



FOR IMMEDIATE RELEASE
SEPTEMBER 25, 2018, 3:30pm

CONTACT: Lindsay Shipps, (812) 340-4242

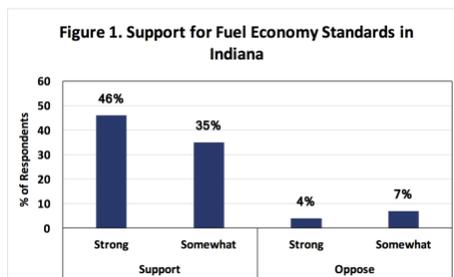
REPORT: HOOSIERS SUPPORT CURRENT FUEL STANDARDS AND DISAGREE WITH ROLLBACK PROPOSAL

New Survey Shows Hoosiers Reject the Trump Administration’s Rationale to Roll Back Standards

Indianapolis — A report titled [Consumer Attitudes Toward Fuel Economy Standards](#) released today by the Consumer Federation of America (CFA), shows a significant majority (78 percent, compared to 69 percent nationally) of Hoosiers support the nation’s current fuel economy standards. The support for the standards is seen across the political spectrum of Hoosiers with 57 percent of Republicans, 85 percent of Democrats, and 84 percent of Independents supporting the standards.

Strong and Consistent Support for Fuel Economy Standards

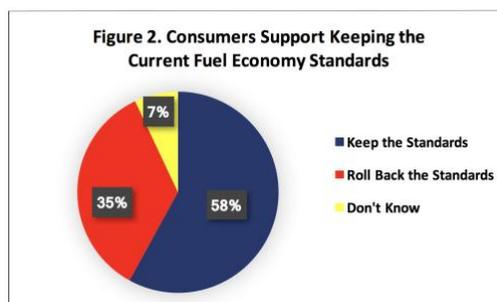
Increasing federal fuel economy standards for cars and light duty trucks, to 42 MPG by 2025, rather than reducing them to about 30 MPG is supported by 81 percent of Hoosiers. Breaking down support and opposition to the standards shows 46 percent of Hoosiers *strongly* support the standards, while only 4 percent of Hoosiers strongly oppose fuel economy standards. Overall the survey shows a 7 to 1 level of support compared to opposition to the standards.



Consumers Want to Keep the Current Standards

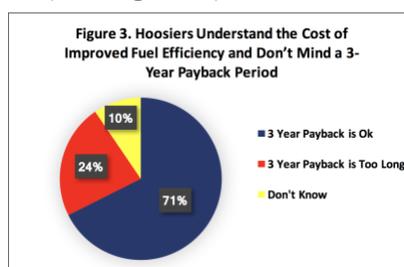
The Administration’s plan to freeze the highly-popular and cost saving fuel economy standards at their 2020 level (~24% below their original target), is contrary to the wishes of 58 percent of consumers who want to keep the current standards (see Figure 2). CFA [research](#) has shown that consumers are not only saying they support the standards, but are using their dollars to prove they value fuel efficiency. SUVs, pickups and crossovers, whose MPGs increased by over 15% between 2011 to 2017, had a 70% increase in sales. On the other hand,

those same vehicles with less than a 15% increase in MPGs from 2011 to 2017, only experienced a 50% increase in sales, 20% less.



Consumers Understand the Benefit of the Standards

Hoosiers understand that the technology needed for increasing fuel economy costs money and may increase the overall vehicle cost. To determine if Hoosiers would accept a higher initial price for a vehicle knowing that savings on fuel costs would pay for the fuel economy technology and that they would save money after being 'paid back,' we asked Hoosiers if they would accept a 3-year payback period¹ and over 3 out of 5 Hoosiers support a 3-year payback period for vehicles (See Figure 3).



The support for payback periods is also historical, as evidenced by a double national sample survey CFA conducted in May 2011,² in which we considered the question of support for standards when specific payback periods were specified. We found that 64% of the respondents supported a 46-MPG standard with 3-year and 5-year payback periods. Even a 10-year payback period saw clear majority support (58%). A year earlier in 2010, we asked whether people were willing to pay for the standard proposed at 46 MPG and found strong majority support (72%) for a five-year payback across all income levels.³

Hoosiers Reject the Trump Administration's Safety Argument to Roll Back the Standard

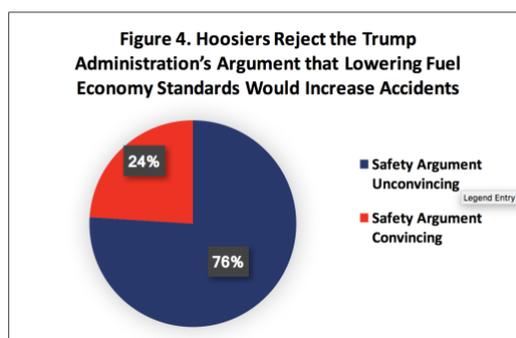
One of the rationales that the Trump Administration is using to justify lowering fuel economy standards is the claim that higher standards will diminish auto safety. They reason

¹ CFA research has determined 3 years to be the average length of time for savings due to increased fuel efficiency to cover fuel economy technology costs.

² Mark Cooper, *Rising Gasoline Prices and Record Household Expenditures* (Consumer Federation of America, May 31, 2011), p. 16 (hereafter, 2011 *Double National Sample*).

³ 2010 Issue Brief, p. 3.

that people will drive more with more fuel-efficient cars and therefore more crashes will occur. We asked Hoosiers if they agreed with this logic. The rejection of the claim about accidents is the strongest and most uniform across political identification of all the responses in the national survey. A significant majority of Hoosiers (76%), rejected this rationale (see Figure 4), along with 78 percent of Republicans, increasing to 88 percent of Democrats, to almost all independents (91 percent) in Indiana. In reality, today's more fuel-efficient vehicles are also safer. CFA [analysis](#) has shown that vehicles are safer, more fuel efficient and weigh less in 2018 compared to their previous models. Another CFA [analysis](#) has shown that the "all-new" 2018 vehicles now include 60% more safety features⁴ compared to their pre-standard counterparts.



"Hoosiers across the political spectrum understand that fuel economy standards save them money, and widely support fuel economy standards according to this new report," said Lindsay Shipps, Organizer, Citizens Action Coalition. "Hoosiers don't buy the Administration's rationale that fuel economy standards decrease automobile safety, which Consumer Federation's analysis has also thoroughly refuted,"

"The fact that the Trump Administration is continuing with its efforts to roll back the standards, when automakers themselves are questioning the extent of the rollback, show an Administration ignoring the electorate, discounting the facts, willfully creating a situation that will cost Hoosiers money, reduce auto sales, and harm the environment."

Note to press: full survey report click [here](#).

[The Consumer Federation of America](#) is a national organization of more than 250 nonprofit consumer groups that was founded in 1968 to advance the consumer interest through research, advocacy, and education.

[Citizens Action Coalition](#) was founded in 1974 by a group of faith, union, consumer and environmental groups. Since then it has advocated for Hoosiers regarding energy policy, utility reform, health care, pollution prevention, and family farms. In order to achieve the objective to protect consumers in Indiana. CAC has saved ratepayers more than \$4 billion in excess utility charges since 1974. Find us on [Twitter](#), [Facebook](#) and [Instagram](#).

⁴ The 15 features we reviewed included Head Airbag, Torso Airbag, Knee Airbag, Roll Sensing, Stability Control, Frontal Collision Warning, Collision Avoidance, Lane Departure Warning, Lane Keep Assist, Blind Spot Detection, Auto Crash Notification, Day Running Lamps, Dynamic Head Restraints, Pretensioners, and Adjustable Front Belts using data from NHTSA's safecar.gov.