

Exhibit # 1

EPA is establishing GHG standards for both light-duty vehicles and medium-duty vehicles for MYs 2027 through 2032 that are more stringent than the prior standards applicable under the 2021 rule. For light-duty vehicles, EPA is finalizing standards that increase in stringency each year over a six-year period, from MYs 2027-2032. The standards are projected to result in an industry-wide average target for the light-duty fleet of 85 grams/mile (g/mile) of CO₂ in MY 2032, representing a nearly 50 percent reduction in projected fleet average GHG emissions target levels from the existing MY 2026 standards. Table 1 presents a summary of the projected industry average targets for the light-duty GHG standards for MY 2027-2032 for cars, trucks, and the overall light-duty fleet.

Table 1: Projected targets for final light-duty vehicle GHG standards, by regulatory class (CO₂ grams/mile)^a

	2026 (reference)	2027	2028	2029	2030	2031	2032
Cars	131	139	125	112	99	86	73
Trucks	184	184	165	146	128	109	90
Total Fleet	168	170	153	136	119	102	85

^aThis table does not reflect changes in credit flexibilities such as the phase-out of available off-cycle and A/C credits. Adjusted targets are shown in section III.C.2.iv.b of the preamble.

In the NPRM, EPA requested comment on the proposed light-duty GHG standards as well as three alternatives: a more stringent alternative (Alternative 1), a less stringent alternative (Alternative 2), and an alternative that landed at the same stringency as the proposal in MY 2032 but provided a linear ramp rate from MY 2027 to 2032 (Alternative 3). Alternative 3's linear ramp rate had less stringent light-duty GHG standards than the proposed standards for MYs 2027-2031.

As discussed in this section above, in public comments, various stakeholders had opposing views on the light-duty GHG standards stringency alternatives. Many environmental and public health NGOs, states, consumer groups, BEV-only manufacturers, and PEV industry groups