

National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy Standards (“CAFE”) for Passenger Cars and Light Trucks for Model Years 2022-2031 (SAFE Vehicle Rule III)

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As prepared for delivery

Hello. My name is Harold Wimmer and I’m proud to be serving as the President and CEO of the American Lung Association. The American Lung Association is the nation’s oldest voluntary health organization and for over 120 years, we have been the public’s trusted champion for lung health. Our vision is a world free of lung disease, and a key part of achieving our lifesaving mission is to reduce air pollution. The Lung Association’s annual “State of the Air” report consistently shows that too many people are still breathing in unhealthy air pollution, and it’s having an impact on their health. The transportation sector is one of the largest contributors to that air pollution, which is why I am urging NHTSA (“NIT-suh”) to abandon this proposal to weaken fuel efficiency standards.

The Lung Association has long been a supporter of ensuring the strongest possible vehicle standards and we were pleased when NHTSA and EPA each finalized strong standards in 2024. We know that NHTSA’s goal of more efficient vehicles, and EPA’s goal of less polluting vehicles, go hand in hand to improve the air nationwide. Cleaning up pollution from the transportation sector has been a key priority for the Lung Association for many years. And it’s supported by the public as well. A poll released by the Lung Association in 2024 found that a strong majority of voters supported stricter emissions limits from light-duty vehicles like cars or pickup trucks, which again, go hand-in-hand with NHTSA’s efficiency standards

The public recognizes that strong vehicle standards are a win-win – not only do they save people money when they go to the gas station, they also reduce both air and climate pollution.

Rolling back these standards threatens the decades of progress that has been made in reducing dangerous air pollution and preventing adverse health outcomes, especially for our most medically sensitive groups, such as children, older adults and those with existing lung disease. There is no reason to weaken standards that are commonsense, technologically feasible and have a direct benefit for air quality.

This action follows other decisions made by EPA in recent months to weaken air pollution safeguards. Actions to allow polluting facilities to avoid complying with air pollution limits, delaying compliance deadlines for oil and gas companies to reduce methane emissions as

well as other planned rollbacks for power plants, vehicles and industrial facilities all compound with this rollback and will lead to dirtier air and worsened lung disease. I urge NHTSA to withdraw this proposal to weaken these important standards that protect public health from emissions from cars and pickup trucks.