

CRA Resolution to Overturn EPA's Tailpipe Emissions Regulation

SEMA & PRI strongly support S.J. Res. 75 and H.J. Res. 136 to provide for congressional disapproval under chapter 8 of title 5, United States Code, of the U.S. Environmental Protection Agency's (EPA) "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles."

It is critical that Congress protects vehicle choice and overturns the EPA's vehicle emissions regulation for the model year 2027 to 2032 for light and medium-duty motor vehicles. As finalized, up to 83% of new vehicles sold by 2032 may have to be forms of electric vehicles by 2032 to comply with the EPA's tailpipe emissions standards.

SEMA and PRI, along with its members and car enthusiasts across the country, were vocal in opposing the EPA's April 2023 proposed standards. More than 7,500 SEMA members and automotive enthusiasts wrote to the EPA last year in opposition to the then-proposed rulemaking's efforts to effectively mandate the production and sale of EVs. The EPA finalized the rulemaking in March 2024.

Legislation

- **H.J. Res. 136** – Sponsored by U.S. Representative John James (R-MI) and 117 cosponsors.
- **S.J. Res. 75** – Sponsored by U.S. Senator Pete Ricketts (R-OK) and 48 cosponsors.

Why Congress Must Pass the Resolution

While the automobile's roots are tied to the internal combustion engine (ICE), SEMA and PRI pride themselves on maintaining a forward-looking vision that embraces new technology, including EVs and other zero-emissions vehicles. The specialty automotive aftermarket has led the way with alternative fuel innovations, from replacing older engine technologies with newer, cleaner versions to converting older ICE vehicles to electric, hydrogen, and other alternative fuels. The government should not pick winners and losers regarding automotive technologies.

Specialty automotive aftermarket and motorsports businesses continue to lead the way with innovative solutions to reduce vehicle emissions. The EPA's regulation embraces a strategy that favors one technology solution at the expense of thousands of small businesses and hundreds of thousands of workers across the country. The specialty automotive aftermarket contributes \$337 billion to the U.S. economy annually and employs over 1.3 million Americans. Consumer spending on products that modify ICE vehicles makes up 33% of industry sales, representing over \$112 billion annually in economic output that is threatened by the EPA's tailpipe emission rule.

S.J. Res. 75 and H.J. Res. 136 are needed to overturn the EPA's "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles." The rulemaking must be overturned to ensure that consumers have the freedom to purchase the vehicles that best suit their personal needs and the needs of their families.

SEMA & PRI Support Key Vehicle Choice Bills:

- **The "Choice in Automobile Retail Sales Act" (CARS Act), H.R. 4468 and S. 3094:**
 - Rep. Tim Walberg's (R-MI) bill passed the House of Representatives with bipartisan support (221 to 197) in December. It now awaits consideration in the Senate Environment and Public Works Committee.
 - The CARS Act prevents the EPA from finalizing and implementing vehicle emissions regulations that would mandate certain technologies or limit the availability of vehicles based on engine type.
- **The "Preserving Choice in Vehicle Purchases Act," H.R. 1435 and S. 2090:**
 - Rep. John Joyce's (R-PA) bill passed the House with bipartisan support in September (222 – 190). The bill awaits consideration by the Senate Environment and Public Works Committee.
 - The bill amends the Clean Air Act to prevent the EPA from granting a waiver to the California Air Resources Board (CARB) for the state's "Advanced Clean Cars II" (ACC II) regulation that would ban the sale or use of new motor vehicles with internal combustion engines (ICE) by 2035.