

Congress of the United States
House of Representatives
Washington, DC 20515-0506

September 17, 2025

The Honorable Lee Zeldin
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Zeldin,

We write to urge the U.S. Environmental Protection Agency (EPA) to immediately reverse course and withdraw the present proposal to eliminate federal standards limiting greenhouse gas pollution from light-, medium-, and heavy-duty vehicles. This is a clear abdication of EPA's core mission to protect human health and the environment and a flagrant rejection of Congressional intent. We find it particularly concerning that EPA's primary justification for eliminating the vehicle pollution standards is to rescind the 2009 Greenhouse Gas Endangerment Finding and deny the near-universal scientific consensus on climate change. The evidence for climate change is overwhelming, and contrary to EPA's secondary claims, the transportation sector—the largest source of U.S. greenhouse gas pollution—is a significant driver of climate change. Strong federal pollution standards for cars and trucks are integral and necessary to stopping climate change, and EPA is bound by its mission and statutory duties to regulate and reduce this pollution. This is a shocking new low point for the agency and will result in significant and myriad negative impacts to the health and wellbeing of Americans from across the country.

The scientific evidence for human-caused climate change is overwhelming. Surveys of climate scientists have repeatedly shown more than 97% of scientists agree that climate change is happening and that it is caused by greenhouse gas pollution from vehicles, power plants, industry, and other human activities. The evidence was overwhelming in 2009 when EPA first finalized the Endangerment Finding, and it has only grown stronger in the sixteen years since. Climate models have proven to be largely accurate in forecasting global warming, and the contemporary effects of climate change have become increasingly undeniable. Severe floods, wildfires, and storms are already devastating communities across the country, disrupting supply chains, and draining billions of dollars from the American economy. Climate change is an immediate and grave threat to public health, and it is EPA's statutory duty to address both the root causes and the impacts of this crisis.

Pollution from passenger cars and trucks is a leading cause of climate change and must be addressed to stop the most severe impacts to public health. The transportation sector is the leading source of greenhouse gas pollution in the United States, accounting for 28% of total emissions, and of these, 80% of transportation emissions come from light, medium, and heavy-duty vehicles. Federal vehicle pollution standards are therefore a necessary and effective solution to reduce greenhouse gas pollution and protect human health. Eliminating these standards would tie our hands, ensuring the global climate will continue to deteriorate and exacerbating the climate-fueled natural disasters and extreme weather events that Americans are already experiencing. In 2024 alone, 27 climate-fueled disasters each contributed to over one billion dollars in damages. At the same time, climate change has driven record temperatures across the nation, doubling the number of heat deaths among Americans since 1999. EPA must fulfill its mission to protect communities and regulate the greenhouse gas pollution that causes these deaths.

The transportation sector is also a leading source of local air pollution, including NOx, particulate matter or soot, and ozone-forming VOCs. Over 100,000 Americans die prematurely each year from air pollution, and studies show that the combination of high temperatures from global warming and poor air quality is particularly deadly. Greenhouse gas pollution standards for vehicles reduce local air pollution as well as greenhouse gases, and the deployment of zero-emissions vehicles will significantly improve local air quality. Elimination of these pollution standards will make the public health crisis worse.

Eliminating vehicle pollution standards would also cause profound damage to the U.S. economy and American workers. The world is racing towards a zero-emission future, and ignoring this reality threatens the future of the American auto industry. Over 410,000 Americans are employed in manufacturing the next generation of clean vehicles. In 2024, 69% of the vehicles exported by the U.S. were sold in countries with electric vehicle sales requirements. Jobs in the clean vehicles sector grew faster than the gas- and diesel-powered vehicle industry, adding about 60% more jobs between 2021 and 2024. Repealing the vehicle pollution standards would hamstring this growing industry, killing thousands of good-paying American jobs and ceding the future of global automotive leadership to China.

At the same time, repealing the vehicle pollution standards would rob American consumers of trillions in savings, in the midst of a worsening cost-of-living crisis. If we turn our backs on clean vehicle technologies, the next generation of American vehicles will be significantly more expensive to fuel, maintain, and repair. EPA's own analysis suggests the proposal to eliminate vehicle pollution standards would result in \$1.3 trillion in lost fuel and maintenance savings.

Rolling back the vehicle pollution standards would also threaten American energy independence by deepening our reliance on foreign oil. Only 60% of the oil refined by U.S. fuel refineries is extracted in the United States. The remaining 40% is imported, making our gas-guzzling transportation system extremely dependent on other countries. Continuing dependence on global oil markets further links the costs Americans pay at the pump to the whims of countries like Russia, whose invasion of Ukraine resulted in a price shock for consumers of 50 cents per gallon in just seven days.

Once again, we urge you not to gut these life-saving vehicle pollution standards. We urge you to uphold your oath to faithfully discharge the duties of your office and fulfil EPA's mission to protect human health and the environment. The greenhouse gas pollution standards for cars and trucks have already saved lives and they will be critical to preventing the worst public health impacts of climate change. These standards have improved the health and financial security of the American people and strengthened the competitiveness of the American auto industry for over a decade. Every American deserves to breathe clean air. Every American deserves the opportunity of a prosperous future free from climate change. And every American should be able to drive an affordable next-generation clean vehicle made here in America.

Sincerely,

A handwritten signature in blue ink that reads "Doris Matsui". The signature is fluid and cursive, with a horizontal line underneath it.

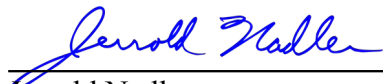
Doris Matsui
Member of Congress



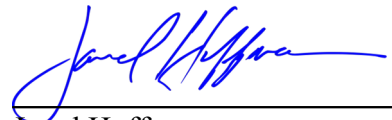
Mary Gay Scanlon
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Eleanor Holmes Norton
Member of Congress



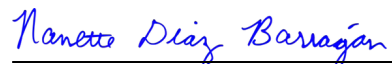
Jerrold Nadler
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Jared Huffman
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John Garamendi
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Nanette Diaz Barragán
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Rashida Tlaib
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Danny K. Davis
Member of Congress



Henry C. "Hank" Johnson, Jr.
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Scott H. Peters
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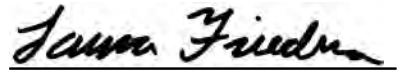
Bonnie Watson Coleman
Member of Congress



Dan Goldman
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Chellie Pingree
Member of Congress



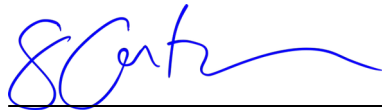
Laura Friedman
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Emanuel Cleaver, II
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Mark DeSaulnier
Member of Congress



Sean Casten
Member of Congress



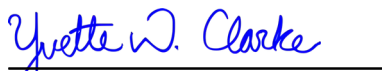
Donald S. Beyer Jr.
Member of Congress



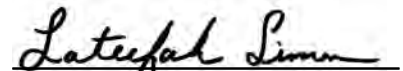
Julia Brownley
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Shri Thanedar
Member of Congress



Yvette D. Clarke
Member of Congress



Lateefah Simon
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Mike Levin
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George Latimer
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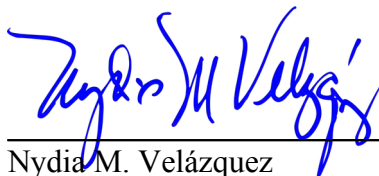
Diana DeGette
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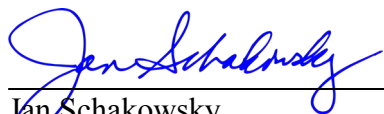
Andrea Salinas
Member of Congress



Jim Tokuda
Member of Congress



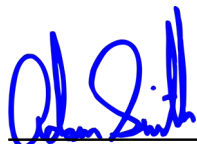
Nydia M. Velázquez
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Jan Schakowsky
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Betty McCollum
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Adam Smith
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Ed Case
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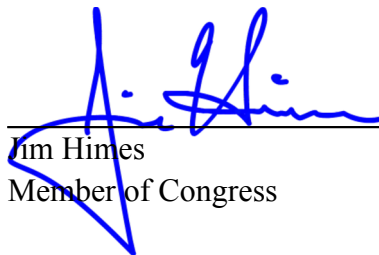
Kevin Mullin
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Maxine Waters
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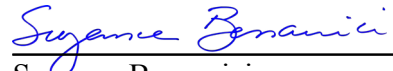
Jesús G. "Chuy" García
Member of Congress



Jim Himes
Member of Congress



Greg Landsman
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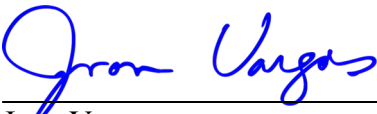
Suzanne Bonamici
Member of Congress



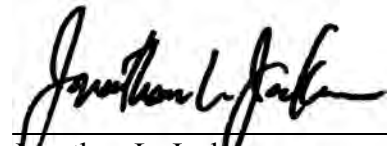
Sara Jacobs
Member of Congress



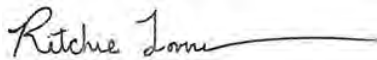
Paul D. Tonko
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Juan Vargas
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Jonathan L. Jackson
Member of Congress



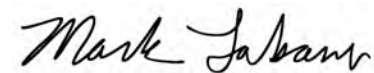
Ritchie Torres
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Terri A. Sewell
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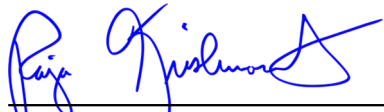
Kathy Castor
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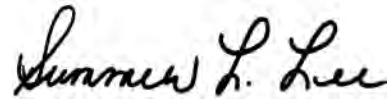
Mike Thompson
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Pramila Jayapal
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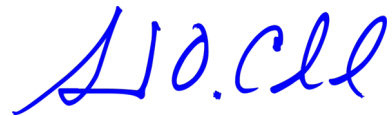
Raja Krishnamoorthi
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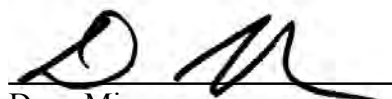
Summer L. Lee
Member of Congress




Ami Bera, M.D.
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Salud Carbajal
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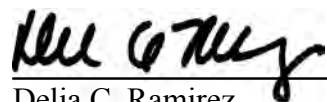
Dave Min
Member of Congress



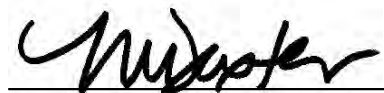
Becca Balint
Member of Congress



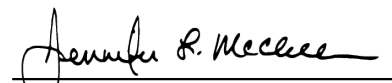
Luz M. Rivas
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Delia C. Ramirez
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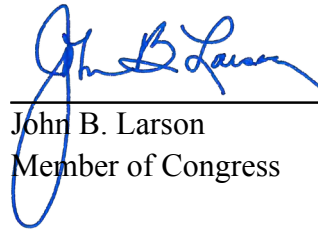
Maxine Dexter
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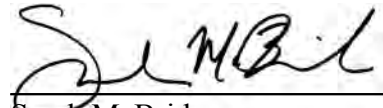
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John B. Larson
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Rick Larsen
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Sarah McBride
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Andre Carson
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Robert J. Menendez
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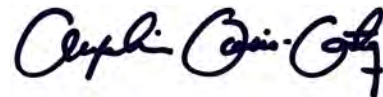
Bradley Scott Schneider
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Frederica S. Wilson
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Raul Ruiz, M.D.
Member of Congress



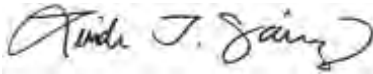
Alexandria Ocasio-Cortez
Member of Congress



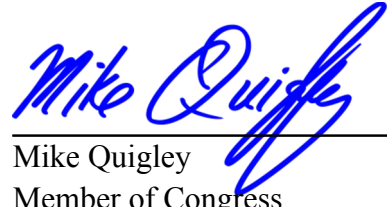
Valerie P. Foushee
Member of Congress



Joyce Beatty
Member of Congress (OH-03)



Linda T. Sánchez
Member of Congress



Mike Quigley
Member of Congress



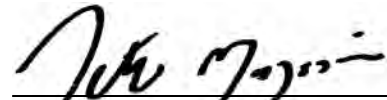
Kelly Morrison
Member of Congress



Troy A. Carter, Sr.
Member of Congress



Shontel M. Brown
Member of Congress



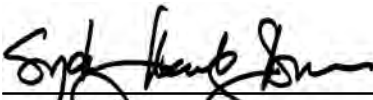
Seth Magaziner
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Gabe Amo
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Ted W. Lieu
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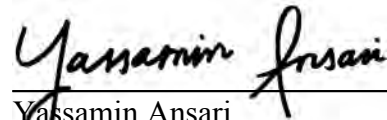
Sydney Kamlager-Dove
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Cleo Fields
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Jimmy Panetta
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Yassamin Ansari
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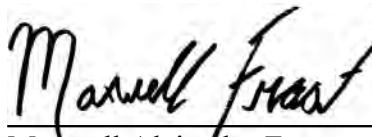
Bill Foster
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Emilia Strong Sykes
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Robert Garcia
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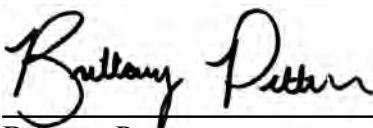
Maxwell Alejandro Frost
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Darren Soto
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Debbie Wasserman Schultz
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Brittany Pettersen
Member of Congress



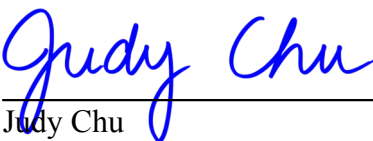
Dwight Evans
Member of Congress



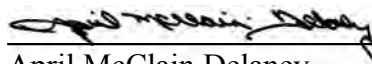
Seth Moulton
Member of Congress




Ilhan Omar
Member of Congress



Judy Chu
Member of Congress



April McClain Delaney
Member of Congress



Maggie Goodlander
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James P. McGovern
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Chrissy Houlahan
Member of Congress



Pete Aguilar
Member of Congress



Robert C. "Bobby" Scott
Member of Congress