



Wisconsin Automobile & Truck Dealers Association

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**State global-warming bill touted as “Jobs Act” would cost jobs
in Wisconsin’s automotive sector, state auto dealers association says**
No need here for problematic “California Cars” standard buried deep in bill.

MADISON -- As Wisconsin lawmakers held their first hearing on newly introduced state legislation intended to address global warming, the Wisconsin Automobile & Truck Dealers Association expressed strong opposition to the sweeping measure. In particular, WATDA is opposing a little-noticed provision – buried deep within the legislation – that would require an onerous and unnecessary “California Cars” standard in Wisconsin.

This measure is called the ‘Clean Energy Jobs Act,’” Bill Sepic, WATDA president, said. “In our state’s automotive sector, already hard-hit by recession, that name could not be farther from the truth. We feel certain that this measure – if it’s enacted – would cost our state good, well-paying auto-related jobs and extract more money from car buyers for no real environmental benefit.”

The Senate Select Committee on Clean Energy held a state Capitol hearing this morning on the Senate version of the bill (S.B. 450). Senate and Assembly companion bills were introduced Jan. 6 to implement recommendations of Gov. Jim Doyle’s Global Warming Task Force.

Sepic said the global-warming bill’s California Cars standard would limit sales and boost prices for SUVs, pick-up trucks and minivans in Wisconsin. In doing that, he said, it would turn the state into an island for purposes of motor-vehicle sales. He predicted that the legislation would cause Wisconsin dealerships near the state’s borders to lose sales to neighboring states, where many consumers would head to purchase their vehicles of choice.

“Wisconsin is the only Midwestern state we know of that’s even contemplating adopting California’s emissions standards,” Sepic said.

WATDA also opposes the global-warming bill’s California Cars provision, Sepic said, because it is unnecessary. He said the Obama Administration is already drafting federal tailpipe-emissions regulations that would meet and exceed the California standard. The emerging federal standard would apply in Wisconsin, he said, unless the state adopts the more onerous California regulations. He said WATDA supports the federal standard.

Sepic said that turning over Wisconsin’s regulatory authority for emissions to non-elected California bureaucrats would have many unintended consequences for Wisconsin motor-vehicle buyers. “We shouldn’t subject Wisconsin to an inflexible system that was designed for California and that -- by law -- cannot be customized to address Wisconsin’s unique climate, transport pollutants or economy,” Sepic said.

“We are asking the governor and state lawmakers to understand that the California Cars provision of this global-warming legislation would cost Wisconsin jobs for no true benefit,” Sepic said.

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