



**EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503**

April 28, 2025
(House Rules)

STATEMENT OF ADMINISTRATION POLICY

**H.J. Res. 87 – Joint Resolution Providing for Congressional Disapproval of the Rule
Submitted by the Environmental Protection Agency Relating to “Clean Air Act Waiver:
Zero Emission Trucks”**

(Rep. James, R-MI, and 17 cosponsors)

**H.J. Res. 88 – Joint Resolution Providing for Congressional Disapproval of the Rule
Submitted by the Environmental Protection Agency Relating to “Clean Air Act Waiver:
EV Cars”**

(Rep. Joyce, R-PA, and 34 cosponsors)

**H.J. Res. 89 – Joint Resolution Providing for Congressional Disapproval of the Rule
Submitted by the Environmental Protection Agency Relating to “Clean Air Act Waiver:
Omnibus Low NOX Regulation”**

(Rep. Obernolte, R-CA, and 25 cosponsors)

The Administration strongly supports passage of H.J. Res. 87, H.J. Res. 88, and H.J. Res. 89, joint resolutions to disapprove the rules submitted by the Environmental Protection Agency (EPA) relating to “California Clean Air Act Waivers.”

The Clean Air Act allows California, and only California, to set emissions standards different from the federal standards if the EPA grants a waiver based on a very limited set of findings that the EPA may consider. The previous Administration irresponsibly, arbitrarily, and unlawfully granted waivers that allowed California to implement what was effectively a national electric vehicle (EV) mandate because, in combination with Clean Air Act Section 177, these waivers allow other states to adopt California's EV-mandate policies without any further review or action required on EPA's part. As a result, as of 2024, more than 40 percent of new light-duty vehicle registrations were subject to these more stringent standards, affecting the cost of vehicles and vehicle mix across the entire nation and costing Americans and manufacturers billions of dollars. These waivers are rules of general applicability and prospective effect because they distort the vehicle market across the country and because other states may adopt the standards reflected in the waivers.

These waivers grant one State power to displace federal motor vehicle emissions and fuel economy regulations, destroy consumer choice, impose existential harm on American manufacturers, undermine national security by irreparably weakening the American industrial base, and target for elimination a key part of the American experience and American prosperity—the internal combustion engine and the driving culture that it has fostered. This Administration refuses to make it more difficult for hardworking Americans to choose a safe and affordable vehicle for their families. People should be allowed to choose what kind of car or truck they want to drive.

If these bills were presented to the President in their current form, his advisors would recommend that he sign them into law.

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