



Proposed Heavy Duty Vehicle Fuel Efficiency Standard

MWAQC

December 8, 2010



Timeline

- | | |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| April 2007 | Supreme Court Decision <ul style="list-style-type: none">– EPA must determine if GHGs cause or contribute to air pollution and endanger public health |
| Dec 2009 | Mandatory GHG Reporting Rule |
| January 2010 | EPA Endangerment Finding |
| March 2010 | Reconsideration of the Johnson Memo - Timeline for Regulation of GHGs under the CAA |
| April 2010 | EPA/DOT GHG Vehicle Emission Standards and Fuel Economy (CAFE) Standards for Cars |
| Dec 2010 | EPA/DOT GHG Vehicle Emission Standards and Fuel Economy (CAFE) Standards for Heavy Trucks |



Regulating Greenhouse Gas Emissions from Heavy Trucks

- Joint EPA/DOT Rulemaking
 - Greenhouse Gas Emission Standard
 - New Fuel Efficiency Standards (CAFE)
- Covers Small Trucks, Heavy Trucks, Work Vehicles, RVs



Fuel Economy Benefits

<u>Vehicle Type</u>	<u>Emission Reduction %</u>
Combination Tractors	7-20
Heavy-Duty Pickup Trucks and Vans	12-17
Work Vehicles	7-10



Fuel Efficiency Targets

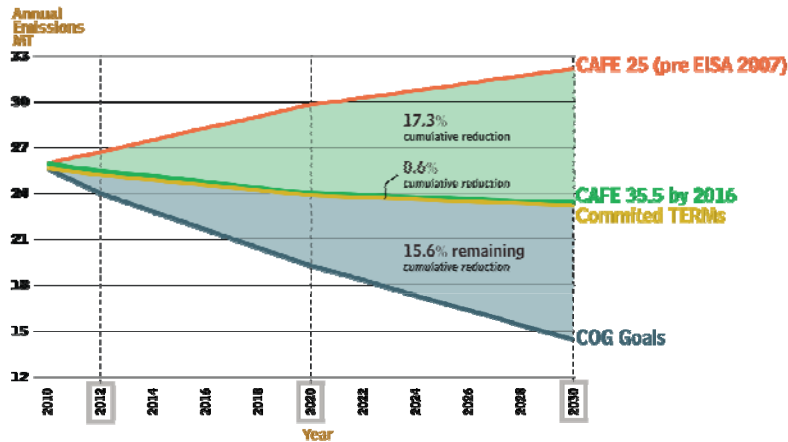
Heavy Trucks 6-11 gal/ton mile
Light-Med Trucks 10-30 gal/ton mile



What's Our GHG Baseline?



- purpose
- baseline
- analysis
- results
- conclusions



Committed TERMS refers to the full TERM Tracking Sheet, including: Access and service improvements to transit, bike/ped projects, rideshare assistance programs, telecommute programs, traffic improvements, engine technology programs

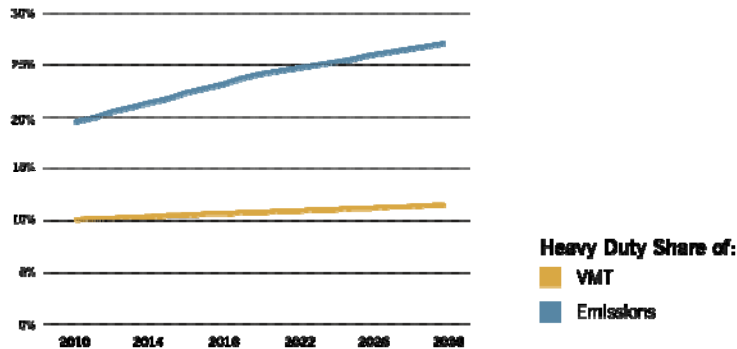
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What Does Our Fleet Look Like?



- background
- baseline
- analysis
- results
- conclusions

Heavy Duty Share of Total Vehicle Miles of Travel (VMT) and CO₂ Emissions



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Higher Federal Role



background baseline analysis **results** conclusions

Aggressive federal measures would *almost* get us there.

