

SAFER AFFORDABLE FUEL-EFFICIENT (SAFE) VEHICLES FINAL RULE FOR MODEL YEARS 2021-2026

Preliminary Technical Assessment

Erin Morrow
TPB Transportation Engineer

TPB Technical Committee
May 1, 2020



National Capital Region
Transportation Planning Board

2020 Final SAFE Vehicles Rule Summary

- On March 30, 2020, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) signed the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule (2020 SAFE Rule)
- This rule finalizes updated Corporate Average Fuel Economy (CAFE) and greenhouse gas (GHG) emissions standards and establishes new standards for model year (MY) 2021-2026 passenger cars and light trucks
- The rule will become final 60 days after it is published in the Federal Register
- The rule lowers the annual improvement in fuel economy and GHG emissions standards from approximately 5% per year for MY 2021-2025 vehicles in the 2012 Rule that it replaces to 1.5% per year for MY 2021-2026 vehicles in Final 2020 SAFE Rule



Impacts of Final 2020 SAFE Rule on the Region

- The final 2020 SAFE Vehicles Rule will primarily impact fuel economy and greenhouse gas emissions
 - The rule will set back the region's efforts to reduce GHG emissions from passenger cars and light duty trucks
- The rule could, to a lesser extent, affect the ozone related emissions reductions of VOC and NOx that this region will need to meet federal standards for ozone
 - The final 2020 SAFE Rule states that criteria pollutants will not change significantly, but that conclusion is not region-specific and the rule notes that impacts will vary from area to area depending on factors such as vehicle fleet composition and analysis year
 - Staff are unable to determine the impact of the rule in our region until an new update of EPA's MOVES model is released



2020 Final SAFE Vehicles Rule: New Federal Fuel Economy Standards

- Estimated Average Fuel Economy Standards for Passenger Cars and Light Trucks from the **2012 Rule** in Miles per Gallon (mpg) by Model Year

	MY 2021	MY 2022	MY 2023	MY 2024	MY 2025	MY 2026
Passenger cars	45.4	47.6	49.8	52.1	54.6	54.6
Light trucks	33.2	34.8	36.5	38.2	40.0	40.0
Combined cars and trucks	38.8	40.6	42.5	44.5	46.6	46.6

- Estimated Average Fuel Economy Standards for Passenger Cars and Light Trucks from the **2020 SAFE Rule** in Miles per Gallon (mpg) by Model Year

	MY 2021	MY 2022	MY 2023	MY 2024	MY 2025	MY 2026
Passenger cars	44.2	44.9	45.6	46.3	47.0	47.7
Light trucks	31.6	32.1	32.6	33.1	33.6	34.1
Combined cars and trucks	37.3	37.9	38.5	39.1	39.8	40.4



Briefing Memo for TPB/MWAQC/CEEPC

- TPB received a brief summary memorandum from Kanti Srikanth and Steve Walz (Director, COG Department of Environmental Programs) informing the board of the final rule
- TPB Technical Committee and Metropolitan Washington Air Quality Committee's (MWAQC) Technical Advisory Committee (TAC) are being asked to review a draft version of a more detailed technical memorandum containing a preliminary staff assessment of the rule, provided to you at this time
- TPB, MWAQC, and Climate, Energy and Environment Policy Committee (CEEPC) will receive a final version of the memorandum containing a preliminary staff assessment of the rule at their next respective meetings



Briefing Memo for TPB/MWAQC/CEEPC

- Please send any comments to Erin Morrow (emorrow@mwkog.org) by Thursday, May 7, 2020



Erin Morrow

TPB Transportation Engineer

(202) 962-3793

emorrow@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board