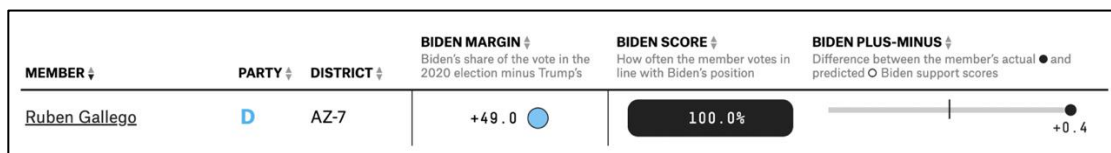


Elissa Slotkin has voted repeatedly for radical liberal proposals to ban gas-powered cars and force Americans to drive more expensive electric cars they do not want. Banning gas-powered cars could kill tens of thousands of jobs in Michigan, drive U.S. automakers out of business, and increase our reliance on China, undermining America's national security. Slotkin is a threat to Michigan jobs. She should be fired, not promoted.

As of January 2023, Elissa Slotkin voted for Joe Biden and Kamala Harris' agenda 100% of the time.

- Slotkin voted for Joe Biden's and Kamala Harris' agenda 100% of the time.



("Does Your Member Of Congress Vote With Or Against Biden," [FiveThirtyEight](#), 01/03/23)

In March 2024, Elissa Slotkin voted against a resolution denouncing the Biden-Harris Administration's energy policies.

- In March 2024, Slotkin voted against a resolution that "denounce[s] the Biden Administration's energy policies, including federal land management policies that have resulted in a reduction in leasing to develop energy resources." "Passage of the resolution (H Res 987) that would denounce the Biden administration's energy policies, including federal land management policies that have resulted in a reduction in leasing to develop energy resources. It also would encourage the federal government to support the domestic production of "reliable and affordable" energy sources." (H Res 987, [Roll Call Vote #96](#), Passed 217-200; R 213-0; D 4-200; 3/21/24, Slotkin Voted Nay [CQ Summary](#), Accessed 4/11/24)

Elissa Slotkin voted against a bill that would prohibit state bans on gas-powered vehicles; the bill was proposed in response to efforts by California to ban the sale of new gas-powered vehicles by 2035.

- On September 14, 2023, Slotkin voted against H.R. 1435, the Preserving Choice in Vehicle Purchases Act. (H.R. 1435, [Roll Call #391](#): Passed 222-190: R 214-0; D 8-190; 9/14/23, Slotkin Voted Nay)

- **The bill would ban states from enacting laws that would ban the sale of gas-powered vehicles.** “The House passed a bill banning states from implementing laws that would ban or limit the sale of gas-powered vehicles, marking Republicans' latest efforts to stymie Democrats' environmental agenda. Lawmakers voted 222-190 to pass the Preserving Choice in Vehicle Purchases Act, which would amend federal law to block state attempts to eliminate the sale of vehicles with internal combustion engines as well as prohibit the Environmental Protection Agency from issuing waivers that ban such sales.” (Cami Mondeaux, “House passes bill that would ban state limits on selling gas-powered vehicles,” [Washington Examiner](#), 9/14/23)
- **The bill was passed in response to efforts by California to ban the sale of new internal-combustion engine-powered vehicles by 2035 and require all new vehicles to have zero emissions.** “The legislation comes in response to a decision by the California Air Resource Board to ban the sale of new, internal-combustion engine-powered vehicles by 2035 and require all new vehicles to have zero emissions.” (Cami Mondeaux, “House passes bill that would ban state limits on selling gas-powered vehicles,” [Washington Examiner](#), 9/14/23)
- **House Democrats voted on allowing state-level bans or limits on gas-powered vehicles.** “House Democrats who voted Thursday night on allowing state-level limits or bans on gas-powered vehicles are already facing political heat from the GOP following the United Auto Workers of America's strike announcement. The House's 222-190 vote on Thursday to halt restrictions on gas-powered vehicles followed efforts by California lawmakers to ban the sale of them by 2035 – but it became more politically volatile following the autoworkers' strike announcement.” (Ursula Perano, “The GOP tries to squeeze Dems on a gas-powered vehicle vote after autoworkers went on strike,” [Politico](#), 09/15/23)
- **HEADLINE:** “The GOP tries to squeeze Dems on a gas-powered vehicle vote after autoworkers went on strike.”

The GOP tries to squeeze Dems on a gas-powered vehicle vote after autoworkers went on strike

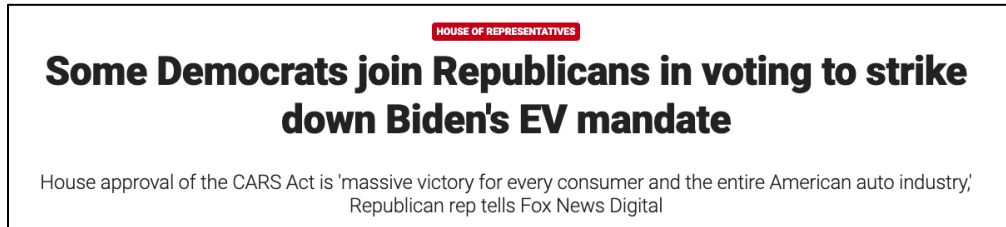
Rep. Elissa Slotkin (D-Mich.), who's running for Senate, is at the center of the scrutiny.

(Ursula Perano, “The GOP tries to squeeze Dems on a gas-powered vehicle vote after autoworkers went on strike,” [Politico](#), 09/15/23)

In 2023, Elissa Slotkin voted against striking down Biden’s EV mandate, opposing bipartisan legislation that would block the EPA from limiting the availability of new vehicles based on engine type.

- **In December 2023, Slotkin voted against H.R. 4468, the Choice in Automobile Retail Sales Act.** (H.R. 4468, [Roll Call #703](#): Passed 221-197; R 216-0; D 5-197; 12/6/23, Slotkin Voted Nay)

- **HEADLINE:** “Some Democrats join Republicans in voting to strike down Biden’s EV mandate.”



(Thomas Catenacci, “Some Democrats join Republicans in voting to strike down Biden’s EV mandate,” [Fox News](#), 12/6/23)

- **The bill would block proposed EPA regulations that would significantly increase tailpipe emissions standards for gas-powered cars and would ban any rule mandating the use of a specific technology or regulations that limit the availability of new vehicles based on engine type.** “The CARS Act would particularly block regulations proposed in April by the Environmental Protection Agency (EPA), which would significantly increase tailpipe emissions standards for gas-powered cars. The bill would also prohibit any rule mandating the use of a specific technology or regulations that limit the availability of new vehicles based on engine type.” (Thomas Catenacci, “Some Democrats join Republicans in voting to strike down Biden’s EV mandate,” [Fox News](#), 12/6/23)
- **The White House boasted the policy would be a key part of its efforts to push greater EV adoption.** “If the EPA rule is finalized, the White House projected that a staggering 67% of new sedan, crossover, SUV and light truck purchases and up to 50% of bus and garbage truck purchases could be electric by 2032. While the proposal isn't technically a mandate, the Biden administration boasted it would be a key part of its efforts to push greater EV adoption.” (Thomas Catenacci, “Some Democrats join Republicans in voting to strike down Biden’s EV mandate,” [Fox News](#), 12/6/23)

Biden’s EV mandate “is functionally a ban on sales of most new gas cars by 2030.”

- **Biden supported regulations that would require electric vehicle sales to increase from 6% to 67%.** “Proposed Biden Administration regulations would require electric vehicle (EV) sales to increase from 6% to 67% of all U.S. auto sales by 2032.” (James Sherk and Jacob Sagert, “RESEARCH REPORT: Proposed EV Mandate Would Eliminate 117,000 Auto manufacturing jobs,” [America First Policy Institute](#), 7/13/23)
- **An industry expert said Biden’s mandate “is functionally a ban on sales of most new gas cars by 2030.”** “Geoff Moody is senior vice president of American Fuel & Petrochemical Manufacturers (AFPM), a trade association representing companies like Chevron, ExxonMobil, Koch and others. He said that Biden's Environmental Protection Agency

(EPA) regulation ‘is functionally a ban on sales of most new gas cars by 2032.’” (Charles Creitz, “Auto industry expert warn Biden’s EV mandate may limit gas car options in the future,” [Fox News](#), 05/20/24)

- **HEADLINE:** “Auto industry expert warn Biden’s EV mandate may limit gas car options in the future.”

POLITICS
Auto industry experts warn Biden's EV mandate may limit gas car options in the future

The policy is going to both limit the availability of new gas cars and push the cost of remaining gasoline-powered vehicles out of reach, says industry expert

By Charles Creitz Fox News

Published May 20, 2024 4:00am EDT

(Charles Creitz, “Auto industry expert warn Biden’s EV mandate may limit gas car options in the future,” [Fox News](#), 05/20/24)

Electric vehicles are generally more expensive than gas vehicles – in mid-2023, the average price of an electric vehicle was about \$12,000 more than the average price of a gas vehicle.

- **Electric vehicles are usually more expensive compared to similar internal combustion engine vehicles.** “On one hand, EVs are usually more expensive compared with similar internal combustion engine (ICE) vehicles.” (Mike Winters, “Are Teslas worth the price? How EVs compare with gas-powered vehicles,” [CNBC](#), 09/14/23)
 - **The average price of a new electric vehicle is about \$60,000.** “According to Kelly Bluebook, the average price of a new electric vehicle is about \$60,000.” (John Cardinale, “0.8% of vehicles in New Mexico are electric,” [KOAT](#), 7/6/23)
- **In mid-2023, the average price of an electric vehicle was about \$12,000 more than the average price of a gas vehicle.** “In mid-2023, the average price of an electric vehicle was about \$12,000 more than the average price of a gas vehicle.” (Cherise Threewitt, “Why Are Electric Cars So Expensive?” [U.S. News & World Report](#), 4/1/24)
- **EVs are “usually more expensive compared with similar internal combustion engine (ICE) vehicles.”** “On one hand, EVs are usually more expensive compared with similar internal combustion engine (ICE) vehicles.” (Mike Winters, “Are Teslas worth the price? How EVs compare with gas-powered vehicles,” [CNBC](#), 9/14/23)

The UAW is “openly skeptical” of Biden’s ambitions for electric vehicles, warning that 35,000 union jobs would be lost and wages could fall as Biden steers hundreds of billions of dollars towards electric vehicles and provides loans for battery plants in states less friendly to organized labor.

- **The UAW is “openly skeptical” about Biden’s push for more electric vehicles.** “In tapping Sperling, Biden is putting an economic power player and long-time manufacturing advocate in a position to win over a union that is openly skeptical about the White House’s push for electric vehicles.” (Zack Colman, Tanya Snyder, and Holly Otterbein, “Biden brings in Sperling to calm looming Detroit showdown,” [Politico](#), 7/3/23)

- **The UAW “chastised” Biden for steering hundreds of billions of dollars towards incentives for electric vehicles, which could threaten UAW jobs.** “The United Auto Workers and its new leadership have chastised Biden for steering hundreds of billions of dollars toward incentives for electric vehicles, a policy that the union worries threatens its members’ jobs.” (Zack Colman, Tanya Snyder, and Holly Otterbein, “Biden brings in Sperling to calm looming Detroit showdown,” [Politico](#), 7/3/23)
 - **A UAW study found that a shift away from traditional engines would cost 35,000 union jobs.** “The UAW has often referenced a 2018 study it conducted that suggested moving away from internal combustion engines, which have more parts and require more workers, would cost its members 35,000 jobs.” (Zack Colman, Tanya Snyder, and Holly Otterbein, “Biden brings in Sperling to calm looming Detroit showdown,” [Politico](#), 7/3/23)

Biden’s EV mandate “would require Americans to switch to electric vehicles they do not want and “would eliminate a net 117,000 auto manufacturing jobs nationwide.”

- **Biden’s EV mandate “would require Americans to switch to electric vehicles they do not want and “would eliminate a net 117,000 auto manufacturing jobs nationwide.”** “Proposed Biden Administration regulations would require Americans to switch to electric vehicles they do not want. Under the draft rules, auto manufacturers would be required to increase the proportion of electric vehicles they sell from 6% to 67% in less than a decade. Electric vehicles have fewer parts and require considerably less labor to manufacture than conventional gas-powered vehicles. As a result, mass vehicle electrification will eliminate many jobs. The Biden Administration’s mandate would eliminate a net 117,000 auto manufacturing jobs nationwide. Midwestern manufacturing communities are especially concerned with the forced shift to electric vehicles, which could cost tens of thousands of jobs.” (James Sherk and Jacob Sagert, “RESEARCH REPORT: Proposed EV Mandate Would Eliminate 117,000 Auto manufacturing jobs,” [America First Policy Institute](#), 7/13/23)
- **Traditional cars are still very profitable.** “American investors remain wary about putting money into electric vehicles. Traditional cars are still very profitable, American workers need to be trained in new skills, and U.S. government incentives to help the E.V. industry could disappear with the next presidential election cycle.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)

Midwestern manufacturing communities are especially concerned with the forced shift to electric vehicles, which would cost tens of thousands of jobs in Michigan.

- **Midwestern communities where traditional engines are built are “particularly anxious” about the shift to electric vehicles.** “Midwestern communities that manufacture the gas-powered engines and transmissions not needed in an EV – jobs that are mostly unionized – are particularly anxious about the shake-up.” (Jeanne Whalen, “Electric vehicle skepticism from auto workers puts Biden in a tough spot,” [Washington Post](#), 7/10/23)

- **A research report found that Biden’s EV mandate would cost Michigan around 25,000 auto jobs.** “However, analysts have paid little attention to how EV mandates will affect individual states. This report uses data from the Quarterly Census of Employment and Wages (QCEW) to estimate both national and state-specific job losses. These estimates show the Biden Administration’s proposed EV rules would likely eliminate at least 117,000 existing auto manufacturing jobs. Job losses would be concentrated in the Midwest, with Michigan (-25,000), Indiana (-16,000), and Ohio (-14,000) losing the most jobs.” (James Sherk and Jacob Sagert, “RESEARCH REPORT: Proposed EV Mandate Would Eliminate 117,000 Auto manufacturing jobs,” [America First Policy Institute](#), 7/13/23)
- **A study found that 75,000 jobs could be put at risk if electric vehicles powered by batteries account for 50% of all U.S. vehicle sales by 2030.** “Due to manufacturing policy inaction, a rise in BEVs to 50% of domestic auto sales by 2030 could see losses of roughly 75,000 jobs by 2030. These losses would stem from policy failures that stunted investment in domestic capacity of U.S. producers to build the batteries and drivetrains of BEVs, and from a failure to regain market share in overall vehicle sales.” (Jim Barrett and Josh Bivens, “The stakes for workers in how policymakers manage the coming shift to all-electric vehicles,” [Economic Policy Institute](#), 9/22/21)
- **Fast adoption of EVs could slash the number of auto jobs in Southeast Michigan by half, from about 113,000 to 55,000.** “Assuming a fast adoption of EVs and Big Three companies losing market share, auto jobs in Southeast Michigan would decline by half between 2019 and 2050, from about 113,000 to 55,000. In this scenario, the population of Southeast Michigan would decline by roughly 332,000 by 2050 – and be smaller in 2050 than it was in 2020. Rather than grow to 5.1 million people by 2050, the baseline estimate, its population would contract to 4.8 million. Assuming anything other than a moderate growth in EV adoption, Southeast Michigan would come out smaller for it.” (James David Dickson, “Fast EV adoption will shrink Michigan’s population,” [Michigan Capitol Confidential](#), 2/15/24)
- **EV mandates “are likely to push auto manufacturing jobs out of the Midwest.”** “However, the Midwest is likely to see substantially greater job losses than these best-case projections. EV mandates are likely to push auto manufacturing jobs out of the Midwest.” (James Sherk and Jacob Sagert, “RESEARCH REPORT: Proposed EV Mandate Would Eliminate 117,000 Auto manufacturing jobs,” [America First Policy Institute](#), 7/13/23)

EV production is cutting into the profit margins of U.S. automakers, raising concerns about their long-term viability under an EV mandate.

- **In 2023, GM and Stellantis have begun offering buyouts to employees in an effort to control costs as they invest in electric vehicle production.** “Many automakers are focused on areas where they can cut costs to offset their heavy investments in EV development. In recent months, General Motors and Jeep-maker Stellantis both began offering buyouts, with executives emphasizing the need to control costs as they pour more money into

electric and digital technology. Stellantis's buyout offers also included unionized workers at its U.S. factories." (Nora Eckert, "Ford Plans to Lay Off at Least 1,000 Contract and Salaried Workers," [Wall Street Journal](#), 6/27/23)

- **In June 2023, Ford announced plans to lay off at least 1,000 employees and contract workers in an effort to “defray the heavy cost of investing in electric cars.”** “Ford Motor plans to lay off at least 1,000 salaried employees and contract workers in North America, people familiar with the matter said, the automaker’s latest effort to defray the heavy cost of investing in electric cars. In internal meetings Monday, Ford began notifying some salaried workers in North America that job cuts would be coming, a company spokesman confirmed Tuesday morning. The planned layoffs are concentrated in the engineering ranks, where Ford is targeting costs across its business units, he said.” (Nora Eckert, “Ford Plans to Lay Off at Least 1,000 Contract and Salaried Workers,” [Wall Street Journal](#), 6/27/23)

- **Ford has cut jobs in an effort to increase its profit margins as it invests in the production of electric vehicles, which are not expected to fall to the same price as traditional vehicles until 2030.** “The salaried job cuts at Ford come weeks ahead of the scheduled start of negotiations with the United Auto Workers union over a new four-year labor contract for its hourly factory workers. The automaker, along with rivals Stellantis and GM, face an especially tough round of talks with a higher-than-usual risk of a strike, analysts say, citing a hard-line stance taken by the UAW’s new leadership team. Ford has more work to do than its peers in reducing costs, Chief Executive Jim Farley has said, noting that the automaker’s legacy business of making internal-combustion-engine vehicles is significantly less efficient than competitors’. Ford’s annual costs are \$7 billion to \$8 billion, too high relative to rival automakers, executives have said. To eliminate this cost gap, the company is streamlining its supply-chain spending, reducing complexity in its vehicle lineup and clamping down on warranty costs, executives have said. For traditional automakers, boosting profit margins on the internal-combustion side of the business has become a crucial focus, because the profitability of EVs is expected to be skimpy for several years as companies scale up output and work to reduce battery costs, analysts say. Farley said last month that the cost of making an EV might not be equal to that of internal-combustion vehicles until after 2030.” (Nora Eckert, “Ford Plans to Lay Off at Least 1,000 Contract and Salaried Workers,” [Wall Street Journal](#), 6/27/23)

- **In July 2024, GM announced it will delay production of its electric pickup trucks at its Orion Assembly plant until mid-2026 as it responds to slowing consumer demand.** “General Motors will delay production of electric pickups at its Orion Assembly plant in Michigan until mid-2026, pushing back the start date six months as the automaker adjusts its electric vehicle investments to slowing consumer demand.” (Lindsay VanHulle, “GM to delay EV pickup production at Orion Assembly until 2026,” [Automotive News](#), 7/23/24)
 - **The plant is in Slotkin’s district.** “U.S. Rep. Elissa Slotkin (MI-08) visited UAW Local 5960 members on strike at the Orion Assembly in Lake Orion, one of two

GM plants in Michigan's 8th congressional district.” (“Slotkin Shows Support for UAW Workers on Strike at Lake Orion GM Plant,” [Rep. Elissa Slotkin](#), 9/23/19)

By 2030, China will make more than twice as many batteries as every other country combined and China can build battery factories at nearly half the cost of countries in North America.

- **By 2030, China will make more than twice as many batteries as every other country combined.** “Even by 2030, China will make more than twice as many batteries as every other country combined, according to estimates from Benchmark Minerals, a consulting group.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)
- **China can build battery factories at nearly half the cost of countries in North America or Europe due to labor costs being lower.** “China can build battery factories at nearly half the cost of countries in North America or Europe, according to Heiner Heimes, a professor at RWTH Aachen University in Germany. The main reasons: Labor costs are lower, and there are more equipment manufacturers in China.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)
- **Despite billions in Western investment, “China is so far ahead – mining rare minerals, training engineers and building huge factories – that the rest of the world may take decades to catch up.”** “It is one of the defining competitions of our age: The countries that can make batteries for electric cars will reap decades of economic and geopolitical advantages. The only winner so far is China. Despite billions in Western investment, China is so far ahead – mining rare minerals, training engineers and building huge factories – that the rest of the world may take decades to catch up.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)
- **Companies “will look to form partnerships with Chinese manufacturers to enter or expand in the industry.”** “Companies anywhere in the world will look to form partnerships with Chinese manufacturers to enter or expand in the industry.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)

China dominates the supply chain for EVs.

- **China dominates the supply chain for EVs.** “China’s dominance in the EV battery supply chain is equally substantial.” (Pablo Valerio, “China’s EV Dominance Stresses Western Supply Chain,” [EPSNews](#), 01/08/24)
- **China is “a major supplier of rare earth minerals that are used in green energy technology.”** “China is a major supplier of rare earth minerals that are used in green energy technology, such as solar panels, electric cars, and wind turbines.” (Tim Pearce, “Joe Biden’s Signature Climate Bill Has Been A Boon To China’s Battery Market,” [The Daily Wire](#), 02/20/24)

- **China controls crucial minerals such as cobalt and graphite.** “Furthermore, China’s control over crucial minerals such as cobalt and graphite further strengthens its position.” (Pablo Valerio, “China’s EV Dominance Stresses Western Supply Chain,” [EPSNews](#), 01/08/24)
- **China is the source of near 60% of aluminum and 80% of polysilicon, which is used in EV batteries and solar panels respectively.** “Furthermore, China is the source of nearly 60 percent of aluminum, also used in EV batteries, and 80 percent of polysilicon, an ingredient in solar panels.” (Pablo Valerio, “Mineral-Rich Nations Raise Supply Chain Profiles,” [EPSNews](#), 07/20/23)

Despite the U.S. looking to build out its domestic manufacturing capacity for electric cars and batteries, there will still be reliance on countries – such as China – to supply critical materials.

- **EV chargers require iron and steel for some of their most crucial parts.** “EV chargers require iron and steel for some of their most crucial parts, including the internal structural frame, heating and cooling fans and the power transformer. Chargers with cabinets that house the product require even more steel, making up to 50% of the total cost of the chargers in some cases.” (Trevor Hunnicutt, “Biden vetoes law blocking EV charging stations’ ‘Buy America’ waiver,” [Reuters](#), 01/25/24)
- **The Biden Administration set a goal of having 50% of all new electric vehicle sales by 2030.** “The Biden administration has set ambitious goals of having 50% of all new electric vehicle sales by 2030 and has allocated billions of dollars to support the buildout of the technology and its supporting infrastructure, as well as enacting tax credits to be more accessible to consumers.” (Nancy Vu, “House votes to overturn Biden’s ‘Buy America’ waiver for EV chargers,” [The Washington Examiner](#), 01/11/24)
 - **Squeezed supply chains and competition for critical minerals have restricted the U.S. from deploying the technologies faster.** “However, the EV transition has been anything but smooth; squeezed supply chains and competition for critical minerals to build the cars have restricted the U.S. from deploying the technologies as fast as they may want.” (Nancy Vu, “House votes to overturn Biden’s ‘Buy America’ waiver for EV chargers,” [The Washington Examiner](#), 01/11/24)
 - **Despite the U.S. looking to build out its domestic manufacturing capacity for cars and batteries, there will still be reliance on countries – such as China – to supply critical supplies.** “And as the country looks to build out its domestic manufacturing capacity for cars and batteries, there will still be reliance on countries that have been able to dominate the supply chain through mining and processing of the necessary critical minerals – namely, China.” (Nancy Vu, “House votes to overturn Biden’s ‘Buy America’ waiver for EV chargers,” [The Washington Examiner](#), 01/11/24)

The forced transition to electric vehicles increases America’s reliance on China.

- **Biden’s Interior Secretary acknowledged the “transition to electric vehicles increases America’s reliance on China.”** “President Joe Biden's interior secretary acknowledged that a transition to electric vehicles increases America's reliance on China, an admission that comes as the administration kills domestic mines that would produce the materials required to make those vehicles.” (Collin Anderson, “Biden’s Interior Secretary Agrees: Electric Vehicles Increase US Reliance on China,” [The Washington Free Beacon](#), 03/28/23)

Regardless of who mines the minerals, “nearly everything is shipped to China to be refined into battery-grade materials” and experts say it’s nearly impossible for any other country to become self-reliant in the battery supply chain.

- **Regardless of who mines the minerals “nearly everything is shipped to China to be refined into battery-grade materials.”** “Regardless of who mines the minerals, nearly everything is shipped to China to be refined into battery-grade materials.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)
- **Experts say it’s nearly impossible for any other country, besides China, to become self-reliant in the battery supply chain.** “Experts say it is next to impossible for any other country to become self-reliant in the battery supply chain, no matter if it has cheaper labor or finds other global partners.” (Agnes Chang and Keith Bradsher, “Can the World Make an Electric Car Batter Without China?,” [The New York Times](#), 05/16/23)