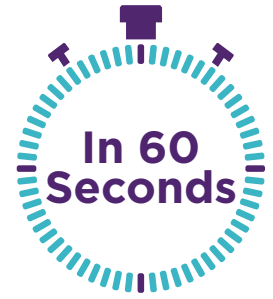


Independent Women's Voice®

Electric Vehicle Mandates



What's at Stake

The Biden administration has finalized rules to mandate that 66% of new cars sold in the U.S. be electric by 2032 under the Environmental Protection Agency (EPA)'s tailpipe emissions standards for light- and medium-duty cars. This is aligned with the White House's net-zero climate goals to decarbonize the economy. But Americans don't want the government dictating what kinds of vehicles—gas-powered, hybrid, or electric—they should purchase and own.

EVs are too costly for most Americans

- Subsidies aren't enticing enough for consumers to purchase EVs. The true cost of EVs, without subsidies, [is an estimated \\$50,000 more](#) than conventional gas-powered cars.
- A November 2023 Consumer Reports report [revealed](#) new EVs have "79 percent more problems" than gas-powered vehicles while plug-in hybrid electric vehicles (PHEV) have "146 percent more problems" compared to them. Consumers are right to be skeptical of vehicles with many unknowns.

These alternative cars have dubious environmental benefits

- EVs aren't as environmentally friendly as marketed and are questionably sourced with [child labor](#). China—the world's worst polluter—produced [68%](#) of the world's rare earth elements.
- One study says EVs [release](#) 1,850 times more particle pollution than gas-powered cars.

The Way Forward

Policymakers should craft rules that protect consumer vehicle choices, not restrict them, through mandates like the [California Air Resource Board \(CARB\) Zero-Emissions Vehicle Program](#) or the EPA tailpipe rule. States and federal lawmakers have already acted:

- The House of Representatives passed the [Preserving Choice in Vehicle Purchases Act](#) to prevent the EPA from adopting emissions standards restricting car sales.
- 25 Attorneys Generals [filed](#) a challenge to EPA's tailpipe emissions rule in the courts in an attempt to block it from going into effect. In a post-*Chevron* world, legal challenges could block Biden-era regulations.
- Virginia Governor Youngkin and Attorney General Miyares [announced](#) the Commonwealth of Virginia will [withdraw](#) from California's EV mandate by December 31, 2024.
- [Arizona](#), [Michigan](#), [New Hampshire](#), [Virginia](#), and [West Virginia](#) introduced legislation to restrict EVs made with forced child labor.

Addressing Misperceptions

MISPERCEPTIONS	FACTS
<p>Americans are rushing to buy EVs under mandates.</p>	<p>The EV hype is exaggerated even with enticements like Inflation Reduction Act (IRA) subsidies. Fewer Americans are buying EVs given concerns over high costs, range anxiety, difficulties with charging capacity, and more. Only 3 in 10 Americans are interested in having their next car be electric—down 9% since 2023. EV sales are massively slowing down, leading CNBC to declare, “EV euphoria is dead.”</p>
<p>Building more public EV charging stations will increase EV ownership.</p>	<p>President Biden said building more public charging stations will fuel EV purchases, but that is not happening. Only 8 of 500,000 charging stations have already been built. Even 183,000 private charging stations aren’t convincing enough to motivate EV adoption.</p>
<p>Manufacturers and car dealers are eager to comply with the EPA’s EV mandate.</p>	<p>Car dealers and makers are very concerned about regulations that dictate and impact their production of vehicles. Over 5,000 car dealers from across the U.S. have criticized the EPA’s tailpipe emissions rule for jumping ahead of consumer demand. Toyota, Mercedes-Benz, and other major manufacturers are scaling down or eliminating their EV fleets entirely.</p>