



May 12, 2025

The Honorable John Thune
Senate Majority Leader
The Capitol
Washington, D.C. 20510

The Honorable Chuck Schumer
Senate Minority Leader
The Capitol
Washington, D.C. 20510

Re: Senate Repeal of U.S. Gas Vehicle Bans

Dear Majority Leader Thune and Minority Leader Schumer:

Alliance for Automotive Innovation urges the Senate to support H.J. Res. 88 and repeal the Environmental Protection Agency rule permitting California and affiliated states to ban the sale of new gas vehicles – and mandate 100 percent electric vehicle (EV) sales by 2035.

On May 1, the House approved this resolution to prevent the harmful gas vehicle bans required by California's [Advanced Clean Cars II](#) program (something never attempted before in the United States) from going into effect in some states this year. Thirty-five Democrats supported the measure.

It is impossible at this point in time – given current levels of EV demand and the absence of sufficient charging infrastructure in states following the California program (Oregon, Washington, New York, Massachusetts, Vermont, New Jersey, Rhode Island, Maryland, Colorado, Delaware and New Mexico) – to meet these wildly unachievable EV sales requirements.

The mandates call for 35 percent EV sales in model year 2026 – *right now* for automakers – 43 percent in 2027; 51 percent in 2028; 82 percent in 2032 and 100 percent in 2035.

EV sales mandates will increase prices and reduce consumer choice

Gas vehicle bans will increase automobile prices and reduce vehicle choices for consumers across the country at the same time they are adjusting to the marketplace shock of 25 percent tariffs on imported vehicles and auto parts.

EV sales mandates will increase the age of the vehicle fleet

The regulations will increase the overall age of the U.S. vehicle fleet and keep higher emitting/less fuel-efficient vehicles – that lack the latest safety innovations – on the roads for more years.

EV sales mandates will reduce auto industry jobs and vehicle production

The regulations will result in a major loss of auto industry jobs and vehicle production in the U.S. in the coming years.

The Center for Automotive Research analyzed the Biden EPA's proposed greenhouse gas emissions regulations targeting 68 percent battery electric vehicles nationwide by 2032 against a more gradual path toward electrification (which included hybrid vehicles).

This study [concluded](#) the original proposal – still a *less* stringent performance-based emission standard than ACC II's wholesale gas vehicle ban – would:

- Reduce U.S. internal combustion engine vehicle production a cumulative 8 million units;
- Reduce overall U.S. auto production (including EVs) by 4.6 million units; and
- Cost the U.S. 120,000 auto jobs.

This is important context for senators, and why Congressional intervention is warranted.

Gap between customer demand and market readiness

An aggressive regulatory push toward battery electric vehicles – *ahead* of consumer demand and *without* market readiness – will *reduce* U.S. vehicle production and auto jobs versus a more balanced approach that prioritizes and preserves vehicle choice.

Right now, there clearly is a major gap between customer demand and market readiness. Nationally, EVs currently represent just 10 percent of new vehicle sales. Most 'California' states not only lack charging infrastructure but enough customers.

If automakers cannot sell the required number of EVs in mandate states, they will be forced to slash the number of overall vehicles for sale to inflate their proportion of EV sales.

There is another (unappealing) option for automakers. Continue diverting billions of dollars in scarce capital to EV-only producers like Tesla through the [purchase of compliance credits](#).

Time is of the essence

For over a year, automakers have raised feasibility concerns directly with the California Air Resources Board and ACC II governors. Some governors have acknowledged the mandates should be delayed. California has shown no willingness, however, to course correct.

On December 18, 2024, the Biden EPA approved California's ACC II waiver, a decision which permitted the EV mandates to commence and triggered the current procedural deadlines required by the Congressional Review Act.

In just a matter of months, automakers may be forced to start adjusting shipments of vehicles to dealers across the country to comply with the approved mandates.

Now is not the time to impose an additional government required shock on American car buyers by allowing a ban on gas vehicles and forcing consumers to purchase a particular type of vehicle – even if they’re not ready to make a switch.

This is why the Senate must intervene now.

A vote to revoke EPA’s ACC II electric vehicle mandate waiver (and only that waiver) does not challenge California’s authority to set or regulate vehicle emissions. This is a targeted action by the Senate to avoid automotive marketplace distortion and prevent the inevitable jobs and manufacturing fallout stemming from these unachievable regulations.

Even senators that don’t represent a ‘California’ EV mandate state should support a pause in order to restore a degree of balance to U.S. vehicle emissions regulations; to support a healthy and competitive auto industry in America; and ensure customers remain free to choose the type of vehicle that works for them and their family.

We urge the Senate to approve H.J. Res. 88.

Sincerely,



John Bozzella
President and CEO
Alliance for Automotive Innovation

Encl: Alliance for Automotive Innovation memo
[It’s gonna take a miracle: California and states with EV sales requirements](#)