



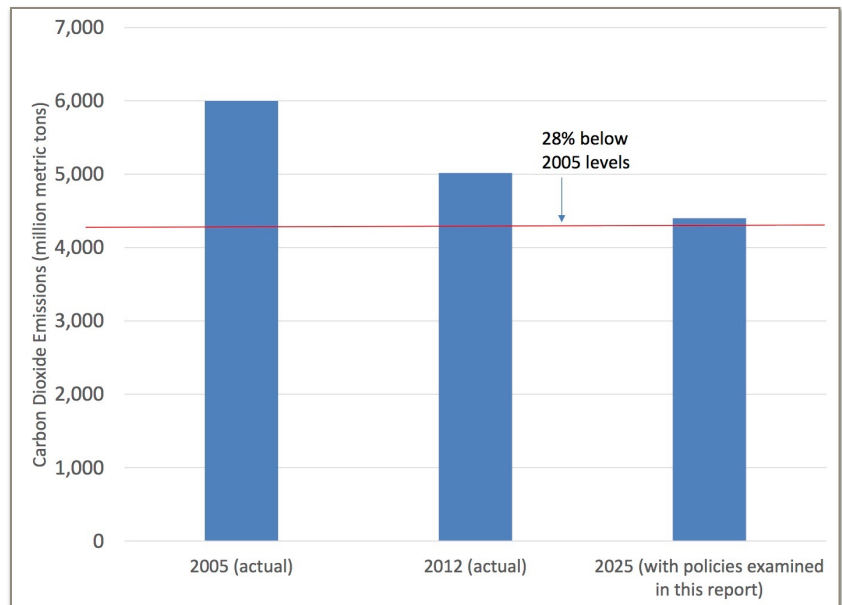
America can meet its pledge to fight global warming.

This Wednesday July 8, the U.S. Senate Environment and Public Works Committee will hold a hearing evaluating the nation's ability to meet the pledge made by the White House in advance of this December's international climate negotiations in Paris — to reduce total U.S. global warming pollution 26 to 28 percent below 2005 levels by 2025.

Environment America researchers, together with the Frontier Group, last week put out a [report, *Path to the Paris Climate Conference*](#), documenting U.S. progress to date in curbing carbon pollution and how close we are to achieving this pledge.

The results show that implementing policies already in place, plus the Clean Power Plan, will reduce U.S. **carbon dioxide emissions from energy consumption by 27 percent from 2005 levels by 2025.** (See figure at right.), putting America in striking distance of meeting President Obama's commitment.

Our report focuses on carbon dioxide pollution, which makes up 82 percent of total U.S. emissions. Accordingly, **existing state and federal policies are on pace to achieve a 22 percent cut in overall U.S. global warming emissions below 2005 levels by 2025.** In order to fully meet the pledge, we will need to obtain the additional 4 to 6 percent reduction by further cutting carbon pollution and/or by cutting emissions of other types of global warming pollutants, such as methane, fluorinated gases and nitrous oxide.



To meet our commitment on climate, officials at all levels of government must follow through on existing policies, including the Clean Power Plan, and defend them against attack. They must also continue to act to cut other global warming pollutants, as the U.S. EPA did last week with its announcement to cut hydrofluorocarbons. And, as New York and California have recently done, they must continue to take more aggressive actions to cut carbon.

Here are a few of the major actions the United States is taking to cut carbon pollution:

The Clean Power Plan will be the biggest single ingredient in meeting the nation's climate commitment.

- The Clean Power Plan, as proposed in 2014, would reduce carbon dioxide pollution by more than 500 million metric tons (MMTCO₂) by 2025, assuring the achievement of nearly one-third of the emission reductions needed to meet the president's climate reduction pledge.
- It is critical that elected officials stand up for this policy and ensure its successful implementation in order to deliver on the White House climate pledge.

States are contributing by putting limits on carbon pollution and deploying clean energy.

- California - the state with the largest economy in the country - is aggressively cutting carbon pollution through a mandatory economy-wide program called AB32. The state plans to cut its emissions 40 percent below 1990 levels by 2030, matching the pledge of the European Union. California alone is responsible for almost one fifth of the emissions reductions identified in our report.
- Other states are stepping up as well. For example, in June, Governor Cuomo announced the 2015 New York State Energy Plan, a non-binding roadmap for energy reform. The Plan would cut state climate pollution to 40 percent below 1990 levels and ensure that New York gets half of its electricity from renewable sources and cut building energy consumption by almost a quarter by 2030.
- Many additional states and local governments are taking action to use more renewable energy or increase energy efficiency, helping to drive down pollution.

Stronger vehicle efficiency and emissions standards are making transportation cleaner.

- Emissions from cars, SUVs and light-duty trucks – which together represent the biggest source of pollution from transportation – will be 10 percent lower in 2025 due to improved vehicle fuel economy and emission standards. A typical new car in 2025 will go nearly 17 miles farther on a gallon of gas than a typical new car in 2015.
- National adoption of the global warming pollution standards in the Clean Cars Program, a policy originally developed by California and 13 other states, means that passenger vehicles will produce 179 MMTCO₂ less in 2025 than would otherwise have been the case. That's roughly 10 percent of the White House pledge.
- New standards for heavy-duty vehicles, under development now, will provide even more progress.

However, preventing the worst impacts of global warming will require even greater ambition than we have yet pledged.

- The actions the United States has taken to date are necessary – but not yet sufficient – to prevent a catastrophic rise in global temperatures. In order to keep global temperatures from rising more than 2°C (3.6°F) – the international consensus target for preventing the worst consequences of warming – the U.S. must cut emissions at least 80 percent below 1990 levels by mid-century. Other nations around the world must also take action.