



SETTING THE RECORD STRAIGHT ON GREENHOUSE GASLIGHTING

PERFORMANCE MEASURES



MYTHS VS FACTS



The Federal Government has the legal authority to track and regulate vehicle tailpipe emissions.

VS

Congress twice rejected allowing FHWA to force states to track tailpipe emissions. But that didn't stop FHWA. In response, Florida joined **20** other states in filing a lawsuit against the overreach and two separate courts ruled in our favor.

The ruling noted, "A tailpipe emissions reduction forced on states under the guise of highway planning is just another example of a regulatory elephant squeezed into a statutory mousehole."



FHWA won't penalize states that miss their emissions reduction targets.

VS

Federal Law provides FHWA the authority to determine if a state failed to comply with federal laws or regulations, they can withhold payment, approval of further projects in the State, and take such other action deemed appropriate under the circumstances.



Regulating tailpipe emissions along the nation's highways will not lead to restrictions on Americans' vehicle preferences.

VS

The U.S. accounts for only 15% of global greenhouse gas emissions (compared with 30% for China).

That means U.S. passenger vehicles contribute only 16.4% to the country's 15% share of global greenhouse gas emissions – or less than 2.5%.

For the U.S. to achieve even a 2.5% GHG reduction through this narrow channel would require abolishing all U.S. passenger vehicles.