

Melanie Stansbury voted for legislation that would force middle-class Americans to subsidize electric vehicle purchases for the wealthy while also imposing a new fee that could raise energy bills for New Mexican families and small businesses.

BACKUP:

In August 2022, Rep. Melanie Stansbury voted for H.R. 5376, the Inflation Reduction Act:

- **In August 2022, Rep. Melanie Stansbury voted for H.R. 5376, the Inflation Reduction Act.** (H.R. 5376, [Roll Call #420](#), Passed 220-207: R 0-207, D 220-0, Stansbury Voted Yea, 8/12/22)
- **President Biden signed the Inflation Reduction Act into law.** “President Joe Biden signed a sweeping \$750 billion health care, tax and climate bill into law at the White House on Tuesday – marking a major victory for his administration and the Democratic Party ahead of the midterm elections. Biden said during a signing ceremony in the State Dining Room that the legislation, called the Inflation Reduction Act, is ‘one of the most significant laws in our history.’” (Maegan Vazquez and Donald Judd, “Biden signs Inflation Reduction Act into law,” [CNN](#), 8/16/22)

The Inflation Reduction Act includes an extension and improvement of the U.S. electric car tax credit, which would be applicable to SUVs with MSRPs of as much as \$80,000, and joint filers making up to \$300,000 would be eligible for the credit whereas the median household income in the U.S. was \$67,521 in 2020:

- **The Inflation Reduction Act includes an extension and improvement of the U.S. electric car tax credit.** “The Senate has voted to pass the Inflation Reduction Act, which includes nearly \$400 billion over 10 years in funding for climate and energy related programs, and an extension and improvement of the US electric car tax credit.” (Jameson Dow, “Senate improves EV tax credit in largest climate bill ever,” [Electrek](#), 8/7/22)
- **The Inflation Reduction Act would renew a \$7,500 electric vehicle tax credit until the end of 2032.** “The main portion of the bill our readers will be interested in is the \$7,500 electric vehicle tax credit, which is renewed starting in January 2023 and will last a decade – until the end of 2032.” (Jameson Dow, “Senate improves EV tax credit in largest climate bill ever,” [Electrek](#), 8/7/22)
- **Tax credits would be applicable to SUVs with MSRPs of as much as \$80,000.** “Further, vehicles must have an MSRP of under \$55K for cars and \$80K for SUVs, trucks and vans, otherwise they don’t count, leaving out several Tesla configurations and trucks like the USA-made Rivian.” (Jameson Dow, “Senate improves EV tax credit in largest climate bill ever,” [Electrek](#), 8/7/22)
- **The tax credit would be available to single tax filers with an income of up to \$150,000, head of household filers with an income of up to \$225,000, and joint filers with an income of up to \$300,000.** “Additionally, the credit would be unavailable to single tax filers with modified adjusted gross income above \$150,000. For married couples filing jointly, that income limit would be \$300,000, and for individuals who file as head of household, \$225,000.” (Sarah O’Brien, “Buying a car and want to go electric? Inflation Reduction Act extends \$7,500 tax credit – but with price, income caps,” [CNBC](#), 8/10/22)

- **According to the U.S. Census Bureau, the median household income was \$67,521 in 2020.** “Median household income was \$67,521 in 2020, a decrease of 2.9 percent from the 2019 median of \$69,560 (Figure 1 and Table A-1). This is the first statistically significant decline in median household income since 2011.” (U.S. Census Bureau, “Income and Poverty in the United States: 2020,” [Report](#), 9/14/21)

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### **The Inflation Reduction Act imposes a first-time fee on methane emissions, which could contribute to higher bills for natural gas customers, including families and small businesses:**

- **The Inflation Reduction Act would reinstate and increase a long-lapsed tax on crude and imported petroleum products to 16.4 cents per barrel, which would be paid by US refineries receiving crude oil and importers of petroleum products.** “The climate and tax spending deal announced last week by Senate Majority Leader Chuck Schumer and Senator Joe Manchin could cost billions in new taxes. The legislation, which may get a Senate vote as soon as this week, would reinstate and increase a long-lapsed tax on crude and imported petroleum products to 16.4 cents per barrel, according to a summary of the plan released Sunday by the Senate’s tax-writing committee. The fee would be paid by US refineries receiving crude oil and importers of petroleum products, according to the Congressional Research Service, which said proponents of the taxes believe they reflect a ‘polluter pays’ mentality.” (Ari Natter, “Manchin Spending Deal Includes Billions in Oil Import Taxes,” [Bloomberg](#), 7/31/22)
- **The Inflation Reduction Act would impose costs on the oil and gas industry, including a first-time fee on methane emissions and increases in the royalty rate payable on oil and gas produced on federal land.** “The 725-page spending bill, which includes some \$370 billion in spending to help fight climate change, would also impose other costs on the oil and gas industry, including a first-time fee on methane emissions and increases in the royalty rate payable on oil and gas produced on federal land.” (Ari Natter, “Manchin Spending Deal Includes Billions in Oil Import Taxes,” [Bloomberg](#), 7/31/22)
  - **In 2021, the American Gas Association warned that a methane fee would likely contribute to higher bills for natural gas customers, including families and small businesses.** “New fees or taxes on energy companies will raise costs for customers, creating a burden that will fall most heavily on lower-income Americans. While we appreciate that the details of the methane fee proposal are still under development, based on similar proposals introduced earlier this Congress, we estimate that the fee could amount to tens of billions of dollars annually. These major new costs most likely

will result in higher bills for natural gas customers, including families, small businesses, and power generators. In one scenario, we estimate that such a fee could result in the average customer seeing an approximate increase of 17% in their natural gas bill, or over \$100 per year for the average American family. <sup>2</sup> We also estimate that the proposal could put more than 100,000 American jobs at risk.” (Letter, [American Gas Association](#), 9/7/21)

- **According to Americans For Tax Reform, the Inflation Reduction Act would impose a regressive tax on American oil and gas development that will drive up the cost of household energy bills in violation of Biden’s pledge not to raise taxes on anyone making less than \$400,000 a year.** “The bill imposes a regressive tax on American oil and gas development. The tax will drive up the cost of household energy bills. The Congressional Budget Office estimates the natural gas tax will increase taxes by \$6.5 billion. The tax hike violates President Biden’s tax pledge to any American making less than \$400,000 per year. Biden administration officials have repeatedly admitted taxes that raise consumer energy prices are in violation of President Biden’s \$400,000 tax pledge.” (Mike Palicz, “\$6.5 Billion Natural Gas Tax Which Will Increase Household Energy Bills,” [Americans For Tax Reform](#), 8/7/22)