companies for critical minerals and on China for battery components;^{20, 21, 22} and
 - low discount rates in modeling the long-run “social cost of carbon” which overstates any environmental benefits^{23, 24, 25} and shows unrealistically low cost (greater projected benefit) of net-zero emissions policies compared to alternative investments with greater returns on capital.²⁶
- **EV mandate would drive up costs on businesses and consumers.**
 - There is an enormous cost to abruptly shifting the means of production, including energy and transportation, in the American economy.^{27, 28}
 - The proposed *EPA EV mandate* is analogous to the EPA Clean Power Plan²⁹ and arguably a more substantive overreach by “attempting to coerce the automakers into financing the entire transformation of the manufacturing base of a major industrial sector by converting their own production of [internal combustion engine] vehicles to EVs on a large scale, not simply contributing toward the marginal subsidization of alternative investments by others.”³⁰
 - It is more expensive for companies in the U.S. to produce EVs and forcing these companies to sell more of these will crowd out their ability to make profitable gasoline-powered cars and trucks that Americans want.³¹
 - Overall, companies lose money on production of EVs—Ford Motor Company reporting earlier this year that it lost upwards of \$70,000 per electric vehicle—and will continue facing considerable constraints to maintain production supply to meet the enormous demand subsidies.^{32, 33, 34}
 - According to the Institute for Energy Research, automanufacturers will face considerable constraint to meet desired EV production goals over the next decade, principally due to the fact that there is not enough current supply of key inputs for batteries of metals and rare earth minerals.³⁵ The Institute for Energy Research reports that auto manufacturers expect to supply 15.6 million electric vehicles by 2030, but well short of the desired production goal of 40 million EVs.³⁶ (See Figure 1.) [For more information on challenges with critical minerals, see RPC’s guide *Combat America’s Critical Mineral Dependency*.³⁷]

- The mandate will cost U.S. manufacturing jobs.
 - A recent report by the America First Policy Institute shows that the proposed *EPA EV mandate* could result in at least 117,000 fewer auto manufacturing jobs in the U.S. which could be even higher with likely job losses in other sectors, such as car dealerships, vehicle maintenance facilities, and battery manufacturing.³⁸
 - The hardest hit states in terms of auto manufacturing jobs lost, largely in final assembly and parts manufacturing, would be Michigan (25,000 fewer jobs), Indiana (-16,000), Ohio (-14,000), Tennessee (-7,000), South Carolina (-5,600), and Alabama (-5,200).³⁹
- Consumers will be forced to buy significantly more expensive EVs that are priced beyond the reach of average American families.
 - Americans currently pay between 15 to 20 percent more (\$6,000 to \$7,000) to cover the costs of combined light duty vehicle regulations.⁴⁰
 - At current prices, purchasing a new EV is an enormous cost to average American families.⁴¹
 - Electric vehicles cost more than gasoline-powered vehicles, with the average new electric vehicle in the U.S. being about \$61,000 compared to the average new gasoline-powered car at about \$50,000.^{42,43} This also compares to the average cost of used cars, more affordable to average American families, at about \$27,000.⁴⁴
 - The majority of car sales in the U.S. auto market are previously owned car, with about 36 million used car purchases for 2022 (last year with complete data for used car sales) compared with 14 million new cars, and only about 17 percent of low-income Americans purchase new cars, which would almost surely decline as the EPA mandates more expensive EV car sales in the U.S.⁴⁵
 - While used cars are more desirable for Americans, used electric vehicles are not because of the uncertainty of battery life and the cost of replacing a used battery, which can cost anywhere from \$5,000 to \$20,000. These higher costs will impact car ownership for lower income Americans and would exacerbate cost of living concerns for the Americans.⁴⁶

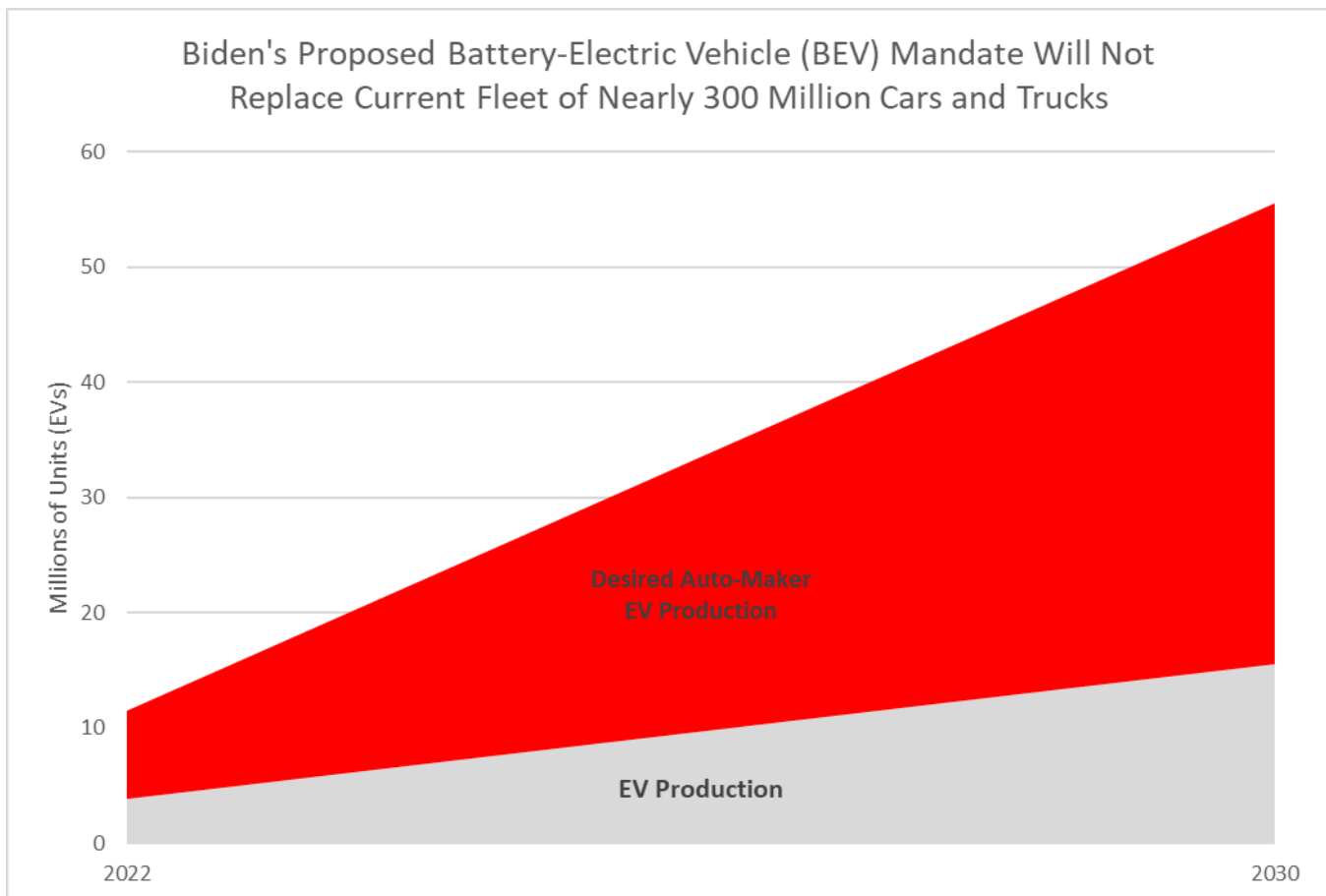


Figure 1^{47,48}

- **EV mandate would come at the expense of safety and health.**

- Americans will be less safe under the proposed emissions standards of the EPA as the cost of new and late-model used automobiles rises and more people hold on to older, less safe cars.
 - The National Highway Transportation and Safety Administration (NHTSA) estimated that, under a prior 2022 fuel economy proposal, the decline in new vehicle sales would result in 812 more deaths each year on the road, 16,206 more injuries, and 50,000 more crashes involving property damage. The EPA does not account for the decline in road safety and increases in estimated deaths as new cars and late-model used cars increase in unaffordability.⁴⁹
 - EVs weigh significantly more than the average gas-powered vehicle which, according to the National Transportation Safety Board, will increase the severity of injury in car crashes, with research estimating that a 1,000-pound difference between vehicles can result in a 47 percent increase in the likelihood that a car crash is deadly.^{50,51}
- The proposed *EPA EV mandate* will put even more pressure on the nation’s electricity grid with increased utilization of home and public charging stations.^{52,53} [For more information see RPC Policy Brief titled *Green Energy Policies Threaten The Grid*.⁵⁴]
 - Higher energy costs and grid instability have already resulted in blackouts and brownouts in certain areas and would ultimately threaten the health and safety of Americans, which is especially problematic when losing the ability to protect against cold weather temperatures.
 - In the U.S., an estimated 170,000 people die each year from cold-related illnesses, compared to about 20,000 excess deaths from heat-related illnesses.^{55,56} Further, in Europe, an estimated 60,000 excess winter deaths occurred between November 2022 and February 2023 due to the unaffordability of the victims’ home heating costs as a result of the broad diversion of investments in solar and wind power sources that led to higher energy prices.⁵⁷
- **EV mandate likely exceeds federal statutory authorities.**
 - The proposed *EPA EV mandate* would violate the Energy Policy and Conservation Act (EPCA), which gives the Secretary of Transportation the sole power to establish fuel economy standards in the U.S. auto market. The EPA has effectively circumvented this authorization to regulate vehicle emissions through joint rule-making with the Department of Transportation (DOT).⁵⁸
 - The EPA does not have statutory authority to solely issue regulation over U.S. fuel economy standards, let alone regulations that would phase out gasoline-powered, internal combustion engine vehicles.⁵⁹
 - While the *Inflation Reduction Act* “reinforces” authorities for the regulation of greenhouse gas air pollutants,⁶⁰ the proposed *EPA EV mandate* is likely a violation of the Clean Air Act under the “major questions doctrine.” The “major questions doctrine” has not expanded the authority of the EPA to impose regulations with economic significance in a fundamental sector and force “electrification” of the U.S. economy.⁶¹
 - The EPA relied on these statutory authorities in a separate agency Clean Power Plan regulation, which was overturned by the Supreme Court in *West Virginia v. EPA*.
 - The court held that the agency regulation implicated the “major questions doctrine” and the EPA misunderstood and overreached from the scope of its authority provided under the Clean Air Act.⁶² The proposed *EPA EV mandate* would have a similar broad and substantive impact on the economy and would require “entirely separate replacement technology that uses a new and different powertrain [and these would not be replacement vehicles, not true control technology but they are different vehicles from bumper to bumper, built on different production lines.”⁶³

POLICY SOLUTIONS

- **Congress must protect Americans and put an end to government EV mandates.**
 - We must commit to energy freedom in our nation that will unleash the full production potential across all sources of energy, including oil, natural gas, hydro-power and nuclear.
 - Congress should rescind the federal “green” energy tax credits, including those enacted under the *Inflation Reduction Act of 2022*⁶⁴ (H.R. 5376) that have been projected to cost up to \$1.2 trillion.
 - Congress should pass the *Preserving Choice in Vehicle Purchases Act*⁶⁵ (H.R. 1435) that would prevent any bans on traditional gasoline-powered vehicles and preserve choice for Americans in our nation’s vehicle market.

- Congress should pass the *Lower Energy Costs Act*⁶⁶ (H.R. 1), which unfortunately, even though H.R. 1 passed in the House, it has never been referred to the Senate.

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¹ Jonathan Lesser. Forcing Consumers to Purchase Electric Vehicles: A New Low for the Biden Administration. Real Clear Energy. May 1, 2023.

https://www.realclearenergy.org/articles/2023/05/01/forcing_consumers_to_purchase_electric_vehicles_a_new_low_for_the_biden_administration_896531.html

² 88 FR 29184. May 5, 2023. <https://www.federalregister.gov/documents/2023/05/05/2023-07974/multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty>

³ *Id.*

⁴ The EPA proposed EV mandate would impact industries involved in the manufacturing, development sales, purchases of domestically produced and imported light- and medium-duty vehicles hybrid electric vehicles (HEVs), plug-in electric vehicles (PEVs), plug-in hybrid electric vehicles (PHEVs), and battery-electric vehicles (BEVs), and expands upon a separate proposed EPA rule that would impose stricter emissions standards on heavy-duty vehicles in a separate proposed rule issued earlier this year. 88 FR 29184. May 5, 2023.

<https://www.federalregister.gov/documents/2023/05/05/2023-07974/multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty>. See also, EPA Proposed Rule: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3. April 12, 2023. <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-greenhouse-gas-emissions-standards-heavy>

⁵ The market penetration rates include only the EPA’s projection for battery-electric vehicles (BEV) and states that the agency “plans to incorporate [plug-in hybrid electric vehicles (PHEVs)] into [its] analysis for the final rule” which could increase the market share for zero-emission vehicle (ZEV) shares above the state 60 percent threshold in the proposed rule.

<https://www.federalregister.gov/documents/2023/05/05/2023-07974/multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty>

⁶ Diana Furchtgott-Roth. Biden’s Plan to Phase Out Gas-Powered Cars Is All Pain for Consumers and No Gain. The Heritage Foundation. June 26, 2023. <https://www.heritage.org/government-regulation/commentary/bidens-plan-phase-out-gas-powered-cars-all-pain-consumers-and-no>

⁷ According to the rule, “[e]ntities potentially affected by this proposed rule include light-duty vehicle manufacturers, independent commercial importers, alternative fuel converters, and manufacturers and converters of medium-duty vehicles (i.e., vehicles between 8,501 and 14,000 pounds gross vehicle weight rating (GVWR)).” <https://www.federalregister.gov/documents/2023/05/05/2023-07974/multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty>

⁸ EPA Proposed Rule: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3. April 12, 2023.

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-greenhouse-gas-emissions-standards-heavy>

⁹ A dose of reality for electric-truck mandates. American Trucking Association. April 19, 2023. <https://www.trucking.org/news-insights/heavy-dose-reality-electric-truck-mandates#:~:text=A%20new%2C%20clean%2Ddiesel%20long,tractor%20costs%20upwards%20of%20%24480%2C000>

¹⁰ *Id.*

¹¹ Public Law 117-169. 117th Congress. <https://www.congress.gov/bill/117th-congress/house-bill/5376/text/rh>

¹² The Cost of Biden’s “Green” Energy Cronyism. House Republican Policy Committee. April 18, 2023.

https://republicanpolicy.house.gov/sites/evo-subsites/republicanpolicy.house.gov/files/evo-media-document/ira-battery-production-tax-credit-v2-final-clean_0.pdf

¹³ <https://www.federalregister.gov/documents/2023/05/05/2023-07974/multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty>

¹⁴ Kevin Dayaratna and Diana Furchtgott-Roth. Public Comment Submitted on EPA’s Rule on Multi-Pollutant Emissions Standards for Model Years 2027 and Later, Light-Duty, and Medium-Duty Vehicle. July 5, 2023.

http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Dayaratna_Furchtgott-Roth_EPA_Tailpipe_Rule.pdf

¹⁵ Travis Fisher- Submitted Comment on EPA Multi-pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles. The Heritage Foundation. July 5, 2023.

http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Fisher_EPA_Tailpipe.pdf

¹⁶ The Ford F-150 Lightning, as one example, would only be able to complete a 100-mile range when hauling a light-weight trailer.

¹⁷ Steven G. Bradbury. Submitted public comment on the EPA proposed rules related to multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles and heavy-duty vehicles. The Heritage Foundation. July 5, 2023.

http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Bradbury_EPA_Tailpipe_Rules.pdf

¹⁸ Brent Bennett and Jason Isaac. Overcharged Expectations: Unmasking the True Costs of Electric Vehicles. Texas Public Policy Foundation. October 2023. https://www.texaspolicy.com/wp-content/uploads/2023/10/2023-10-TrueCostofEVs-BennettIsaac.pdf?__hstc=123760149.0b6c4a768d8814345847cae6a32008e7.1693587828998.1698185365265.1698235788581.87&__hssc=123760149.10.1698235788581&__hsfp=2439428725

¹⁹ http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Dayaratna_Furchtgott-Roth_EPA_Tailpipe_Rule.pdf

²⁰ *Id.*

²¹ Diana Furchtgott-Roth. Biden’s Energy Policies Strengthen China at America’s Expense. The Heritage Foundation. June 22, 2023.

<https://www.heritage.org/energy-economics/commentary/bidens-energy-policies-strengthen-china-americas-expense>

²² Mark P. Mills. The EV Jobs Myth. City Journal—Manhattan Institute for Policy Research, Inc. September 21, 2023. <https://www.city-journal.org/article/the-ev-jobs-myth>

²³ The Heritage Foundation (Heritage) used the same EPA Model for the Assessment of Greenhouse Gas (GHG) Induced Climate Change version 6, and found that the projected long-run “benefits” of climate policy disappear with higher discount rates. In this study, the Heritage analysts test the sensitivity of the EPA’s climate change model using the upperbound climate sensitivity of 5.0 degree Celsius indicated by the Intergovernmental Panel on Climate Change (IPCC) and showed the proposed *EPA BEV mandate* would have de minimis impact on temperature mitigation by lowering temperatures only 0.0305 degrees Celsius by 2050 and about 0.0644 by 2100.

http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Dayaratna_Furchtgott-Roth_EPA_Tailpipe_Rule.pdf

²⁴ Notwithstanding the fact that global temperatures have been increasing at a slower rate than projection models had been predicting, there are ignored benefits of increasing levels of CO₂ and higher temperatures. Also, when accounting for the benefits of increasing CO₂, including the established fact that greater CO₂ concentration enhances plant growth and higher agricultural productivity, the modeling used to justify the net-zero emissions policies evaporates.

²⁵ As highlighted in recent testimony at a Senate hearing, Dr. Roger Pielke, Jr., notes that “[t]he most used climate scenario in research and assessment is the RCP8.5 scenario (meaning 8.5 watts per meter [footnote excluded]) which represents a global temperature increase of 4.8 [degrees] C above 1850-1900, according to the IPCC.[footnote excluded] The real world is actually tracking below a RCP4.5 scenario (meaning 4.5 watts per meter[footnote excluded]) which represents a global temperature increase of 2.9 [degrees] C above 1850-1900.” Statement of Dr. Roger Pielke Jr. to the Committee On the Budget of the United States

²⁶ The proposed *EPA BEV mandate* also relies on long-range projection models to show that the cost of emissions, often referred to as the “social cost of carbon” (SCC). The EPA that are highly sensitive to chosen input value of the following modeling parameters. The projected SCC is negligible (possibly negative) when using assumptions that better compare climate policy “investments” to other capital expenditures. The proposed *EPA BEV mandate* uses a 3 percent discount rate in its SCC modeling, yet an independent statistical study that replicates the same model with a 7 percent discount rate shows that the SCC is zero, possibly even negative, indicating that there are overall net benefits to climate change.

²⁷ Jonathan Lesser. Using Electric Vehicles as Grid Storage: Another Green Fantasy. Real Clear Energy. February 8, 2023.

https://www.realclearenergy.org/articles/2023/02/08/using_electric_vehicles_as_grid_storage_another_green_fantasy_880510.html

²⁸ Kevin Dayaratna, PhD, and Nicolas D. Loris. Assessing the Costs and Benefits of the Green New Deal’s Energy Policies. The Heritage Foundation. July 24, 2019. <https://www.heritage.org/sites/default/files/2019-07/BG3427.pdf>

²⁹ http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/Bradbury_EPA_Tailpipe_Rules.pdf

³⁰ *Id.*

³¹ Kristen Altus. Economist Steve Moore says electric vehicles could be the ‘next big flop’. New York Post. October 30, 2023.

<https://nypost.com/2023/10/30/business/economist-steve-moore-says-electric-vehicles-could-be-the-next-big-flop/>

³² Mike Colias. Ford Says It Will Lose \$3 Billion on Evs This Year as It Touts Startup Mentality. The Wall Street Journal. March 23, 2023.

<https://www.wsj.com/articles/ford-projects-3-billion-loss-on-ev-business-for-2023-98037e4e>

³³ The Electric-Vehicle Bubble Starts to Deflate. The Wall Street Journal. August 21, 2023. <https://www.wsj.com/articles/electric-vehicles-china-biden-administration-industrial-policy-754e1937>

³⁴ Brent Bennett and Jason Isaac. Overcharged Expectations: Unmasking the True Costs of Electric Vehicles. Texas Public Policy

Foundation. October 2023. [https://www.texaspolicy.com/wp-content/uploads/2023/10/2023-10-TrueCostofEVs-](https://www.texaspolicy.com/wp-content/uploads/2023/10/2023-10-TrueCostofEVs-BennettIsaac.pdf?__hstc=123760149.0b6c4a768d8814345847cae6a32008e7.1693587828998.1698185365265.1698235788581.87&__hssc=1)

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³⁵ The Economic and Strategic Importance of Domestic Mineral Production: Unlocking the Value of America’s Homegrown Mineral Resources. Institute for Energy Research. April 2023. <https://www.instituteforenergyresearch.org/wp-content/uploads/2023/04/The-Economic-and-Strategic-Importance-of-Domestic-Mineral-Production.pdf>

³⁶ *Id.*

³⁷ [https://republicanpolicy.house.gov/sites/evo-subsites/republicanpolicy.house.gov/files/evo-media-document/Combat%20Americas%20Critical%20Mineral%20Dependency%20UPDATED\[3\].pdf](https://republicanpolicy.house.gov/sites/evo-subsites/republicanpolicy.house.gov/files/evo-media-document/Combat%20Americas%20Critical%20Mineral%20Dependency%20UPDATED[3].pdf)

³⁸ James Sherk and Jacob Sagert. Proposed EV Mandate Would Eliminate 117,000 Auto manufacturing jobs. America First Policy Institute. July 13, 2023. <https://americafirstpolicy.com/latest/research-report-proposed-ev-mandate-would-eliminate-117000-auto-manufacturing-jobs>

³⁹ *Id.*

⁴⁰ http://thf_media.s3.amazonaws.com/2023/Regulatory_Comments/EPA_OAR_Spencer.pdf

⁴¹ For example, the Ford F-150 pick-up truck, the best-selling vehicle in America, in an electric version is more than \$16,000 over a base standard version, with a top-end electric version of the F-150 pick-up truck selling at \$92,000. Tesla’s starting price for base versions of its Model 3 car exceeds \$40,000, with the Tesla Model X starting at about \$80,000. Stated price for the Ford F-150 XL is \$33,835.

<https://www.ford.com/trucks/f150/models/f150-xl/>. Stated price for the Ford F-150 Lightning Pro (\$49,995) and the other electric truck offerings up to the F-150 Lightning Platinum at \$91,995. https://www.fordpro.com/en-us/fleet-vehicles/f150-lightning/?gclid=EAIAIqObChMI2IatpsfIgQMvgrfICh3s1QSWEAAYASAAEgJNWvD_BwE&searchid=15905657643|133109095420|371939011677|&ef_id=EAIAIqObChMI2IatpsfIgQMvgrfICh3s1QSWEAAYASAAEgJNWvD_BwE:G:s&s_kwid=AL!2519!3!672104774369!e!!g!!lightning%20pro!15905657643!133109095420&gclid=aw.ds

⁴² Renee Valdes. How Much Are Electric Cars? Kelley Blue Book. July 10, 2023. <https://www.kbb.com/car-advice/how-much-electric-car-cost/>

⁴³ Sean Tucker. Average New Car Price Sees Smallest Increase in a Decade. Kelley Blue Book. August 9, 2023. <https://www.kbb.com/car-news/average-new-car-price-sees-smallest-increase-in-a-decade/>

⁴⁴ Benjamin Preston. Used-Car Prices Remain High, Making Buying a Challenge. Consumer Reports. August 29, 2023.

<https://www.consumerreports.org/cars/buying-a-car/when-to-buy-a-used-car-a6584238157/>

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- ⁴⁷ The values for current (2022) and “desired” production levels (2030) for automakers were reported in a report by the Institute for Energy Research. <https://www.instituteforenergyresearch.org/wp-content/uploads/2023/04/The-Economic-and-Strategic-Importance-of-Domestic-Mineral-Production.pdf>
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