A TO-DO LIST FOR CONGRESS

A New Vision for Energy and Environmental Reform

Ill-considered global climate change policies such as electric vehicle (EV) subsidies and mandates, renewable energy requirements, bans on developing new fossil fuel resources, and prohibitions on expanded energy infrastructure including natural gas pipelines unnecessarily increase energy costs. The 2022 surge in gasoline prices, which was aggravated by U.S. policies discouraging oil and gas development, exemplified how spiking energy costs impose large economic costs on families and businesses.

Beyond the financial costs, many of the suggested global climate change policies encourage over-reliance on non-dispatchable resources, which are resources such as the sun and wind that cannot be "dispatched" on-demand. These policies also require energy companies to invest in technologies that are currently unproven or non-existent. Consequently, these policies jeopardize the energy sector's reliability.

Policy changes can avoid these adverse economic consequences. Below are some realistic and forward-looking energy reform ideas lawmakers should consider in the new Congress to avoid these potential costs.

Expand production of American oil and natural gas by

- Reinstating the suspended licenses for drilling in ANWR
- Approving expanded offshore drilling
- Expanding leasing for oil drilling on federal lands
- Relaxing fracking restrictions

Revise the National Environmental Policy Act (NEPA) to preclude consideration of nebulous concepts such as environmental justice, cumulative environmental impacts, and indirect environmental impacts to expedite the permitting time for new projects such as transmission infrastructure, natural gas export terminals, and fossil fuel lease sales.

Streamline regulations surrounding the development of nuclear energy, particularly with respect to the financial and risk exposure of waste management and to reflect the low risk generated by nuclear facilities.

Enact income eligibility standards for subsidies on electric vehicles to under $75,000 annual household income.

Reduce, ideally eliminate, the growth in the Corporate Average Fuel Economy (CAFE) standards.