



Proposed Heavy Duty Vehicle Fuel Efficiency Standard

MWAQC

February 23, 2011



Timeline

April 2007 Supreme Court Decision
– 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?



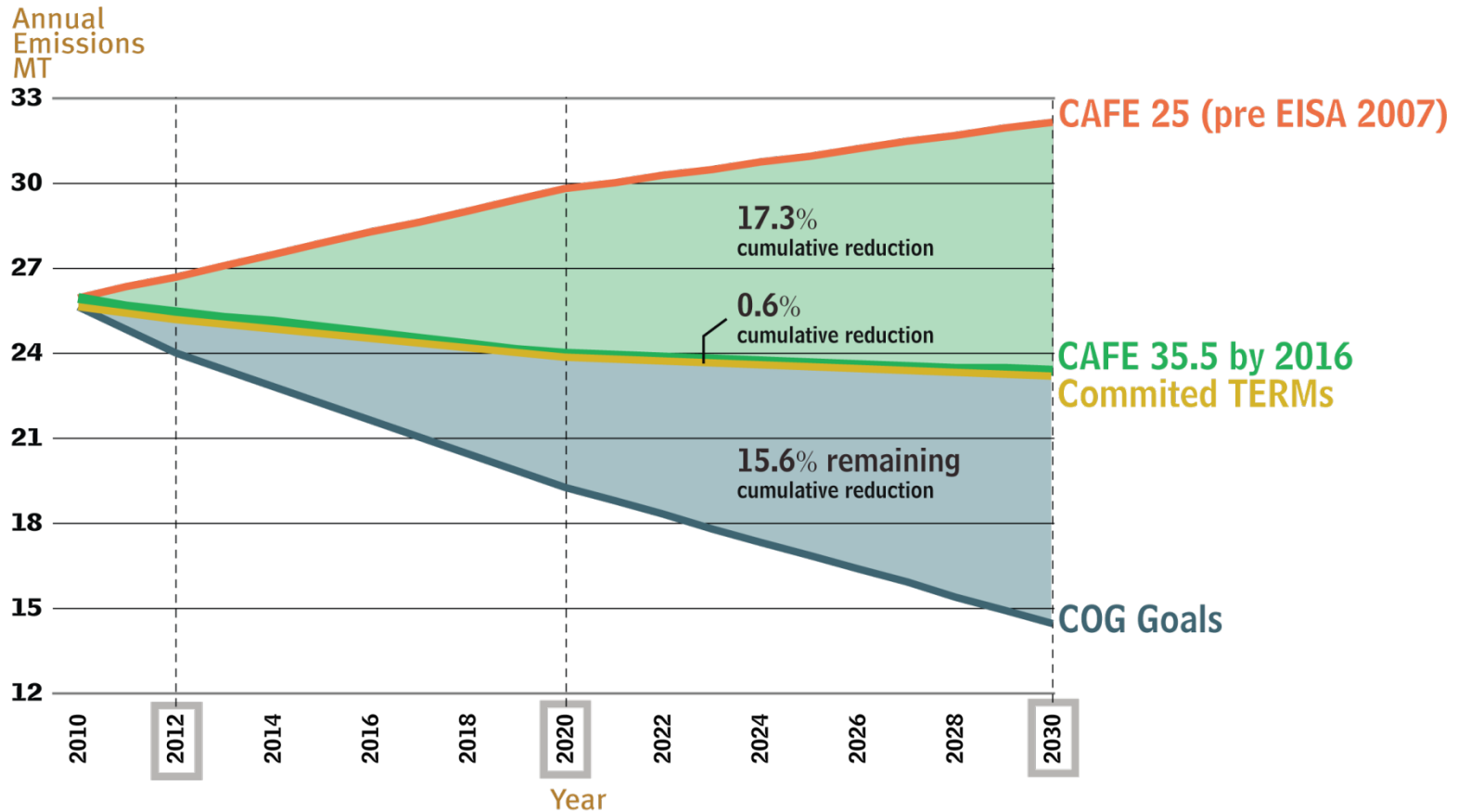
purpose

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

What Does Our Fleet Look Like?



background

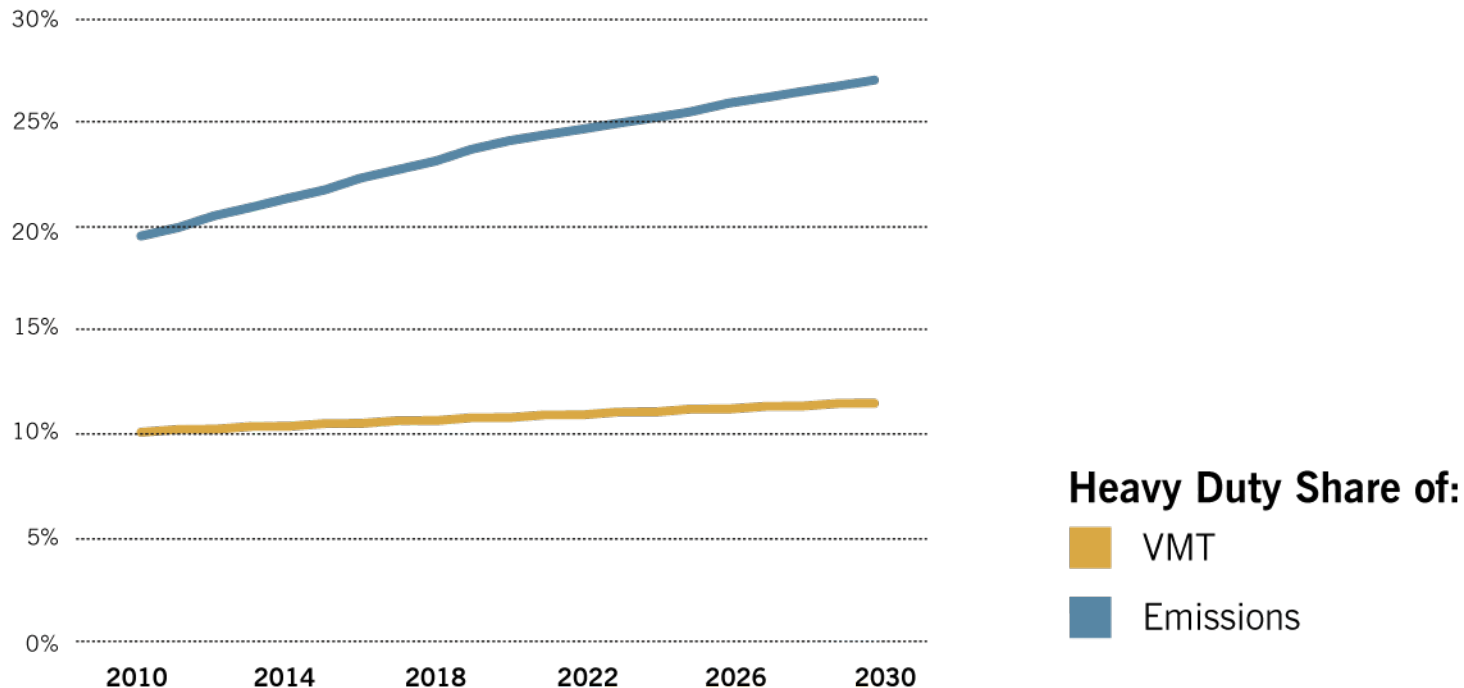
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Heavy Duty Share of Total Vehicle Miles of Travel (VMT) and CO₂ Emissions



Higher Federal Role



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Aggressive federal measures would *almost* get us there.

