

To the office of U.S. Senator Pete Ricketts

Re: SJRES 207 (119th Congress), A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to "California State Motor Vehicle Pollution Control Standards; Notice of Decision Granting a Waiver of Clean Air Act Preemption for California's Advanced Clean Car Program and a Within the Scope Conformation for California's Zero Emission Vehicle Amendments for 2017 and Earlier Model Years". • Latest action (2026-08-05): Read twice and referred to the Committee on Environment and Public Works. VFA SI Solution #232 • published 2026-08-07 • <https://www.valuesforamerica.com/solutions/232>
Office of record (Congress.gov): 139 Russell Senate Office Building Washington, DC 20510, Washington, DC • (202) 224-4224

National Vehicle Emission Standards Harmonization Act

The measure, as described from the official record: To overturn the EPA's waiver allowing California to set its own stricter vehicle emission standards, aiming to prevent regulatory fragmentation and the economic burden of multiple state standards on automobile manufacturers and interstate commerce.

THE PROPOSAL

Congress finds that a single national standard for vehicle emission standards is essential to protect interstate commerce, reduce compliance costs, and ensure consistent environmental protection across all states. The current patchwork of state-specific standards, including California's Advanced Clean Car Program and Zero Emission Vehicle amendments, imposes undue burdens on manufacturers and consumers without achieving corresponding environmental benefits beyond what a robust national standard could provide.

Within 18 months of enactment, the Administrator of the Environmental Protection Agency shall issue a final rule establishing uniform tailpipe emission standards for light-duty vehicles that are at least as stringent as the strictest state standard in effect on the date of enactment, including California's program. The rule shall be based on best available technology, cost-effectiveness analysis, and public health considerations. The Administrator shall consult with the National Academy of Sciences and the Department of Energy in developing the rule.

Upon the effective date of the final rule, the waiver granted to California under Clean Air Act Section 209(b) for the Advanced Clean Car Program and the Zero Emission Vehicle amendments for 2017 and earlier model years shall be deemed withdrawn. No state may adopt or enforce its own emission standards for light-duty vehicles that differ from the federal standard established under this Act. The federal standard shall apply uniformly in all states.

The Administrator shall conduct a comprehensive study of the economic, environmental, and public health impacts of the national standard, including its effect on vehicle prices, consumer choice, and air quality. The study shall be submitted to Congress within 3 years of the rule's effective date, along with recommendations for any adjustments. The rule shall be subject to judicial review under the Administrative Procedure Act.

This Act shall sunset 5 years after the effective date of the final rule, unless reauthorized by Congress. The national standard established by the rule shall remain in effect after sunset unless the EPA, through a new rulemaking, revises or replaces it.

OPERATIVE PROVISIONS (VFA PROPOSAL)

Funding Source	Appropriations from the general fund, offset by a reduction in the EPA's Existing Compliance Assistance account
Funding Amount	\$50 million for the rulemaking and study, allocated over 3 years
Sunset Years	5 years
Oversight Body	Environmental Protection Agency and the National Academy of Sciences (advisory)
Enforcement Mechanism	EPA enforcement and civil penalties of up to \$25,000 per vehicle for noncompliance; judicial review under the Administrative Procedure Act
Effective Date	Upon enactment

CONSTITUTIONAL BASIS

- Article I, Section 8, Clause 3 (Commerce Clause)
 - Amendment X (federalism balanced by uniform national standard under federal supremacy)
 - Amendment V (Due Process via fair rulemaking and judicial review)
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WHY BOTH SIDES CAN BACK IT (VFA'S ASSESSMENT)

Honors Democratic priorities by establishing a stringent national emission standard that is at least as protective as California's, preserving environmental gains and reducing regulatory complexity for manufacturers. Honors Republican priorities by eliminating state-level regulatory patchwork, creating a single national standard that reduces compliance costs and avoids a fragmented market, while also providing for a cost-benefit analysis and sunset to ensure accountability.

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