November 1, 2023

The Honorable Cathy McMorris Rodgers
Chair
House Committee on Energy and Commerce
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Committee on Energy and Commerce
2322 Rayburn House Office Building
Washington, DC 20515

Dear Chair Rodgers and Ranking Member Pallone:

Our organizations represent diverse businesses throughout the transportation sector that collectively employ millions of Americans. We share the goal of reduced greenhouse gas (GHG) emissions across the broader economy and, specifically, those from energy production, transportation and use by society. We support federal policies that accomplish these goals and believe it is critical to preserve consumers' access to affordable, reliable and efficient transportation. We write today to express our support for Sections 488 and 489 of H.R. 4821, *Department of the Interior, Environment, and Related Agencies Appropriations Act, 2024.*

Sections 488 and 489 would prohibit funds made available from H.R. 4821 from being used to finalize, implement, administer or enforce the regulations being considered for the Light-Duty and Medium-Duty vehicles (*88 FR 29184, May 5, 2023*), Heavy Duty vehicles (*88 FR 25926, April 27, 2023*), or substantially similar rules. The EPA's proposed regulations would inhibit the marketplace from identifying the most efficient, lowest-cost opportunities to reduce GHG emissions from vehicles and greatly restrict consumer choice. We are concerned that such a prescriptive policy is not in the best interest of the consumer or the United States' energy and economic security. According to the Environmental Protection Agency (EPA), fuel and vehicle technologies have reduced emissions from common pollutants by roughly 99 percent in both light- and heavy-duty vehicles and buses since 1970,[1] and CO_2 emissions from light-duty internal combustion engine vehicles (ICEV) have decreased 25 percent since model year 2004.[2]

According to the U.S. Energy Information Administration (EIA), there are about 272 million ICEVs[3] on the road today, and EIA projects more than 140 million ICEV sales will occur between 2023 and 2032.[4] Further, EIA projects there will be about 269 million ICEVs in the fleet in 2050, along with 47 million battery electric vehicles (BEV) and plug-in hybrid electric vehicles.[5] Recognizing that there will be nearly the same number of ICEVs on the road in 25 years as there are today, energy and carbon reduction policies should consider opportunities to address emissions from the existing fleet using liquid and gaseous fuels.

We support Section 488 of H.R. 4821 as the EPA did not appropriately evaluate a broader range of GHG emission reduction options in the proposal regulating the light- and medium-duty segment, including using renewable liquid fuels in existing and new ICEVs and did not explore all opportunities for market-based solutions. A diversified portfolio of vehicle and fuel technologies that meets the multitude of transportation needs of Americans and makes meaningful GHG reductions can be achieved while also allowing new zero-emission vehicle (ZEV), and specifically BEV, technologies to advance. Improved crop yield, innovative biofuel and refined product processing and manufacturing efficiency tied with carbon capture each represent promising advancements for current liquid and gaseous fuels to continue to accelerate emissions reductions.

We support Section 489 of H.R. 4821 as the EPA's heavy-duty proposed regulation took a non-traditional approach in terms of reducing GHG emission stringencies by accelerating the penetration of ZEVs into the marketplace. EPA's approach did not consider that GHG emission reductions can also be achieved by accelerating the turnover of existing fleets to advanced diesel technology and using more renewable and alternative fuels. These approaches could deliver substantially more GHG emission reductions sooner and at a significantly lower cost than the proposed rule. They can also help to reduce emissions from city buses, tractor-trailers, delivery trucks and other vehicles critical to our economy while heavy-duty ZEV infrastructure and vehicles envisioned by the proposal are being developed, tested and eventually deployed.

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[1] History of Reducing Air Pollution from Transportation in the United States | US EPA, https://www.epa.gov/transportation-air-pollution-and-climate-change/history-reducing-air-pollution-transportation.
[2] "The 2022 EPA Automotive Trends Report Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975," December 2022. https://www.epa.gov/system/files/documents/2022-12/420r22029.pdf.
[3] That is: light-, medium-, and heavy-duty internal combustion engine vehicles (ICEV) including gasoline, diesel, and hybrid electrics (HEV).
[4] U.S. Energy Information Administration, *Annual Energy Outlook 2023,* Supplemental Tables 38. LDV Sales by Technology Type, 39. LDV Stock by Tech. Type, and 49 Freight Transport Energy Use.
[5] Ibid.

Sections 488 and 489 are needed as the EPA has not appropriately recognized that there are a broader range of emissions-reducing transportation pathways that can help guard against an overreliance on foreign adversaries and on volatile global supply chains associated with critical minerals necessary for the rapid expansion of electric vehicle markets.

Our organizations have worked with EPA on numerous regulatory programs to successfully reduce emissions across the transportation sector, and we have urged the Biden Administration to reconsider their light-, medium- and heavy-duty proposals to better allow for emissions reductions from a myriad vehicle and fuels technologies and strategies while meeting Americans' transportation needs.

The undersigned organizations support Sections 488 and 489 of H.R. 4821 and their goal of limiting funding for programs that inhibit consumer choice and do not preserve consumers' access to affordable, reliable and efficient transportation.

Sincerely,

American Petroleum Institute
Agricultural Retailers Association
Alaska Fuel Storage and Handlers Alliance
American Fuel and Petrochemical Manufacturers
Arizona Petroleum Marketers Association
Arkansas Oil Marketers Association, Inc.
California Fuels and Convenience Alliance
Colorado Petroleum Marketers & Convenience Store Association
Connecticut Energy Marketers Association
Empire State Energy Association, Inc.
Energy Marketers Association of Rhode Island
Energy Marketers of America
Florida Petroleum Marketers Association, Inc.
Fuel Merchants Association of New Jersey
Fuel True: Independent Energy and Convenience of Kansas
Fueling Minnesota
FUELIowa
Georgia Oilmen's Association
Hawaii Energy Marketers Association
Idaho Petroleum Marketers and Convenience Store Association
Illinois Fuel & Retail Association
Indiana Food & Fuel Association
Kentucky Petroleum Marketers Association
Louisiana Oil Marketers and Convenience Store Association
Maine Energy Marketers Association
Michigan Petroleum Association / Michigan Association of Convenience Stores
Mid-Atlantic Petroleum Distributors' Association
Mississippi Petroleum Marketers & Convenience Stores Association
Missouri Petroleum & Convenience Association
Montana Petroleum Marketers & Convenience Store Association
National Association of Convenience Stores
National Corn Growers Association
NATSO, Representing America's Travel Plazas and Truck Stops
Nebraska Petroleum Marketers & Convenience Store Association

Nevada Petroleum Marketers & Convenience Store Association
New England Convenience Store & Energy Marketers Association
New Mexico Petroleum Marketers Association
North Carolina Petroleum & Convenience Marketers
North Dakota Petroleum Marketers Association
Ohio Energy & Convenience Association
Oklahoma Petroleum Marketers & Convenience Store Association
Oregon Fuels Association
Pennsylvania Petroleum Association
Petroleum & Convenience Marketers of Alabama
Specialty Equipment Market Association
SIGMA: America's Leading Fuel Marketers
South Carolina Convenience & Petroleum Marketers Association
South Dakota Petroleum & Propane Marketers Association
Tennessee Fuel and Convenience Store Association
Texas Food & Fuel Association
Utah Petroleum Association
Utah Petroleum Marketers & Retailers Association
Vermont Fuel Dealers Association
Virginia Petroleum & Convenience Marketers Association
Washington Independent Energy Distributors
West Virginia Oil Marketers & Grocers Association
Western Energy Alliance
Western Petroleum Marketers Association
Wisconsin Fuel and Retail Association
Wyoming Petroleum Marketers and Convenience Store Association