

State of Vermont

House of Representatives



Montpelier, Vermont

Joint House Resolution

J.R.H. 17

Joint resolution opposing the U.S. Environmental Protection Agency's proposed rollback of federal motor vehicle emission standards

Offered by: Representatives McCormack of Burlington, Ancel of Calais, Bartholomew of Hartland, Briglin of Thetford, Carr of Brandon, Chesnut-Tangerman of Middletown Springs, Christie of Hartford, Deen of Westminster, Emmons of Springfield, Forguites of Springfield, Graham of Williamstown, Hooper of Montpelier, Keefe of Manchester, Keenan of St. Albans City, Kitzmiller of Montpelier, Mrowicki of Putney, Noyes of Wolcott, O'Sullivan of Burlington, Parent of St. Albans Town, Sharpe of Bristol, Sheldon of Middlebury, Sibilia of Dover, Sullivan of Burlington, Wood of Waterbury, Yacovone of Morristown, and Yantachka of Charlotte

Whereas, the federal Greenhouse Gas Emission Standards, the Corporate Average Fleet Efficiency (CAFE) Standards, and the waiver allowing California vehicle emission standards to be more stringent than those of the federal government have saved tens of thousands of American lives, reduced U.S. carbon emissions by millions of tons of CO₂, and saved American motorists billions of dollars in fuel costs, and

Whereas, these programs and the waiver authority are under the jurisdiction of the federal Clean Air Act (the Act), and have contributed to a modern automobile that lasts longer, requires far fewer tune-ups, pollutes the air considerably less, and requires less fuel to operate, and

Whereas, in the 1970s, U.S. Representative James Jeffords fought for the strongest possible auto emission standards and unsuccessfully advocated for a minimum mileage standard instead of the adopted average standard, and

Whereas, Vermont has joined with other states and the District of Columbia, including Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, and Washington in adopting the more stringent California vehicle emissions standards, and

Whereas, if fuel efficiency had not improved from 2005 through 2015, including the current standards adopted in 2012, households would have spent 25 percent more on fuel, and

Whereas, even with the slightly higher purchase price that is attributable to incorporating the technology required to comply with the 2012 standards, the average new vehicle buyer starts saving during the first month of ownership, and

Whereas, the International Council on Clean Transportation recently found that, due to technology improvements and innovation, compliance costs for

model years 2022–2025 will be 34 percent to 40 percent lower than originally projected, and

Whereas, auto manufacturers are already complying with the 2012 standards, and more than half of the new vehicles introduced in 2017 already meet the 2020 level of the standards, and 32 percent comply with the 2025 level, and

Whereas, Synapse Energy Economics has reported that the 2022 and 2025 new standards will create more than 100,000 U.S. jobs in the auto industry by 2025 and more than 250,000 by 2035, and

Whereas, the American Lung Association recently released a poll showing that voters overwhelmingly support the U.S. Environmental Protection Agency’s (EPA) current fuel efficiency standards for cars, SUVs, and light trucks in model years 2022 to 2025, and the poll also found that nearly seven in 10 voters want EPA to leave current fuel efficiency standards in place, and

Whereas, the best-selling passenger car in America — while being more fuel efficient — earned the National Highway Safety Traffic Administration’s highest-possible 5-star rating in every safety category and earned a 2017 Top Safety Pick Plus designation from the Insurance Institute for Highway Safety, now therefore be it

Resolved by the Senate and House of Representatives:

That the General Assembly commends the Agency of Natural Resources and the Vermont Attorney General for their expressed opposition to the EPA’s proposal to roll back any of the Greenhouse Gas Emissions or CAFE Standards or to revoke the emissions waiver granted to California under the Act, and be it further

Resolved: That the General Assembly urges the Vermont Attorney General to join in any legal action against the EPA’s authority to adopt these regulatory changes, and be it further

Resolved: That the Secretary of State be directed to send a copy of this resolution to the EPA Administrator, the Secretary of Natural Resources, the Vermont Attorney General, and the Vermont Congressional Delegation.