

EPA Releases Proposal to Rescind Obama-Era Endangerment Finding, Regulations that Paved the Way for Electric Vehicle Mandates

If finalized, this proposal would undo the underpinning of \$1 trillion in costly regulations, save more than \$54 billion annually

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INDIANAPOLIS – At an auto dealership in Indiana, U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin released the agency’s proposal to rescind the 2009 Endangerment Finding, which has been used to justify over \$1 trillion in regulations, including the Biden-Harris Administration’s electric vehicle (EV) mandate. If finalized, the proposal would repeal all resulting greenhouse gas emissions regulations for motor vehicles and engines, thereby reinstating consumer choice and giving Americans the ability to purchase a safe and affordable car for their family while decreasing the cost of living on all products that trucks deliver. Administrator Zeldin was joined by U.S. Secretary of Energy Chris Wright, Indiana Governor Mike Braun, Indiana Attorney General Todd Rokita, U.S. Representative Jim Baird (R-IN-04), Indiana Secretary of Energy and Natural Resources Suzanne Jaworowski, and the Indiana Motor Truck Association.

Since the 2009 Endangerment Finding was issued, many have stated that the American people and auto manufacturing have suffered from significant uncertainties and massive costs related to general regulations of greenhouse gases from vehicles and trucks. Finally, EPA is proposing to provide much needed certainty and regulatory relief, so companies can plan appropriately, and the American people can have affordable choices when deciding to buy a car.

“With this proposal, the Trump EPA is proposing to end sixteen years of uncertainty for automakers and American consumers,” said EPA Administrator Zeldin. “In our work so far, many stakeholders have told me that the Obama and Biden EPAs twisted the law, ignored precedent, and warped science to achieve their preferred ends and stick American families with hundreds of billions of dollars in hidden taxes every single year. We heard loud and clear the concern that EPA's GHG emissions standards themselves, not carbon dioxide which the Finding never assessed independently, was the real threat to Americans’ livelihoods. If finalized, rescinding the Endangerment Finding and resulting regulations would end \$1 trillion or more in hidden taxes on American businesses and families.”

“Thanks to President Trump’s leadership, America is returning to free and open dialogue around climate and energy policy - driving the focus back to following the data,” said U.S. Secretary of Energy Chris Wright. “Today’s announcement is a monumental step toward returning to commonsense policies that expand access to affordable, reliable, secure energy and improve quality of life for all Americans.”

“The Obama-Biden EPA used regulations as a political tool and hurt American competitiveness without results to show for it. Today's announcement is a win for consumer choice, common sense, and American energy independence. President Trump, Secretary Wright, and Administrator Zeldin are returning the EPA to its proper role, and I'm proud they chose Indiana as the place to make this announcement because our state is proof we can protect our environment and support American jobs,” said Governor Mike Braun.

“Thanks to the outstanding work of President Trump, Administrator Zeldin, and Secretary Wright, the Environmental Protection Agency and Department of Energy are ending costly, sweeping vehicle emissions standards and ending the authoritarian EV mandates. Once again, this administration is standing up for common sense and our great American automakers and consumers. I thank Administrator Zeldin and Secretary Wright for their historic action to unleash American innovation, implement sound energy policies, and lower costs for American families,” said Congressman Jim Baird (IN-04).

“The Endangerment Finding has long been a Democrat tool to issue burdensome regulations that ignore commonsense science in pursuit of radical Green New Deal aligned agendas. I applaud Secretary Wright, Director Zeldin and the entire Trump Administration for making sure we cut the red tape that is unnecessarily impeding

American business, while also preserving our nation's precious natural resources,” **said Congressman Mark Messmer (IN-08).**

“Over the last four years, conservative state attorneys general were the last line of defense in fighting back against the Biden administration’s federal overreach and green new scam agenda,” **said Attorney General Todd Rokita.** *“However, thanks to President Trump and patriots like Administrator Zeldin and Secretary Wright, we are now on the front lines helping to unleash American energy.”*

“We commend President Trump and EPA Administrator Zeldin for taking decisive action to rescind the disastrous GHG Phase 3 rule. This electric-truck mandate put the trucking industry on a path to economic ruin and would have crippled our supply chain, disrupted deliveries, and raised prices for American families and businesses. Moreover, it kicked innovation to the curb by discarding available technologies that can further drive down emissions at a fraction of the cost. For four decades, our industry has proven that we are committed to reducing emissions. The trucking industry supports cleaner, more efficient technologies, but we need policies rooted in real-world conditions. We thank the Trump Administration for returning us to a path of common sense, so that we can keep delivering for the American people as we continue to reduce our environmental impact,” **said American Trucking Association President and CEO Chris Spear.**

“Thanks to President Trump, the Obama-Biden green new scam era is finally coming to an end. EPA’s reconsideration of the endangerment finding will eliminate burdensome regulations and save small businesses at least \$170 billion. I’m excited to work alongside Administrator Zeldin to cut red tape and unleash President Trump’s new golden age for Main Street,” **said Small Business Administration (SBA) Administrator Kelly Loeffler.**

The Endangerment Finding is the legal prerequisite used by the Obama and Biden Administrations to regulate emissions from new motor vehicles and new motor vehicle engines. Absent this finding, EPA would lack statutory authority under Section 202(a) of the Clean Air Act (CAA) to prescribe standards for greenhouse gas emissions. This proposal, if finalized, is expected to save Americans \$54 billion in costs annually through the repeal of all greenhouse gas standards, including the Biden EPA’s electric vehicle mandate, under conservative economic forecasts.

If finalized, this proposal would remove all greenhouse gas standards for light-, medium- and heavy-duty vehicles and heavy-duty engines, starting with EPA’s first greenhouse gas set in 2010 for light-duty vehicles and those set in 2011 for medium-duty vehicles and heavy-duty vehicles and engines—which includes off-cycle credits like the much hated start-stop feature on most new cars.

EPA’s proposal also cites updated scientific data that challenge the assumptions behind the 2009 Endangerment Finding. Cited data includes the updated studies

and information in the Department of Energy's 2025 Climate Work Group study that is concurrently being released for public comment.

EPA will initiate a public comment period to solicit input. Further information on the public comment process and instructions for participation will be published in the *Federal Register* and on the [EPA website](#).

How We Got Here

Congress tasked EPA under Section 202(a) of the Clean Air Act with prescribing emission standards for new motor vehicles and engines when the Administrator determines that emissions of an air pollutant from any class of vehicles causes or contributes to air pollution that endangers public health or welfare. But the Obama Administration ignored Congress' clear intent, slicing and dicing the language of the statute to make an "endangerment finding" totally separate from any actual rule setting standards for emissions from cars.

In an unprecedented move, the Obama EPA found that carbon dioxide emissions emitted from automobiles – in combination with five other gases, some of which vehicles don't even emit – contributes some unspecified amount to climate change, which in turn creates some unspecified amount of endangerment to human health and welfare. These mental leaps were admittedly novel, but they were the only way the Obama-Biden Administration could access EPA's authority to regulate under Section 202(a).

Likewise, the Obama EPA did not consider any aspect of the regulations that would flow from the Endangerment Finding. EPA subsequently relied on the Endangerment Finding to underpin seven vehicle regulations with an aggregate cost of more than \$1 trillion. The Endangerment Finding has also played a significant role in EPA's justification of regulations of other sources beyond cars and trucks, resulting in additional costly burdens on American families and businesses.

Much has changed since the 2009 Endangerment Finding was issued, including new scientific and technological developments that warrant review. Additionally, major Supreme Court decisions in the intervening years, including *Loper Bright Enterprises v. Raimondo*, *West Virginia v. EPA*, *Michigan v. EPA*, and *Utility Air Regulatory Group v. EPA*, have significantly clarified the scope of EPA's authority under the CAA. The decisions emphasized that major policy determinations must be made by Congress, not by administrative agencies.

Background

On the greatest and most consequential day of deregulation in the history of the United States in March 2025, Administrator Zeldin announced that the agency was kicking off a formal reconsideration of the 2009 Endangerment Finding in

collaboration with the Office of Management and Budget and other relevant agencies in addition to reconsidering all of its prior regulations and actions that rely on the Endangerment Finding. Please visit the [Endangerment Finding Reconsideration website](#) to learn more.

Administrator Zeldin also announced the agency would reconsider the Model Year 2027 and Later Light-Duty and Medium-Duty Vehicles regulation and Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles. Please visit the [Termination of the EV Mandate website](#) to learn more.

These were announced in conjunction with a number of historic actions to advance President Trump's Day One executive orders and Power the Great American Comeback. While accomplishing EPA's core mission of protecting the environment, the agency is committed to fulfilling President Trump's promise to unleash American energy, lower costs for Americans, revitalize the American auto industry, restore the rule of law, and give power back to states to make their own decisions.

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