



**FOR IMMEDIATE RELEASE**

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## **MEDIA ADVISORY**

### **U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA) ANNOUNCES FINAL GHG EMISSIONS STANDARDS FOR LIGHT-DUTY VEHICLES FOR MODEL YEARS 2023 THROUGH 2026**

Today, the [U.S. Environmental Protection Agency](#) (EPA) announced the [final GHG emissions standards](#) for light-duty vehicles sold in model years 2023-2026. In response to [testimony](#) and [comments](#) from EPN, as well as from other stakeholders, EPA significantly strengthened the model year 2026 standard by an additional 10 grams per mile, or 6 percent, relative to the agency's [August 10 proposal](#). Cumulatively over the four years, the new light-duty vehicle standards will decrease by 27 percent, or about 7 percent per year, improving public health and saving drivers money at the pump. [Watch the live event at 11:30 AM ET.](#)

**EPN members Jeff Alson and Mustafa Santiago Ali, PhD, issued the following statements in response to today's announcement, and also are available for interviews:**

**Jeff Alson, former Senior Engineer and Policy Advisor, EPA Office of Transportation and Air Quality**

"Given that transportation is the leading source of climate pollution, EPA's new car greenhouse gas standards for model years 2023 through 2026 represent an important first step to address the climate crisis and protect the health and future of Americans. I commend the Biden administration and EPA Administrator Michael Regan for allowing EPA staff to once again use its world-class scientific and technical expertise to protect public health and the planet.

"EPA must now immediately turn its attention to the critical challenge of developing multi-pollutant emissions standards for 2027 and later that will drive US car sales to near-100-percent zero emissions by the early 2030s in order to meet national climate and air quality goals, and provide a level playing field for those automakers who want to be leaders in the emerging global electric vehicle market. The uncertainty around the Build Back Better legislation means that strong rulemaking for 2027 and beyond is both more challenging and more critical."

**Mustafa Santiago Ali, PhD, Vice President for Environmental Justice, National Wildlife Federation  
Former Assistant Associate Administrator, EPA Office of Environmental Justice**

"Over 100,000 people die prematurely from air pollution every year in America and because of failed policies riddled with racism and biases, Black, Brown and lower wealth children are constantly bombarded with polluted air from the tailpipes of cars and trucks that is slowly asphyxiating them one toxic breath at a time. Those same emissions are playing a significant role in warming our planet and driving the climate crisis, which hits environmental justice communities first and worst over and over again.

"The critical action taken today by EPA Administrator Regan is critical to help break the impact cycle that can lead to long-overdue systemic change and the ending of the sacrifice zones that have damaged vulnerable and lower

wealth communities for decades. Now is the time to do better and provide our next generation with a cleaner and brighter future. My grandmother says, ‘when you know better, do better.’ Now is our opportunity to act—to save lives, save our planet, and create new jobs.”

#### **Additional EPN Actions**

**December 18**, Op Ed by Jeff Alson: [Why the Midwest Should Lead on Electric Vehicles](#)

**August 25**, EPN presented [testimony](#) at a virtual public hearing on EPA’s proposal to revise the GHG emissions standards for light-duty vehicles for 2023 and later model years to make the standards more stringent. EPN urged the agency to prioritize a post-2026 rule that establishes a clear regulatory pathway to achieve near-100-percent zero-emissions car and light truck sales by 2035.

**September 24**, EPN submitted [comments](#) on EPA’s proposal. EPN urged EPA to consider ways to strengthen the combination of standards and flexibilities so that greater progress is made towards zero-emissions cars and light-duty trucks given the dire need to reduce GHGs from the transportation sector to help address climate change, and emphasized that any changes to the proposal should be in the direction of increased stringency and greater progress to electrification.

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#### **ABOUT THE ENVIRONMENTAL PROTECTION NETWORK**

Founded in 2017, the [Environmental Protection Network](#) (EPN) harnesses the expertise of more than 550 former EPA career staff and confirmation-level appointees from Democratic and Republican administrations to provide the unique perspective of former regulators with decades of historical knowledge and subject matter expertise. For more information, read EPN’s [Resetting the Course of EPA Report](#) and Reset paper providing detailed recommendations for [Reducing Air Emissions from Mobile Sources](#).