

**Statements from:
Environmental Defense Fund
Union of Concerned Scientists
Sierra Club
Environment California**

FOR IMMEDIATE RELEASE

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Statement by EDF Executive Director David Yarnold on Presidential Actions on Energy and Climate:

(Washington, DC- January 26, 2009) “President Obama’s action today is a bold first step toward fixing some tough problems. The President is being very smart about this, looking at the economy and environment in a comprehensive way. He’s rejecting the approach that brought us failing car companies and more pollution, and moving to create jobs, cut our oil addiction, and protect the environment.

“The President’s announcement, along with his determination to move forward on a cap on carbon pollution, shows us that he really gets it. I think President Obama, the business community, and the American people are tired of the same old arguments and scare tactics – there is an emerging consensus that we need to build a new economy that creates jobs *and* protects our environment.

“The President plan -- including the next step of a cap on carbon pollution -- means more new jobs, a rebirth for the American auto industry, and less global warming pollution. If today’s announcement is the start of a comprehensive policy like that, I’d say that’s pretty darn good for the first week in office.”

Statement by EDF California Initiative Campaign Director Derek Walker on the President Obama's Announcement on California Clean Cars:

“The President’s action today will cut global warming pollution, reduce America’s dependence on foreign oil and strengthen our national security, and save American families money at the gas pump.

“President Obama and Governor Schwarzenegger provide a powerful bipartisan punch in the fight against global warming. By working together, America can forge lasting solutions that revitalize our economy and address the climate crisis. The President’s leadership gives Americans hope that we will win the race against time to enact a national cap on heat-trapping gases and build a prosperous clean energy economy.

“The approach is also good news for families in tough economic times. California found that low-income households driving a clean vehicle would reduce gasoline consumption by about 100 gallons annually and would save about \$360 in fuel costs alone in 2020, assuming a gas price of \$3.67 a gallon. The net savings for low income households are projected to be \$300 a year when the annualized costs are included.

“California’s program provides for a flexible fleet-wide average to achieve the standards, which were scheduled to take effect for new vehicles beginning in model year 2009. California estimates that by 2020, the standards would secure an 18 percent reduction in overall greenhouse gas emissions from passenger cars. The standards can be readily achieved through available engine technologies, cleaner fuels and mitigation of air conditioning emissions.”

Background

Pollution from Cars Has Risen

Cars and light trucks are one of America’s largest sources of global warming pollution, and the fastest growing. Cars and light trucks account for nearly one-third of greenhouse gas emission in California and about 16 percent of U.S. global warming pollution. Nationally, this pollution soared by 25 percent between 1990 and 2005.

California and Bipartisan States Have Led the Way

In a 2002 landmark law, California enacted the nation’s first ever binding limits on global warming pollution from passenger vehicles. Thirteen bipartisan states across the country have adopted California’s standards and are waiting favorable EPA action to enforce the greenhouse gas emission limitations, including: Arizona, Connecticut, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington. States such as Colorado, Florida, Iowa, North Carolina, and Utah are considering adoption of the Clean Cars program. Collectively, motor vehicles in these states comprise about one-half of the U.S. market and half the U.S. population.

A Flexible Program to Cut Heat-Trapping Gases From Passenger Vehicles

California’s program provides for a flexible fleetwide average to achieve the standards, which were scheduled to take effect for new passenger vehicles beginning in model year 2009. The program is projected to cut emissions from new vehicles 30 percent by 2016. Assuming retirements of existing vehicles and penetration of new cleaner vehicles in the fleet, California estimates that by 2020, the standards would secure an 18 percent reduction in overall greenhouse gas emissions from passenger cars. The standards can be readily achieved through available engine technologies, cleaner fuels and mitigation of air conditioning emissions.

Progress Obstructed by the Bush Administration.

California requested a preemption waiver under the Clean Air Act in 2005. But the Bush administration's EPA denied the request. Under federal law, EPA shall grant California's request to administer more protective motor vehicle emission standards unless EPA affirmatively finds that the state does not need the standards to meet compelling and extraordinary conditions. EPA denied California's request in 2008, the first time in over thirty years EPA has issued a denial despite reviewing and granting more than 50 waiver requests from California.

Governor Schwarzenegger Asks President Obama to Take Corrective Action

Last week, California's Republican Governor Arnold Schwarzenegger formally asked President Barack Obama to "immediately reconsider" the Bush administration's 2008 denial of California's Clean Cars program to cut global warming pollution. In a January 21, 2009 letter calling the denial by the Bush administration's EPA "fundamentally flawed," Governor Schwarzenegger said approving California's landmark program "will not only reduce these emissions, but will also save drivers money and reduce our nation's dependence on imported oil."

Fuel Cost Savings for Low Income Households

California found that low-income households driving a clean vehicle would reduce gasoline consumption by about 100 gallons annually and would save about \$360 in fuel costs alone in 2020, assuming a gas price of \$3.67 a gallon. The net savings for low income households are projected to be \$300 a year when the annualized costs are included.

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Environmental Defense Fund, a leading national nonprofit organization, represents more than 500,000 members. Since 1967, Environmental Defense Fund has linked science, economics, law and innovative private-sector partnerships to create breakthrough solutions to the most serious environmental problems. For more information, visit www.edf.org

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Sierra Club Praises Obama for Action on Clean Cars

Washington, DC: In anticipation of President Obama's Monday announcement that he will direct EPA to review whether to grant California a waiver for its clean car law, the Sierra Club issued the following statement from Executive Director, Carl Pope:

"This action deserves the loudest applause. President Obama is making good on campaign promises and sending yet another clear signal that global warming and a clean energy economy are top priorities for his administration. By beginning this process and directing EPA to review the Bush administration's lack of action, President Obama is turning the Federal Government into a force for positive change instead of a roadblock.

"Fifteen states are waiting to implement this clean car law (including DC) and other states are poised to adopt it. We are optimistic that after proper review, EPA will grant the waiver--this will give these states the greenlight to tackle global warming pollution from cars and light trucks."

"Taking action on the clean car waiver was one of the top items Sierra Club has been encouraging Obama to take on global warming as soon as possible as part of a "Clean Slate" agenda. This is one more part of President Obama's vision for creating demand for clean technologies that in turn create new jobs in the U.S. --all while curbing global warming at the same time."

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FOR IMMEDIATE RELEASE
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OBAMA OPENS THE DOOR TO STATES IMPLEMENTING CLEAN CAR LAW

STATEMENT BY UNION OF CONCERNED SCIENTISTS PRESIDENT KEVIN KNOBLOCH

WASHINGTON (January 26, 2009) -- President Obama today instructed the Environmental Protection Agency to reconsider the Bush administration's denial of a request by California and more than a dozen other states to implement global warming pollution standards for cars and trucks. The president also directed the Department of Transportation to set fuel economy standards for 2011 and reconsider the methodology for standards in the years that follow.

Below is a statement by Union of Concerned Scientists President Kevin Knobloch. Knobloch was present today at the White House when President Obama made his announcement.

"This is a clean break from the previous administration's do-nothing approaches on global warming and U.S. oil dependence. Reconsidering the waiver denial is a clear indication that the new administration is ready to lead on energy and global warming.

"With this announcement, President Obama is beginning to make good on his campaign pledge to restore science to its rightful place in federal policymaking. I'm confident the administration will heed the advice of EPA staff scientists, grant the waiver, and take necessary steps to implement nationwide greenhouse gas standards for vehicles. If EPA Administrator Lisa Jackson follows through with her promise to keep the process transparent, we'll know the role science played in this decision.

"This is the first of a number of campaign promises President Obama needs to fulfill when it comes to bolstering our economy and protecting the environment. Cleaner cars will strengthen our domestic auto industry. Cutting emissions from the transportation sector is critical to avoiding the worst consequences of global warming. By directing the Department of Transportation to revisit federal fuel economy standards, Obama has an opportunity to make even greater gains in cutting our oil consumption and saving consumers money at the pump.

"If the Obama administration grants the waiver, more than a dozen states will be able to exercise their right to have cleaner cars on their roads. All Americans will benefit from having states and the federal government working together to make cars cleaner."

BACKGROUND

Current federal fuel economy regulations, passed by Congress as part of a December 2007 energy bill, requires automakers to produce new vehicles that meet a minimum of 35 miles per gallon (mpg) by 2020. However, the Bush administration failed to finalize the first round of rulemaking under the federal fuel economy law. This leaves the Obama administration the responsibility to set higher fuel economy standards that meet a "maximum feasible" level as prescribed by law. According to a UCS analysis, the Department of Transportation could set standards as high as 35 mpg by 2015 and 42 mpg by 2020.

Given the absence of a federal standard for global warming emissions, California set a standard for vehicles that other states have adopted. The California Air Resources Board has set a standard that will apply from now until 2016 and is creating a second standard that will last until 2020, providing a

long-term signal to automakers that they will have to make cleaner vehicles over time. At this point 13 states and the District of Columbia have adopted California's standard. These states and the nation's capital comprise nearly 40 percent of the U.S. auto market.

According to an analysis by the California Air Resources Board, meeting the bare minimum federal fuel economy standards would result in 912 million metric tons of global warming pollution reductions through 2020. By comparison, nationwide adoption of the California clean car standard would reduce global warming pollution by 1,283 million metric tons -- about 40 percent more -- during the same time period.

For more on the California clean car standard, go to:

www.ucsusa.org/clean_vehicles/solutions/cleaner_cars_pickups_and_suvs/californias-global-warming.htmlb.

For more on federal fuel economy standards, go to: www.ucsusa.org/news/press_release/new-report-says-major-gains-po-0110.html.

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The Union of Concerned Scientists is the leading U.S. science-based nonprofit organization working for a healthy environment and a safer world. Founded in 1969, UCS is headquartered in Cambridge, Massachusetts, and also has offices in Berkeley, Chicago and Washington, D.C. For more information, go to www.ucsusa.org.

Environment California News Release

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OBAMA GIVES CALIFORNIA GREEN LIGHT

Administration to Reverse Bush Denial of California Clean Cars Waiver and Take Action on Other Clean Energy Initiatives

Sacramento - President Obama is expected to announce sweeping clean energy and global warming directives tomorrow morning, winning loud applause from Environment California. The centerpiece of the announcement will be a directive to the U.S. Environmental Protection Agency to reconsider a petition by California for the right to move forward on greenhouse gas emission standards for cars and trucks. Other important clean energy initiatives are also expected to be part of the morning's event such as national fuel efficiency standards for automobiles.

"After being stuck in reverse for eight years when it comes to clean energy and global warming policy, President Obama has taken America from 0 to 60 in six days," said Bernadette Del Chiaro, Clean Energy Advocate with Environment California. "From here on, science and not special interests will be in the driver's seat in America."

At a news event at the U.S. Capitol, President Obama is expected to direct the U.S. EPA to reverse a decision by the Bush administration that denied California and 14 other states including Washington, DC, the freedom to issue clean car standards stronger than the federal government's. While the U.S. EPA still has to officially grant the waiver, a reexamination of the petition based on science will almost assuredly result in a positive outcome for the states.

"California has consistently led the way when it comes to global warming and clean energy initiatives, but our efforts were stymied by the Bush administration," said Del Chiaro. "With the waiver reconsideration, we are confident that California can look forward to cleaner cars and cleaner air."

The Clean Cars Program is a cornerstone of California's plan to reach its 2020 greenhouse gas cap set by the Global Warming Solutions Act of 2006, more commonly referred to as AB 32. The regulations are expected to achieve a 23% reduction in global warming from new vehicles by 2012 and 30% by 2016 while saving California drivers an estimated \$30 at the pump monthly according to the California Air Resources Board.

In addition to the waiver announcement, President Obama is also expected to move forward with tighter fuel economy standards and investments in energy efficiency and renewable energy.

"Solving global warming and reducing America's reliance on fossil fuels with clean energy solutions is a powerful way for President Obama to both protect our environment and spur economic development," said Del Chiaro. "We look forward to working with the President and his administration on additional landmark environmental initiatives in the near future."

Environment California is a statewide environmental advocacy organization working to protect California's air, water and open space. More information about environment California as well as the Clean Cars Program and today's waiver announcement can be found at www.environmentcalifornia.org.