



Dear Journalist,

America's historic standards for fuel-efficient, low-pollution cars are about to face a mid-term review. As indicated below, the data is in – clean car standards are driving innovative new technologies, cutting our dependence on oil, reducing pollution, saving families money at the gas pump and strengthening American competitiveness. We should be revving forward to cleaner cars not looking in our rear view mirrors.

The U.S. Environmental Protection Agency (EPA) and National Highway Traffic and Safety Administration (NHTSA) are expected to imminently release a [Draft Technical Assessment Report](#) that will look at the fuel efficiency technology and costs for cars and light trucks under the second-phase [Clean Car Standards](#).

In 2012, EPA and NHTSA jointly finalized national greenhouse gas reduction and fuel efficiency standards for new cars and passenger trucks for model years 2017 to 2025. The standards are expected to double the average fuel economy of the nation's fleet of cars and light trucks to **54.5 miles per gallon**. The current standards built on the first phase of standards adopted earlier for model years 2012 to 2016. The historic program won broad support from [automakers](#), the [United Auto Workers](#) union, [small businesses](#), [consumers](#), [national security groups](#), [economists](#), and health and environmental groups [including EDF](#).

As part of the rulemaking establishing the second phase Clean Car standards, EPA and NHTSA are conducting a [mid-term review](#). Regulators will consider feedback from industry and the public and then decide whether to adjust target goals for model year 2022 to 2025 vehicles. The process will officially kick off with the release of the [Draft Technical Assessment Report](#), after which there will be a public comment period.

The second-phase Clean Car standards have already been delivering tremendous benefits to Americans, and the technologies needed to meet the standards are readily available. **Reaffirming the standards is critical to continue to drive technological advances, and make sure that our families and communities continue to get the significant health, environmental, national security and economic benefits of this historic program.**

Today's cars and passenger trucks account for about 40 percent of all U.S. oil consumption and almost 20 percent of all U.S. climate pollution. According to EPA, if we protect the current strong goals for the standards, they will deliver the following benefits:

- Consumers will save **\$1.7 trillion** at the pump over the life of the program
- Families that buy a new car in 2025 will save **\$8,000 in fuel costs** over the life of the car
- We'll reduce our oil use by **12 billion barrels** over the life of the program
- By 2025 we'll see oil savings of **two million barrels per day** – almost half of what we now import daily from OPEC
- We'll eliminate **six billion metric tons of climate pollution**
- We'll almost **double our fuel economy performance** by 2025

The Clean Car standards reflect what American consumers already want, and they are already encouraging the creation of cars that are improving our air quality and boosting our economy. A JD Power report shows that consumers continue to rate fuel economy as [one of their top criteria](#) when shopping for a new car, even when gas prices are low. And according to [EPA's Fuel Economy Trends Report](#), new vehicle fuel economy is at the highest level ever recorded and likely the highest of all-time. Fuel economy has increased by five miles per gallon, or 26 percent, across the fleet since model year 2004.

Many of America's most popular cars and trucks are already meeting the goals of the Clean Car standards. Here are some success stories:

According to the [Consumer Federation of America](#), model year 2016 is the third year in a row in which more than half of all passenger car and truck models offered for sale in the United States meet or beat the national standards. (Automakers must meet fuel-efficiency requirements on an average basis across fleets and vehicle classes, so some models can be below the standard as long as others exceed them)

- The Ford-150, the most popular passenger truck in the U.S., has models that [already meet standards](#) for 2021, as do the Toyota Rav4, Chevy Malibu hybrid and Chevy Cruze. The 2014 Toyota Highlander meets standards for 2020.
- Each Ford-150 bought in 2015 will use about [180 fewer gallons of gas a year](#) than in the absence of the standards, and will save its owner eight trips to the gas station and \$300 to \$700 per year, depending on the price of fuel.
- The Honda Civic and the Scion iA already [meet 2023 standards](#).
- The Chevrolet Volt, Toyota Prius, Chevrolet Spark and Smart ForTwo [meet standards for 2025](#).
- Every Mazda model now meets or beats the fuel efficiency target for its vehicle class, a [first-ever achievement](#) for an automaker that relies on internal combustion engines.
- The 2016 Toyota Prius gets [52 miles to the gallon](#) – which means it goes farther on a gallon of gasoline than any other vehicle.

The Clean Car standards will benefit the broader U.S. economy as well. A Ceres and Citi Investment Research report found that suppliers and automakers – especially the Detroit Three – can expect [increased profits and sales](#) under the standards.

Auto manufacturers are now moving to deploy the next generation of cars and passenger trucks – a generation that offers the promise of lower fuel bills, cleaner air, and energy independence. Cars and trucks with new, clean, fuel-efficient technologies are arriving well ahead of schedule and are being embraced by buyers. Now is not the time to run from progress. Now is the time to embrace the future, to embrace American innovation, and to reaffirm our commitment to a clean transportation system. **EPA and NHTSA should reaffirm our strong, protective Clean Car standards -- and America should drive forward to cleaner cars and a stronger economy.**

EDF will host a teleconference later today to talk more about the mid-term review for America's clean cars – more information about that will be sent separately, and we hope you can join us. You can also find more about the Clean Car standards on [our website](#), or feel free to call me.

Sincerely,

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