

Senate Joint Resolution No. 9—Senator Schneider

FILE NUMBER.....

SENATE JOINT RESOLUTION—Urging Congress to revise certain provisions of federal law relating to hybrid vehicles.

WHEREAS, Congress enacted the Energy Policy Act of 1992 in part to address America's dependence on foreign oil and to advance clean air initiatives by requiring governmental vehicle fleets to use certain alternative fuels in place of gasoline and diesel; and

WHEREAS, Congress revised the Energy Policy Act in 2005 to further advance these same goals; and

WHEREAS, Studies have shown that existing efforts to clean America's air have already resulted in improved health and life spans for the nation's citizens; and

WHEREAS, When the Energy Policy Act of 1992 was enacted, hybrid electric vehicle technology was still in the early stages of development; and

WHEREAS, Under the Energy Policy Act of 2005, hybrid electric vehicles were only allowed to satisfy fleet requirements under certain limited conditions and were subject to burdensome reporting standards; and

WHEREAS, In the years since the enactment of the original Energy Policy Act, hybrid electric vehicles have emerged as mainstream transportation with significantly lower emissions, including those implicated in global warming, and have reduced fuel consumption, thus advancing Congress's intent in enacting the Energy Policy Acts; and

WHEREAS, The automobile industry produces only a limited number of alternative fuel vehicles, Honda being the sole manufacturer with a compressed natural gas vehicle; and

WHEREAS, The alternative fuel supply infrastructure is still slowly developing, and most fuels have some limitation on their availability, such that E85, the term for an alternative fuel blend of 85 percent ethanol and just 15 percent gasoline, is readily available only in the Midwest, while propane is largely limited to light trucks, biodiesel is still in its infancy, there are no vehicles capable of using methanol and all-electric vehicles remain scarce; and

WHEREAS, While some parties oppose inclusion of hybrids under the Energy Policy Act because they use gasoline, a recent study by the United States Government Accountability Office showed that 92 percent of the federal alternative fuel fleet actually runs on standard gasoline; and



WHEREAS, Flex-fuel vehicles tend to be bigger and less fuel-efficient, leading one official from the Government Accountability Office to conclude that federal fleet operators would have been better off if they had just purchased regular vehicles that were more fuel efficient; and

WHEREAS, Given this recognized exception to achieving the goals of the Energy Policy Act, hybrid technology should be embraced as a more practical way to reduce emissions, lessen the use of foreign oil and save public money, the latter result being of particular importance in these stressful economic times; and

WHEREAS, These vehicles have been well received by both public and private users, and greater use of hybrids in public fleets will help government lead by example in this important area; now, therefore, be it

RESOLVED BY THE SENATE AND ASSEMBLY OF THE STATE OF NEVADA, JOINTLY, That the Nevada Legislature urges the Congress of the United States to enact legislation authorizing hybrid electric vehicles to fully qualify for compliance under the Energy Policy Act; and be it further

RESOLVED, That the Secretary of the Senate prepare and transmit a copy of this resolution to the President of the United States, the Vice President of the United States as the presiding officer of the United States Senate, the Speaker of the House of Representatives and each member of the Nevada Congressional Delegation; and be it further

RESOLVED, That this resolution becomes effective upon passage.

