

Committee on Energy and Commerce
Opening Statement as Prepared for Delivery
of
Subcommittee on Energy Chairman Bobby L. Rush

Hearing on "The CLEAN Future Act: Driving Decarbonization of the Transportation Sector"

May 5, 2021

The impacts of the auto industry on this nation and the entire globe are sweeping. Since the late 1800s, the auto industry has become a major worldwide industrial and economic force. In the U.S. alone, innovation within this industry revolutionized travel, improved transportation infrastructure, and radically change both rural and urban landscapes across the country. A recent report from the University of California, Berkeley suggests that auto innovation in the U.S. is once again on the brink of a shift that will unleash equally revolutionary outcomes.

According to the “2035 Report 2.0,” with the right series of policies, it is [quote] “technically and economically feasible for all new car and truck sales to be electric by 2035.” The rapid electrification of light-, medium-, and heavy-duty vehicles to this degree would drive down consumer costs, create jobs, and save lives. More specifically, the electrification of all new trucks and cars by 2035 — paired with a clean electric grid — would prevent *150 thousand* deaths. If that is not convincing enough, the study also shows that broad vehicle electrification will save U.S. consumers \$2.7 trillion by 2050 and create over 2 million jobs by 2035. This report also indicates that electric vehicles will be cheaper than gasoline powered vehicles within the next 5 years.

To achieve this reality, the current U.S. transportation sector — much like the other sectors of the U.S. economy — is in need of deep decarbonization. Absent any action, greenhouse gas pollution will result in harsh consequences for our communities, especially for the most vulnerable among us. For these reasons, Chairmen Pallone, Tonko, and Rush, along with many of our Democratic Committee colleagues, set forth the CLEAN Future Act to put the nation on a path toward achieving net zero greenhouse gas pollution by no later than 2050. Mr. Rush has also introduced the NO EXHAUST Act, which promotes the electrification of the transportation sector to improve air quality and electric vehicle infrastructure access — especially in rural, urban, low-income, and minority communities.

Our friends across the aisle have often express concern for how other industrialized nations are charging ahead in energy-related markets. They have also expressed concerns for how domestic manufacturing has diminished, rural communities have been left behind, and labor has been left out. These are bipartisan issues, and these are shared concerns. A productive discussion of all of today’s bills presents an opportunity to fine-tune legislative solutions that are geared towards tackling these challenges and the climate crisis head-on. With this in mind, the Subcommittee gathers for this important discussion to provide expert witnesses and members of this Committee with the opportunity refine vital proposals through regular order.

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I thank all of the witnesses for their participation in today's hearing. And, with that, I yield to my friend and colleague, the Gentleman from Michigan, Ranking Member Upton for five minutes.