NATIONAL CONSUMERS LEAGUE
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Support Robust Tailpipe Emission Standards

Slamming the brakes on tailpipe emission standards harms consumers

July 1, 2026

VOTE NO on CRA Resolutions Inflicting Pain and the Pump and Exacerbating the Affordability Crisis

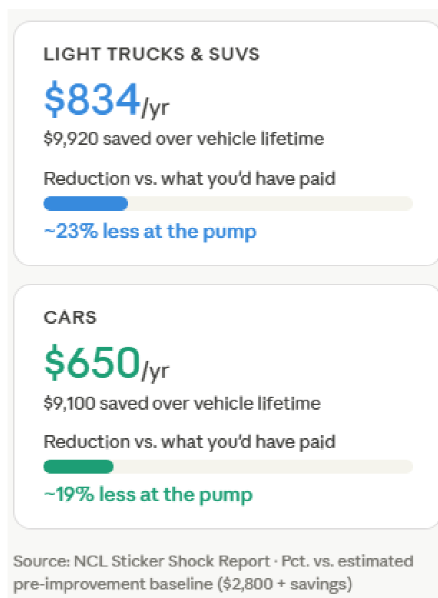
Oppose Congressional Review Act (CRA) resolutions revoking states' authority to enforce the Advanced Clean Cars I (ACC I) and Greenhouse Gas Emission Standards – 2009 and Subsequent Model Years. These vehicle emission standards, adopted in full or in part by 17 states, benefit all Americans by reducing pain at the pump and easing the affordability crisis.

PAIN AT THE PUMP

- **Gasoline expenses are straining household budgets.** Each year, households spend approximately $2,800, or 3.7 percent of household budgets, on gasoline.

- **Cleaner vehicles use less fuel.** Features designed to reduce tailpipe emissions can help reduce gasoline expenses, as less gasoline consumed results in fewer pollutants emitted.

- **Costs are low when tailpipe emission standards are high.** Improvements in clean vehicle technology since 2002 save owners of 2024 light trucks and SUVs $9,920 in avoided gasoline expenditures over the vehicle's lifecycle, amounting to $834 in annual savings. Owners of 2024 cars save $9,100 in avoided gasoline expenditures over the vehicle's lifecycle, amounting to $650 in annual savings.



VEHICLE AFFORDABILITY

- **The American people do not have to choose between vehicle affordability and fuel efficiency, public health, and environmental stewardship.**

- **Vehicle prices are on the rise.** Since 2002, average expenditures per new vehicle have increased by nearly $23,350, reaching $47,451 per new vehicle. When adjusted for inflation, average expenditures per new car have decreased by $5,773, average expenditure per new light truck increased by $3,868, and average expenditure per new passenger vehicle (i.e., cars and light trucks combined) increased by $4,502.

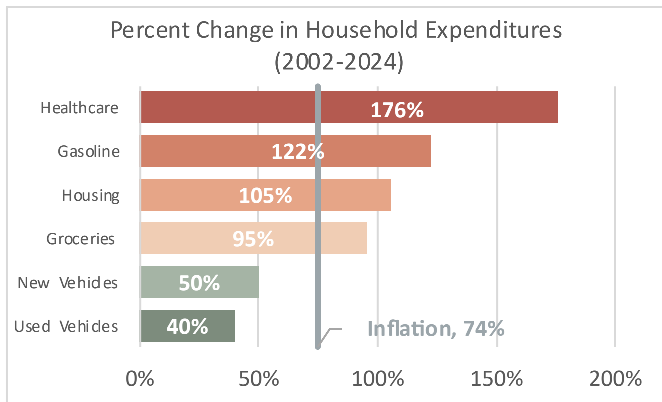
- **Clean vehicle features have had a minimal effect on vehicle prices.** Equipment upgrades—which include changes in clean vehicle technologies, comfort, convenience, durability, and nonmandatory safety improvements—account for only $3,040, or 13 percent, of the increase in average expenditures per new passenger vehicle since 2002.

Of the $23,350 increase in new vehicle prices since 2002, fuel economy features account for just:

Fuel economy & equipment upgrades · **$3,040**   All other factors · **$20,310**

Source: National Consumers League Sticker Shock Report · Pct. calculated against estimated pre-improvement baseline ($2,800 + savings)

BUDGETARY PRESSURE



Source: National Consumers League Sticker Shock Report

- **Strong tailpipe emission standards alleviate household budgetary pressures.** Since 2002, average household expenditures on new and used vehicles rose 50 percent and 40 percent, respectively, well below the 74 percent increase in inflation over that period. Average household expenditures on healthcare, education, housing, and vehicle ownership (i.e., gasoline, insurance, maintenance & repair, and financing costs) rose far faster, putting a significant strain on household budgets.

- **Weak tailpipe emission standards increase budgetary pressures.** Fuel consumption may rise as tailpipe emission standards are weakened, further increasing vehicle ownership costs. More pollutants may result in more avoidable illnesses and death, exacerbating healthcare costs.

The data doesn't lie. Weakening tailpipe emission standards will increase pain at the pump and deepen the affordability crisis.

FOR MORE INFORMATION:

Scan the QR code or use this link to access the National Consumers League's Sticker Schock report.

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