



Institute for
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NEW YORK UNIVERSITY SCHOOL OF LAW

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STATEMENT ON FUEL-EFFICIENCY STANDARDS LAWSUIT; NEW REPORT ON ECONOMICS OF EPA DECISION

Today, 18 states filed a [lawsuit](#) challenging the Environmental Protection Agency’s recent move toward weakening emissions standards for cars. In April, EPA [withdrew](#) its prior decision to retain the 2022-2025 automobile greenhouse-gas standards, prompting the lawsuit.

The Institute for Policy Integrity at NYU School of Law has released a new [report analyzing EPA’s decision to withdraw the standards](#). As the report explains, EPA’s basis for withdrawing the standards is not grounded in fact or economic analysis. For example, EPA cites factors such as lower fuel prices and concerns about the growth of electric vehicles as reasons to reverse its earlier decision, but both fuel prices and electric vehicle sales are in fact rising. An analysis of the relevant economic issues clearly reveals that the car standards remain achievable and beneficial to the public.

Jeffrey Shrader, economic fellow at the Institute for Policy Integrity at New York University School of Law and an author of the report, has released the following statement on the lawsuit:

“EPA provided no factual basis for its decision to reverse course on emissions standards. The data supporting the existing standards is robust, and it has not changed significantly since the agency’s thorough review in 2017.”

Bethany Davis Noll, litigation director at the Institute for Policy Integrity at New York University School of Law and an author of the report, has released the following statement:

“In withdrawing the 2022-2025 greenhouse-gas standards, EPA arbitrarily ignored its own prior analysis as well as the facts. The agency is acting without clear justification and creating a lot of legal question marks.”

The report, “[Analyzing EPA’s Fuel-Efficiency Decisions](#)” was authored by Bethany Davis Noll, Peter Howard, Ph.D., and Jeffrey Shrader, Ph.D., of the Institute for Policy Integrity at New York University School of Law.

The authors are available for interviews on the report and lawsuit.

The report is available at: http://policyintegrity.org/files/publications/Analyzing_EPAs_Fuel-Efficiency_Decisions_Policy_Brief.pdf

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