

Committee on Energy and Commerce
Opening Statement as Prepared for Delivery
of
Subcommittee Ranking Member Paul D. Tonko
Markup of 7 Bills, Subcommittee on Environment

July 14, 2026

Thank you, Mr. Chair.

Today, the Subcommittee will consider seven bills, three related to critical mineral recovery and four related to air pollution from mobile sources.

I know the majority and minority staff have been working hard on these critical mineral bills—the CHARM Act, the EMRTAI Act, and the BRACE Act—and I expect that by the end of today’s markup, all three will have secured bipartisan support. I want to thank the Chairman and his team for working with us on these efforts.

There is broad consensus that much more of our nation’s growing critical mineral demands should come from secure, domestic sources. And recovery from discarded and recycled materials is a tremendous opportunity to help meet these needs.

I hope we can continue to work together to ensure that we unlock these supplies responsibly and maintain a high level of environmental and worker protections.

I also want to express my support for the Diesel Emissions Reduction Act reauthorization. DERA has proven to be an incredibly popular and effective program to support the upgrade or retirement of the worst polluting diesel engines in service.

This is a great model for how we should be tackling air pollution from mobile sources, which continues to be a major public health threat for far too many Americans.

Unfortunately, the other three bills to amend the Clean Air Act take a different approach.

The BUSES Act seeks to limit state and local governments from implementing anti-idling bus laws while the LOCOMOTIVES Act would prohibit states from regulating emissions from trains.

State and local governments are on the frontlines of protecting Americans from dangerous air pollution, and I do not believe that limiting their ability—especially in the absence of a credible federal regulator—will result in better public health outcomes.

Regarding the DEF Act, I fully understand the need to provide long-term regulatory certainty.

Regulatory certainty has the ability to drive technology innovation while allowing manufacturers to plan appropriately.

But I cannot support the claim of regulatory certainty to be used as an excuse to maintain the status quo or even take us backwards. This bill proposes locking in standards that are already more than 15 years old for a period of at least 15 years from now.

I continue to believe that we should be celebrating innovations in American-made pollution control technologies, such as selective catalytic reduction, which have improved fuel economy and allowed liquid fuels to become less polluting.

Unfortunately, the bill we are considering today is taking us further from the possibility of reaching a bipartisan agreement compared to the discussion draft considered last month. So, I must encourage Members to oppose these three Clean Air Act regulatory bills.

But again, I appreciate the majority's willingness to work with us on DERA and the three critical mineral bills.

Thank you. I yield back.