



CREATING GOOD JOBS, A CLEAN ENVIRONMENT, AND A FAIR AND THRIVING ECONOMY

TESTIMONY

**Khari Mosley, Regional Program Manager for Pennsylvania
BlueGreen Alliance**
**Before the U.S. Environmental Protection Agency and the
National Highway Traffic Safety Administration**
***RE: Notice of Proposed Rulemaking on the Safer Affordable Fuel-
Efficient
Vehicles Rule for Model Years 2021-2026 for Passenger Cars and Light
Trucks***
Docket No. NHTSA-2018-0067; EPA-HQ-OAR-2018-0283
September 26, 2018 – Pittsburgh, PA

Thank you for the opportunity to speak today. My name is Khari Mosley, and I am the regional program manager for the BlueGreen Alliance. The BlueGreen Alliance unites America's largest labor unions and environmental organizations, together representing millions of Americans. We thank you for the opportunity to testify today on the proposed Safer Affordable Fuel-Efficient Vehicles Rule

The automotive industry has brought back hundreds of thousands of jobs over the past decade and returned to profitability under our current fuel economy and vehicle greenhouse gas standards. Americans are building innovative new cars, trucks and SUVs. Consumers are buying them at record levels. And, it's understandable why. The innovative vehicles are and will continue to save consumers billions of dollars a year at the gas pump, enhance America's energy security, and support hundreds of thousands of American manufacturing jobs.

But, that progress will be put in jeopardy if we do as the agencies have proposed and freeze the standards. Stepping away from strong certain standards now, we risk sending the next generation of vehicle innovation and jobs overseas.

In 2017, the BlueGreen Alliance released a report that assessed the number of companies and workers in the United States making the specific technologies that improve fuel economy. We found over 1,200 factories in 48 states—and almost 300,000 workers—building the clean and fuel-efficient technology that goes into today’s innovative vehicles.¹

If you want to understand the progress that shows, that is two and a half times as many factories and engineering facilities—and almost twice as many workers—as we found in a similar study in 2011.

These are real jobs that workers go to every day making the components and materials that make vehicle more fuel efficient.

Today almost every new vehicle in America pollutes less than just seven years ago. For example, as of 2016 the fuel efficiency advancements made to a single model—the Ford F150—has cut carbon emissions equivalent to the total electricity use of the city of Boston.² A decade ago, could we have even dreamed of full-sized pick-up trucks getting more than 20 miles-a-gallon on the highway, much less the models that currently are pushing 30 miles-per-gallon on the highway? Would we have those trucks today if not for strong fuel economy standards that have spurred innovation, manufacturing job growth, and never-before-seen levels of fuel economy? If history is any indication, the answer to that is “no.” We need these

¹ Natural Resources Defense Council and Blue Green Alliance, *Supplying Ingenuity II: U.S. Suppliers of Key Clean, Fuel-Efficient Vehicle Technologies* (June 2017). Available: <https://www.bluegreenalliance.org/resources/supplying-ingenuity-ii-u-s-suppliers-of-key-clean-fuefficient-vehicle-technologies/>.

² BlueGreen Alliance, “Combating Climate Change 426,000 Pickup Trucks at a Time,” June 2016. Available: <https://www.bluegreenalliance.org/resources/combating-climatechange-426000-pickup-trucks-at-a-time/>. ³ Ibid. ⁴ *Supplying Ingenuity II*

standards to push the envelope and ensure that technology and innovation don't stagnate.

That achievement required innovation and investment in vehicle design, assembly, robotics, and worker training by Ford in Michigan and Missouri. It also required the innovation by aluminum companies from Tennessee to Iowa, and steel companies in states like Indiana and Ohio.

This is just one example of a larger revival. A recent BlueGreen Alliance report found that since 2008 U.S. automakers invested approximately \$64 billion in facilities across the country, completing 258 investments at 100 factories, with an additional \$12.4 billion in investments at 42 facilities promised by 2020. And this does not include billions in additional investment by suppliers.³

While some of this \$76 billion in investment represents business as usual product and factory upgrades, much is driven by enhanced investment to meet globally leading fuel economy and greenhouse gas standards. This underscores that what the proposal describes as regulatory costs represent much-needed, multi-billion dollar reinvestment in American manufacturing, products, and jobs nationwide.

The proposal put forward by these agencies would throw that progress in reverse. Freezing fuel economy standards will—by the agencies' own estimate—result in billions less annually in technology investment and in 50 to 60,000 fewer American manufacturing jobs.

³ BlueGreen Alliance, *Driving Investment: How Fuel Efficiency is Rebuilding American Manufacturing*. January 2018. Available: <https://www.bluegreenalliance.org/resources/driving-investment-how-fuel-efficiency-is-rebuilding-american-manufacturing/>

That's moving our economy and country in the wrong direction. I urge you to reject this freeze and instead embrace innovation, manufacturing growth, and creating and sustaining tens of thousands of jobs in the auto industry that will be created by the strong, long-term, common-sense fuel economy standards we already have in place.

Thank you.