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**Committee:** House Energy & Commerce Committee

**Event:** [Full Committee Markup](#)

**Date:** May 21, 2026

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### ***Executive Summary:***

On May 21, 2026, the House Energy & Commerce Committee hosted a markup of the following relevant bills: Recycling Infrastructure and Accessibility Act (RIAA) ([H.R. 2145](#)) and the Motor Vehicle Modernization Act of 2026 (MVMA) ([H.R. 7389](#)). RIAA passed unanimously and MVMA passed near unanimously, with only Rep. **Jake Auchincloss** (D-MA-04) opposing it.

### ***Member Toplines:***

[Chair Brett Guthrie \(R-KY-02\)](#): Guthrie opened the markup by highlighting the bipartisan work the Committee has accomplished, touting the value of RIAA and MVMA. He noted that MVMA includes a ban on Chinese vehicles and is meant to support the domestic automobile industry.

[Ranking Member Frank Pallone \(D-NJ-06\)](#): Pallone similarly attested to the bipartisan work that the Committee has accomplished. He noted that MVMA will be included in the surface transportation reauthorization bill, and highlighted the need to ensure that consumers have access to optional safety features and affordable repairs.

*Rep. Paul Tonko (D-NY-20)*:<sup>1</sup> Tonko provided an overview of RIAA, flagging its importance as a first step in improving domestic recycling and waste systems. He expressed disappointment that the Brownfields Revitalization for a Better Tomorrow Act (Brownfields Act) ([H.R. 8739](#)) did not progress to a full Committee markup due to debate over its authorization levels.

### ***Legislation of Interest Considered:***

- [H.R. 2145](#), RIAA
  - Ranking Member Pallone highlighted the need to improve domestic composting and recycling and related data collection, noting that a 2024 Environmental Protection Agency report found that over 40 percent of households lack access to recycling. He provided an overview of the bill and expressed his support.
  - Rep. **Mariannette Miller-Meeks** (R-IA-02) spoke in favor of her bill, underscoring that she has steel, aluminum, and aluminum can manufacturers based in her district. She attested to security and economic concerns related to high rates of scrap exports and landfill inputs, noting that Iowa is recovering less than half of its aluminum cans and less than 15 percent of steel cans, despite their recyclability. She raised concerns that critical minerals and materials are also being exported out of the U.S.

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<sup>1</sup> Rep. Tonko's opening statement was not available online at the time of this memo's distribution.

- Tonko and Rep. **Jennifer McClellan** (D-VA-04) reiterated their support for the amended version of RIAA, sharing statistics on current lack of recycling accessibility, efficacy, and data gaps. Tonko emphasized that improved plastics recycling will also mitigate the spread of harmful microplastics.
- The bill was advanced out of Committee unanimously.
- [H.R. 7389](#), MVMA
  - Rep. **Debbie Dingell** (D-MI-06) highlighted the inclusion of her bipartisan Safe Vehicle Access for Survivors Act ([H.R. 2110](#)), which protects survivors of domestic violence from the misuse of connected vehicle technologies. She flagged the inclusion of the negotiated AM radio compromise and touted AM radio’s value in delivering “life-saving information during emergencies.” She spoke to the importance of the supply chain provisions, emphasizing that the bill will grant the federal government tools to monitor and respond to critical supply chain vulnerabilities. She commended the package in addressing right to repair, cybersecurity, consumer protection and privacy, intellectual property (IP), automotive vehicles (AVs), and strengthening the domestic industry. Dingell highlighted that the package includes a study on the impact of driver control technology on severe traffic injuries, inhibits misleading advertising on partially automated driving systems, requires clearer consumer disclosures and mechanical manual door releases, and continues work on advanced driver assistance systems and automatic emergency braking technologies.
    - Dingell stated that the bill will also address issues like battery fires, hazardous chemicals, and pulsating brake lights to improve road safety and save lives. She emphasized the importance of protecting against Chinese vehicle intrusion in the domestic market.
  - Rep. **Gabe Evans** (D-CO-08) expressed his support for the different vehicle safety provisions included in the bill, highlighting tire regulatory reform, studies on flammability, and the Magnus White and Safe Streets for Everyone Act of 2026 (Magnus White) ([H.R. 7353](#)).
    - Rep. **Yvette Clarke** (D-NY-09) explained that the Magnus White bill directs NHTSA to issue a final rule on automatic emergency braking systems to protect cyclists and other vulnerable road users.
  - Rep. **Raul Ruiz** (D-CA-25) spoke in favor of the package, highlighting the AM Radio for Every Vehicle Act ([H.R. 979](#)), which requires the Department of Transportation (DOT) to issue a rule mandating that all new passenger vehicles sold in the U.S. include functional AM broadcast radio as standard equipment, citing AM radio’s value when cell networks are overwhelmed or offline during crises.
    - Reps. **Darren Soto** (D-FL-09), **Gus Bilirakis** (R-FL-12), **Nick Langworthy** (R-NY-23), and **Troy Carter** (D-LA-02) expressed their support for AM Radio.
    - Rep. **Jay Obernolte** (R-CA-23) pushed back on the bill, noting that the forced inclusion of AM radio is costly for electric vehicle (EV) design and will ultimately force consumers to pay up to hundreds of dollars more.

- Rep. **John James** (R-MI-10) flagged his Promoting Resilient Supply Chains Act ([H.R. 2444](#)), underscoring the importance of strong, domestic supply chains in the face of China.
- Reps. **Lori Trahan** (D-MA-03) and Auchincloss raised concerns that the right to repair is not properly protected and could infringe on Massachusetts law.
  - Rep. **Neal Dunn** (R-FL-02) expressed his support here.
  - Rep. **Alexandria Ocasio-Cortez** (D-NY-14) was curious about the status of preemption, which Guthrie and Pallone clarified that there is no implied federal preemption.
- Auchincloss and Rep. **Kevin Mullin** (D-CA-15) highlighted the Driver Technology & Pedestrian Safety Act of 2025 ([H.R. 3360](#)), which directs the National Highway Traffic Safety Administration (NHTSA) to study the impact of touchscreen interfaces on distracted driving and crashes. He noted that larger cars with greater hood height are more likely to cause fatalities and encouraged NHTSA to play an active role in safe vehicle design.
- Guthrie introduced amendment [MVMA AINS](#), which, according to Dunn, represents a fairly negotiated version of his REPAIR Act ([H.R. 1566](#)), but is still watered down.
  - Dunn expressed concern that the bipartisan consensus language that was agreed to two days ago had been cut. Guthrie agreed to continue to work on the issue.
    - Rep. **Doris Matsui** (D-CA-07) noted her appreciation of the clarification at the lack of preemption. She expressed support for the inclusion of her Motor Vehicle Flammability Standards Study Act of 2026 ([H.R. 8444](#)), which is supported by the International Association of Firefighters.
    - Dingell explained that the language codifies the existing memoranda of understanding between automakers and the aftermarket repair community while ensuring that independent shops continue to have access to the tools, technical data, and repair information that they need. She expressed a commitment to continue working with Dunn.
- Bilirakis spoke in favor of the battery fires bill text, which he noted was initially proposed by a Florida state representative, Meg Weinberger.
- Rep. **Marc Veasey** (D-TX-33) turned his attention to Chinese control of EV supply chains, batteries, and rare earth minerals, noting that China currently controls about 70 to 80 percent of global lithium ion battery manufacturing capacity. He flagged the price discrepancy between American and European manufacturers vs. Chinese manufacturers, such as BYD, and emphasized the need to protect domestic industry.
  - Rep. **Gary Palmer** (R-AL-06) flagged the need for continued bipartisan work on critical minerals and rare earths and commended Veasey for flagging this market vulnerability that the U.S. has created for itself.
- Rep. **Robin Kelly** (D-IL-02) spoke in favor of her Safe Exit Act ([H.R. 6947](#)), which would direct NHTSA to update vehicle standards to require accessible manual

- release mechanisms for doors so passengers can use emergency release in crisis.
- Rep. **Kim Schrier** (D-WA-08) flagged that the bill package includes her Know Before You Drive Act ([H.R. 7377](#)), which will ensure that safety features, like the automated driver assistance systems, will be used appropriately, and ensure that car manufacturers don't oversell their technologies.
  - Rep. **Bob Latta** (R-OH-05) introduced and then withdrew Amendment 021. He underscored that China risks outpacing the U.S. on AV technology and emphasized the need for federal preemption on AVs.
    - Dingell expressed the need for a bipartisan AV framework, noting that AVs are already in operation and are subject to a patchwork of state law. She reiterated the risk from China and concluded that Congressional inaction does not make people safer.
    - Bilirakis agreed that a federal framework is necessary to maintain a competitive edge against China, lest China set standards instead.
    - Reps. **Troy Balderson** (R-OH-12), **Erin Houchin** (R-IN-09), and Miller-Meeks also expressed support, with the latter two highlighting AV's potential to improve driver safety and accessibility.
  - Rep. **Diana Harshbarger** (R-TN-01) introduced, then withdrew Amendment 050, which would strengthen consumer access to their own vehicle-generated data.
  - Dingell introduced and then withdrew Amendment 150. She discussed the importance of safeguarding against Chinese capture of American data via vehicle technology, calling cars "TikTok on wheels."
  - Palmer raised and then withdrew Amendment 45, which would support the development of secure domestic supply chains for EV batteries and rare earth magnets by strengthening the prohibition on foreign adversary manufacturing. He flagged that China's export licensing restrictions on rare earths and finished magnets used in EV traction motors led to car lines in Europe, the U.S., and Canada to shut down.
    - Guthrie acknowledged the need to address China's automobile overcapacity and asserted that Congress will continue to work with the White House on batteries and rare earths.
  - Guthrie and Pallone raised, then withdrew an amendment regarding the right to repair and state preemption. Trahan reiterated the need to protect Massachusetts residents' rights.
  - The earlier amendment in the nature of a substitute, introduced by Guthrie, passed by a voice vote.
  - The MVMA package passed, 48 ayes to one no, voiced by Auchincloss.