



September 14, 2026

Dear Member of Congress,

Plug In America is a national nonprofit that has been working for 18 years to accelerate EV adoption through education, advocacy, and research. We represent electric vehicle (EV) drivers across the U.S., and we are writing on their behalf to urge you to **VOTE NO** on legislative efforts that weaponize the Congressional Review Act (CRA) to repeal California's longstanding Clean Air Act waivers.

**Vote NO on the following CRA resolutions targeting California's Clean Air Act waivers:**

| 2009 GHG Standards                             | Advanced Clean Cars                           | ACC Reconsideration                           |
|------------------------------------------------|-----------------------------------------------|-----------------------------------------------|
| H.J.Res.202 (Hageman)<br>S.J.Res.206 (Schmitt) | H.J.Res.205 (Joyce)<br>S.J.Res.207 (Ricketts) | H.J.Res.212 (Pfluger)<br>S.J.Res.208 (Husted) |

Efforts to repeal the 2009 greenhouse gas (GHG) and Advanced Clean Cars (ACC) waivers rely on analyses that fail to acknowledge the detrimental economic and public health effects of vehicle pollution, ignore the savings to individual drivers, and disregard consumer preferences. The waivers saved drivers [billions of dollars](#) in fuel costs and incentivized automakers to innovate, broadening the vehicle choices available to all Americans. **Repealing the waivers threatens automakers' commitment to automotive innovation, improvements in public health, and drivers' ability to protect themselves from volatile gas prices.**

[More cars are sold in California than in any other state.](#) It also routinely suffers from the [worst](#) air quality in the country. Historically, the Environmental Protection Agency (EPA) has granted California waivers to set more stringent emissions requirements than the federal government. In practice, these waivers have played a vital role in encouraging manufacturers to make cleaner cars and offer more electric options to consumers nationwide.

**These waivers worked.** California's greenhouse gas (GHG) standards regulated vehicle emissions from 2009 to 2019. This [reduced](#) the fleet-average carbon dioxide (CO<sub>2</sub>) emissions by approximately 36 percent for cars and 24 percent for light trucks. Between 2015 and 2025, California's Advanced Clean Cars (ACC) program [reduced](#) fleet average CO<sub>2</sub> emissions from light-duty cars by another 36 percent and from light trucks by another 32 percent. It also introduced a statewide credit-based system that encouraged manufacturers to offer advanced technologies, such as plug-in hybrids and battery-electric vehicles, to customers. Manufacturers over-complied with the requirement, **not because of an EV mandate, but because of** [consumer](#)

[demand](#). California's program was so successful that [more than a dozen states](#) and the District of Columbia voluntarily adopted it.

**Greenhouse gas emissions harm human health; regulating them saves thousands of lives. Repealing the GHG waiver will do the opposite.** Vehicle greenhouse gas pollution contributes to deadly extreme weather events: flooding in Texas and North Carolina, wildfires in Los Angeles, and [70 consecutive days of 110-degree heat](#) in Phoenix, AZ. These disasters drive up the cost of homeowners' insurance premiums, threaten crops and global food security, and increase the spread of diseases such as Zika, Lyme, and Malaria. Eliminating the GHG standard threatens Americans' health and costs taxpayers [billions of dollars](#).

**Repealing the ACC waiver shackles drivers to gasoline vehicles just as fuel prices are surging.** Nearly all U.S. households ([92 percent](#)) maintain a vehicle for personal use. Sedans, SUVs, and trucks account for [91 percent](#) of the country's gasoline consumption, and transportation is the [second-highest](#) cost for U.S. households after housing. Drivers feel this acutely: This year, 91 percent of respondents to Plug In America's [annual EV driver survey](#) agreed that they save money by driving an EV, and nearly 95 percent say their EV is cheaper to fuel and easier to maintain than a gas car. At a time when the national average gas price is at a record high and [exceeds \\$4 a gallon](#), limiting consumers' opportunity to purchase electric vehicles is a direct attack on affordability.

**Repealing the ACC waiver undercuts automakers' investment in innovation and [slows](#) EV growth.** ACC never forced drivers to switch—but it did encourage automakers to offer consumers the option. In 2015, when ACC went into effect, manufacturers [offered](#) 25 models; by 2025, when the regulation sunsetted, that number exceeded 100. The number of [affordable models](#) grew the most, and drivers played no small part in accelerating the shift. Plug In America's [annual survey](#) demonstrates this loyalty: 94.3 percent of EV driver respondents reported being likely or very likely that their next vehicle will be an EV, and 75% of households with gas and electric vehicles report driving their EV more. Instead of following driver cues, efforts to invoke the Congressional Review Act run directly counter to consumer sentiment and send a signal that discourages automaker innovation.

**Repealing both waivers could permanently limit our options to make cars cleaner and advance EV adoption in the future.** Last year, Congress repealed California's ACC II waiver, which allowed the state to set a target for 100 percent zero-emission vehicle sales by 2035. This year's effort challenges the state's authority to regulate greenhouse gas emissions and to encourage the auto industry to improve, [prioritizing short-term automaker profit](#) over public health and consumer choice. Both rules have **already** been **fully** phased in, and the vehicles subject to them are **already** on the road.

These waivers have meaningfully improved lives for Americans across the U.S.— saving families money, improving public health, and spurring manufacturing innovation. We urge you to **vote**

**against CRA resolutions targeting California's Clean Air Act waivers.** Please contact Ingrid Malmgren ([imalmgren@pluginamerica.org](mailto:imalmgren@pluginamerica.org)) with any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Ingrid Malmgren". The signature is fluid and cursive, with the first name "Ingrid" and last name "Malmgren" clearly distinguishable.

Ingrid Malmgren  
Senior Policy Director  
Plug In America