

Draft Environmental Impact Statement

Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks, Model Years 2027–2032, and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans, Model Years 2030–2035

Summary

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U.S. Department of Transportation
**National Highway Traffic Safety
Administration**



SUMMARY

Foreword

The National Highway Traffic Safety Administration (NHTSA) prepared this environmental impact statement (EIS) to analyze and disclose (1) the potential environmental impacts of the Corporate Average Fuel Economy (CAFE) standards for passenger cars and light trucks for model years (MYs) 2027 to 2032, (2) the potential environmental impacts of the fuel efficiency (FE) standards for heavy-duty (HD) pickup trucks and vans (HDPUVs) for MYs 2030 to 2035, and (3) the cumulative impacts of the Proposed Action and alternatives that reflect the cumulative or combined impact of the two sets of standards that are being proposed by NHTSA in its proposed rule. NHTSA prepared this document pursuant to Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) implementing regulations, U.S. Department of Transportation (DOT) Order 5610.1C, and NHTSA regulations.¹

This EIS compares the potential environmental impacts of the No-Action Alternative and four action alternatives for setting fuel economy standards for MY 2027–2032 passenger cars and light trucks and the No-Action Alternative and three action alternatives for setting FE standards for MYs 2030–2035 for HDPUVs. This EIS analyzes the direct, indirect, and cumulative impacts of each CAFE and HDPUV action alternative relative to the impacts of each relevant No-Action Alternative.

Background

The Energy Policy and Conservation Act of 1975 (EPCA) mandates that NHTSA establish and implement a regulatory program for motor vehicle fuel economy, known as the CAFE program, to reduce national energy consumption. As codified in Chapter 329 of Title 49 of the U.S. Code (U.S.C.) and, as amended by the Energy Independence and Security Act of 2007 (EISA), EPCA sets forth specific requirements concerning the establishment of average fuel economy standards for passenger cars and light trucks, which are motor vehicles with a gross vehicle weight rating less than 8,500 pounds and medium-duty passenger vehicles with a gross vehicle weight rating less than 10,000 pounds. The Secretary of Transportation has delegated responsibility for implementing the CAFE program to NHTSA.

To inform its development of the new CAFE standards and HDPUV FE standards and pursuant to NEPA,² NHTSA prepared this EIS to evaluate the potential environmental impacts of a reasonable range of alternatives the agency is considering for MY 2027–2032 CAFE standards and a reasonable range of alternatives NHTSA is considering for MY 2030–2035 HDPUV FE standards. NEPA directs that Federal agencies proposing “major federal actions significantly affecting the quality of the human environment” must, “to the fullest extent possible,” prepare “a detailed statement” on the environmental impacts of the proposed action (including alternatives to the proposed action).³ This EIS analyzes, discloses, and compares the potential environmental impacts of a reasonable range of alternatives for both CAFE standards and HDPUV standards, including a No-Action Alternative and a Preferred Alternative for each

¹ The CEQ NEPA implementing regulations are codified at 40 Code of Federal Regulations [CFR] Parts 1500–1508; DOT Order 5610.1C, 44 FR 56420 (Oct. 1, 1979), as amended, is available at <https://www.transportation.gov/office-policy/transportation-policy/procedures-considering-environmental-impacts-dot-order-56101c>; and NHTSA’s NEPA implementing regulations are codified at 49 CFR Part 520.

² 42 U.S.C. 4321–4347.

³ 42 U.S.C. 4332.

set of standards. This EIS analyzes direct, indirect, and cumulative impacts, and discusses impacts in proportion to their significance.

Purpose and Need for the Action

In accordance with EPCA, as amended by EISA, the first purpose of NHTSA’s rulemaking is to set fuel economy standards for MY 2027–2032 passenger cars and light trucks to reflect “the maximum feasible average fuel economy level that the Secretary [of Transportation] decides the manufacturers can achieve in that model year.”⁴ When determining the maximum feasible levels that manufacturers can achieve in each model year, EPCA requires that NHTSA consider the four statutory factors of technological feasibility, economic practicability, the effect of other motor vehicle standards of the government on fuel economy, and the need of the United States to conserve energy. In addition, when determining the maximum feasible levels, the agency considers relevant safety and environmental factors.

NHTSA must establish separate average fuel economy standards for passenger cars and light trucks for each model year.⁵ Standards must be “based on [one] or more vehicle attributes related to fuel economy” and “express[ed]...in the form of a mathematical function.”⁶

In accordance with EPCA/EISA, the second purpose of this rulemaking is to set MY 2030–2035 HDPUV FE standards that are “designed to achieve the maximum feasible improvement.”⁷ These new HDPUV FE standards will build on the success of the Phase 1 and Phase 2 HD Fuel Efficiency Improvement Programs in furtherance of EPCA’s goals of energy independence and security, as well as improving environmental outcomes and national security.

When establishing standards to improve the fuel efficiency of HD vehicles, EISA requires that NHTSA “adopt and implement appropriate test methods, measurement metrics, fuel economy standards,⁸ and compliance and enforcement protocols that are appropriate, cost-effective, and technologically feasible for [HD vehicles].”⁹

Proposed Action and Alternatives

NHTSA’s action is a rulemaking to set fuel economy standards for passenger cars and light trucks and FE standards for HDPUVs in accordance with EPCA, as amended by EISA. NHTSA has selected a reasonable range of alternatives within which to set CAFE standards and HDPUV FE standards and to evaluate the

⁴ 49 U.S.C. 32902(a).

⁵ 49 U.S.C. 32902(b)(1)-(2).

⁶ 49 U.S.C. 32902(b)(3)(A).

⁷ 49 U.S.C. 32902(k)(2).

⁸ In the Phase 1 HD Fuel Efficiency Improvement Program rulemaking, NHTSA, aided by the National Academies of Sciences report, assessed potential metrics for evaluating fuel efficiency. NHTSA found that fuel economy would not be an appropriate metric for HD vehicles. Instead, NHTSA chose a metric that considers the amount of fuel consumed when moving a ton of freight (i.e., performing work). As explained in the Phase 2 HD Fuel Efficiency Improvement Program Final Rule, this metric, delegated by Congress to NHTSA to formulate, is not precluded by the text of the statute. The agency concluded that it is a reasonable way by which to measure fuel efficiency for a program designed to reduce fuel consumption. Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2; Final Rule, 81 FR 73478, 73520 (Oct. 25, 2016).

⁹ 49 U.S.C. 32902(k)(2).

potential environmental impacts of the CAFE standards and alternatives and HDPUV FE standards and alternatives under NEPA. NHTSA is establishing CAFE standards for MY 2027–2032 passenger cars and light trucks and FE standards for MY 2030–2035 HDPUVs.

CAFE No-Action and Action Alternatives

The CAFE No-Action Alternative assumes that the national CAFE and greenhouse gas (GHG) MY 2026 standards finalized in 2022 continue in perpetuity. The No-Action Alternative represents a lower bound of CAFE stringency that NHTSA can consider and provides an analytical baseline against which to compare the environmental impacts of the other alternatives presented in the EIS.

NHTSA has analyzed a range of CAFE action alternatives with fuel economy stringencies that increase annually, on average, 1 percent to 6 percent from the MY 2026 standards for passenger cars and increase, on average, 3 percent to 8 percent for light trucks. This range of the No-Action Alternative and action alternatives encompasses a spectrum of possible standards NHTSA could determine is maximum feasible based on the different ways the agency could weigh EPCA’s four statutory factors.

Throughout this EIS, potential impacts are shown for four CAFE standard action alternatives that illustrate the following range of estimated average annual percentage increases in fuel economy for both passenger cars and light trucks.

Alt. PC1LT3 ¹⁰	1 percent increase per year, year over year for MY 2027–2032 passenger cars, and 3 percent per year, year over year for MY 2027–2032 light trucks
Alt. PC2LT4	2 percent increase per year, year over year for MY 2027–2032 passenger cars, and 4 percent per year, year over year for MY 2027–2032 light trucks (Alternative PC2LT4 is NHTSA’s Preferred Alternative)
Alt. PC3LT5	3 percent increase per year, year over year for MY 2027–2032 passenger cars, and 5 percent per year, year over year for MY 2027–2032 light trucks
Alt. PC6LT8	6 percent increase per year, year over year for MY 2027–2032 passenger cars, and 8 percent per year, year over year for MY 2027–2032 light trucks

Table S-1 shows the estimated average required fleet-wide fuel economy forecasts by model year for each alternative.

¹⁰ The abbreviation PC1LT3 is meant to reflect a 1 percent increase for passenger cars and a 3 percent increase for light trucks, including SUVs. The abbreviation for each CAFE action alternative uses the same naming convention.

Table S-1. Projected Average Required Fleet-Wide Fuel Economy (mpg) for Combined U.S. Passenger Cars and Light Trucks by Model Year and Alternative

Model Year	No-Action	PC1LT3	PC2LT4	PC3LT5	PC6LT8
2027	46.72	47.87	48.39	48.92	50.47
2028	46.68	49.08	50.12	51.17	54.50
2029	46.66	50.32	51.88	53.54	58.91
2030	46.68	51.62	53.78	56.07	63.70
2031	46.73	52.96	55.73	58.72	68.88
2032	46.74	54.30	57.74	61.48	74.45

Notes:

mpg = miles per gallon

The range of alternatives under consideration encompasses a spectrum of possible standards that NHTSA could select based on how it weighs EPCA’s four statutory factors. These alternatives reflect differences in the degree of technology adoption across the fleet, costs to manufacturers and consumers, and conservation of oil and related reductions in GHG emissions. By providing environmental analyses at discrete representative points, the decision-makers and the public can determine the projected environmental effects of points that fall between the individual alternatives. The alternatives evaluated in this EIS therefore provide decision-makers the ability to select from a wide range of alternatives that begin with the No-Action Alternative and that increase up to 6 percent for passenger cars and up to 8 percent for light trucks. Within this range, stringencies could remain the same or differ year to year between and among regulatory classes.

As noted in the preamble to the proposed rule, NHTSA has tentatively determined that Alternative PC2LT4 is technologically feasible, economically practicable, supports the need of the United States to conserve energy, and is complementary to other motor vehicle standards of the government that are simultaneously applicable. NHTSA has tentatively determined that Alternative PC2LT4 is maximum feasible for MYs 2027–2032 and is the Preferred Alternative.

HDPUV No-Action and Action Alternatives

The HDPUV No-Action Alternative assumes that the MY 2027 HDPUV FE standards finalized in the Phase 2 program continue in perpetuity. The No-Action Alternative represents a lower bound of fuel efficiency stringency that NHTSA can consider and provides an analytical baseline against which to compare the environmental impacts of the other alternatives presented in the EIS.

NHTSA has analyzed a range of HDPUV FE action alternatives with FE stringencies that increase annually, on average, 4 percent to 14 percent from the MY 2027 HDPUV FE standards finalized in the Phase 2 program. This range of No-Action Alternative and action alternatives encompass a spectrum of possible standards that, based on the different ways the agency could weigh EISA’s requirements, encompass the maximum feasible improvement of FE stringency.

Throughout this EIS, potential impacts are shown for three HDPUV FE standard action alternatives that illustrate the following range of estimated average annual percentage increases in fuel efficiency for HDPUVs.

Alt. HDPUV4¹¹ 4 percent increase per year, year over year for MY 2030–2035 HDPUVs

Alt. HDPUV10 10 percent increase per year, year over year for MY 2030–2035 HDPUVs (Alternative HDPUV10 is NHTSA’s Preferred Alternative)

Alt. HDPUV14 14 percent increase per year, year over year for MY 2030–2035 HDPUVs

Table S-2 shows the estimated average required fleet-wide fuel efficiency forecasts by model year for each alternative.

Table S-2. Projected Average Required Fleet-Wide Fuel Efficiency (gallons per 100 miles) for Heavy-Duty Pickup Trucks and Vans by Model Year and Alternative

Model Year	No-Action	HDPUV4	HDPUV10	HDPUV14
2030	4.93	4.54	3.99	3.64
2031	5.01	4.43	3.64	3.14
2032	5.01	4.25	3.28	2.70
2033	4.96	4.05	2.92	2.30
2034	4.96	3.88	2.63	1.98
2035	4.96	3.73	2.37	1.70

NHTSA reasonably believes the maximum feasible improvement falls within the range of alternatives presented in this EIS. This range encompasses a spectrum of possible standards that NHTSA could select that would satisfy EISA’s requirements of increasing the fuel efficiency of HDPUVs. By providing environmental analyses at discrete representative points, the decision-makers and the public can determine the environmental impacts of points that fall between those individual alternatives. The alternatives evaluated in this EIS therefore provide decision-makers with the ability to select from a wide range of potential alternatives that begin with the No-Action Alternative and that increase up to 14 percent for HDPUVs. Within this range, stringency could remain the same or differ year to year.

As noted in the preamble to the proposed rule, NHTSA has tentatively determined that Alternative HDPUV10 is appropriate, cost-effective, and technologically feasible. NHTSA has tentatively determined that Alternative HDPUV10 is maximum feasible for MYs 2030–2035 and is the Preferred Alternative.

Environmental Consequences

This section describes how the CAFE and HDPUV FE standard No-Action Alternatives and action alternatives could affect energy use, air quality, and climate, as reported in Chapter 3, *Energy*; Chapter 4, *Air Quality*; and Chapter 5, *Greenhouse Gas Emissions and Climate Change*, of this EIS, respectively. Air quality and climate impacts are reported for the entire light-duty (LD) vehicle fleet (passenger cars and light trucks combined) and the entire HDPUV fleet; results are reported separately for passenger cars and light trucks in Appendix A, *Modeling Results Reported Separately by Vehicle Class*. No quantifiable, alternative-specific impacts were identified for the other resource areas discussed in Chapter 6, *Life-Cycle Assessment Implications of Vehicle Materials*, Chapter 7, *Environmental Justice*, and

¹¹ The abbreviation HDPUV4 is meant to reflect a 4 percent increase for HDPUVs. The abbreviation for each HDPUV action alternative uses the same naming convention.

Chapter 8, *Historic and Cultural Resources*; however, these resource areas are summarized at a high level here and not included in the detailed discussion of impacts below.

Chapter 6, *Life-Cycle Assessment Implications of Vehicle Materials*, describes the life-cycle environmental implications related to the vehicle cycle phase considering the materials and technologies (e.g., batteries) that NHTSA forecasts vehicle manufacturers might use to comply with the CAFE and HDPUV FE standards. The chapter discusses the impacts related to raw material extraction for materials used for vehicle manufacture, material processing for materials used for vehicle manufacture, component manufacture and vehicle assembly, and vehicle end of life (i.e., disposal and recycling). It also discusses potential opportunities for reductions in environmental impacts in the production and end-of-life vehicle life-cycle phases. NHTSA concludes that manufacturers can choose how to respond to the proposed standards and, depending on vehicle manufacturers' responses in using the various materials or technologies, impacts would vary. As discussed in Chapter 6, Section 6.1, *Introduction*, NHTSA does not know how manufacturers will rely on the different materials or technologies assessed in Chapter 6 and fuel sources assessed in Chapter 3, *Energy*, and as a result, cannot quantitatively distinguish between action alternatives. Chapter 6 further concludes that the magnitude of life-cycle GHG impacts associated with materials and technologies is small in comparison with the emissions reductions from avoided fuel consumption during vehicle use.

Chapter 7, *Environmental Justice*, qualitatively describes potential disproportionate impacts on low-income and minority populations. NHTSA has determined that the Proposed Action and alternatives would not result in disproportionately high and adverse human health or environmental effects on minority or low-income populations. The proposed rule would set nationwide standards, and although minority and low-income populations may experience some disproportionate effects or face inequities in receiving some benefits, impacts of the Proposed Action and alternatives on human health and the environment would not be disproportionately high and adverse. Indeed, the reduction of air pollutants and GHGs could result in improvements in air quality, decreases in total health effects, and a reduction in the number and severity of outbreaks of vector-borne illnesses for minority and low-income communities.

Chapter 8, *Historic and Cultural Resources*, qualitatively describes potential impacts on historic and cultural resources. The Proposed Action and alternatives would not result in significant impacts on historic and cultural resources. In general, impacts under the Proposed Action and alternatives are not quantifiable because it is not possible to distinguish between acid deposition deterioration impacts and natural weathering (rain, wind, temperature, and humidity) impacts on historic buildings and structures and the varying impact of a specific geographic location on any particular historic property or sacred site or object. Metals critical to energy transition from gas-powered vehicles to electric vehicles (EVs) including copper, nickel, cobalt, and lithium may be located within or near areas of cultural and environmental importance to Native Americans. To the extent that other Federal agencies are involved in permitting mining actions, those agencies would be required to follow laws and procedures outlined in Chapter 8, Section 8.1, *Affected Environment*, which requires steps for Native American voices and perspectives to be solicited and considered during decision-making and planning for mining projects.

Direct, Indirect, and Cumulative Impacts

The potential impacts on energy use, air quality, and climate include *direct, indirect, and cumulative impacts*.¹² Direct impacts occur at the same time and place as the action. Indirect impacts occur later in time and/or are farther removed in distance. Cumulative impacts are the incremental direct and indirect impacts resulting from the action added to those of other past, present, and reasonably foreseeable future actions.

To derive the direct and indirect impacts of the action alternatives, NHTSA compares each CAFE and HDPUV FE action alternative to the relevant No-Action Alternative, which reflects baseline trends that would be expected in the absence of any regulatory action by NHTSA as discussed above. Because EPCA, as amended by EISA, requires NHTSA to set CAFE standards and FE standards for each model year, environmental impacts would also depend on future standards established by NHTSA but cannot be quantified at this time.

Cumulative impacts are effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. The other actions that contribute to cumulative impacts can vary by resource and are noted accordingly for each resource. However, the underlying inputs, models, and assumptions of the CAFE Model already take into account many past, present, and reasonably foreseeable future actions that affect U.S. transportation sector fuel use and U.S. mobile source air pollutant emissions. Therefore, the analysis of direct and indirect impacts of the Proposed Action and alternatives inherently incorporates projections about the impacts of past, present, and reasonably foreseeable future actions in order to develop a realistic baseline.

Four CAFE and HDPUV FE alternative combinations were considered for the cumulative impacts analysis: CAFE No-Action Alternative and HDPUV No-Action Alternative (No-Action Alternatives), Alternatives PC1LT3 and HDPUV4 (the lowest stringency CAFE and HDPUV FE alternatives), Alternatives PC2LT4 and HDPUV10 (the Preferred CAFE and HDPUV FE alternatives), and Alternatives PC6LT8 and HDPUV14 (the highest stringency CAFE and HDPUV FE alternatives). The specific combinations were chosen to present the full range of cumulative impacts of the two sets of standards that NHTSA is proposing in this rulemaking. The impacts of CAFE and HDPUV FE standards are integrated for the cumulative impacts analysis as their enforcement periods would concurrently intersect, resulting in a cumulative effect.

Energy

NHTSA's final standards would regulate fuel economy and, therefore, affect U.S. transportation fuel consumption. Transportation fuel accounts for a large portion of total U.S. energy consumption and energy imports and has a significant impact on the functioning of the energy sector as a whole. Although U.S. energy efficiency has been increasing and the U.S. share of global energy consumption has been declining in recent decades, total U.S. energy consumption has been increasing over that same period. Until a decade ago, most of this increase came from the increase in imports, largely for use in the transportation sector.

¹² 40 CFR 1508.1(g).

Petroleum is by far the largest source of energy used in the transportation sector, and transportation accounts for the largest share of total U.S. petroleum consumption. In 2021, the transportation sector accounted for 78.8 percent of total U.S. petroleum consumption. In 2050, transportation is expected to account for 79.1 percent of total U.S. petroleum consumption.¹³

With transportation expected to account for 79.1 percent of total petroleum consumption, U.S. net petroleum imports in 2050 are expected to result primarily from fuel consumption by LD and HD vehicles. The United States became a net energy exporter in 2019¹⁴ for the first time in 67 years because improvements in vehicle fuel economy, combined with increases in U.S. petroleum production, have substantially reduced U.S. oil imports, resulting in declining net petroleum imports.

In the future, the transportation sector would continue to be the largest consumer of U.S. petroleum and the second-largest consumer of total U.S. energy, after the industrial sector. NHTSA's analysis of fuel consumption in this EIS projects that fuel consumed by LD vehicles would consist predominantly of gasoline derived from petroleum for the foreseeable future. Similarly, an analysis of fuel consumption for HDPUVs projects that fuel consumed by HDPUVs would consist predominantly of gasoline and diesel derived from petroleum for the foreseeable future.

Other sources of energy used in the transportation sector include electricity, diesel and biofuels, natural gas, and hydrogen.

- **Electricity.** Electricity currently makes up 0.2 percent of LD vehicle and commercial light truck fuel use, but the CAFE Model projects this proportion to increase to 33.9 percent across all LD vehicles by 2050, representing the largest share of fuel consumption outside of gasoline. For HDPUVs, electricity currently makes up 0.1 percent of fuel use and is projected to increase to 25.5 percent by 2050.
- **Diesel.** Diesel currently makes up 0.5 percent of fuel consumption for LD vehicles and commercial light trucks and the CAFE Model projects this proportion to decrease to 0.1 percent by 2050. For HDPUVs, diesel makes up 44.3 percent of current fuel consumption but is expected to decrease to 5 percent by 2050.
- **Natural gas.** Natural gas currently makes up 0.02 percent of fuel consumption for LD vehicles and commercial light trucks. For HDPUVs, natural gas accounts for less than 3 percent of fuel use. Natural gas as a transportation fuel is expected to grow 4.7 percent by 2050.
- **Hydrogen.** LD fuel cell vehicle hydrogen consumption is less than 0.01 percent of total LD and HDPUV fuel consumption. According to AEO (2022), hydrogen is projected from 2022 to grow 9.6 percent as a transportation fuel by 2050 (EIA 2022a).

Direct and Indirect Impacts

To calculate the impacts on fuel use for each action alternative, NHTSA subtracted projected fuel consumption under the relevant No-Action Alternative from the level under each action alternative. As the alternatives increase in stringency, total fuel consumption decreases. Table S-3 and Table S-4 show total 2022 to 2050 fuel consumption for each alternative and the direct and indirect fuel use impacts for each action alternative compared with the relevant No-Action Alternative through 2050. NHTSA used

¹³ This Summary references pertinent data from the analysis in the EIS. Sources of such data are appropriately cited and referenced in those chapters.

¹⁴ <https://www.eia.gov/energyexplained/us-energy-facts/imports-and-exports.php>.

2050 as the end year for its analysis because it is the year by which nearly the entire U.S. vehicle fleet will be composed of MY 2027–2032 or later LD vehicles and MY 2030–2035 HDPUV vehicles. These tables report total 2022 to 2050 fuel consumption in gasoline gallon equivalents (GGE) for diesel, gasoline, electricity, hydrogen, and biofuel for cars, light trucks, and HDPUVs. Gasoline is expected to account for 65.9 percent of energy consumption by passenger cars, light trucks, and HDPUVs in 2050.

Table S-3. Fuel Consumption and Decrease in Fuel Consumption by CAFE Standards Alternative (billion gasoline gallon equivalent total for calendar years 2022–2050)

	No-Action	PC1LT3	PC2LT4	PC3LT5	PC6LT8
Fuel Consumption					
Cars	804	797	796	793	767
Light trucks	1,957	1,947	1,932	1,895	1,782
All light-duty vehicles	2,761	2,744	2,727	2,688	2,548
Decrease in Fuel Use Compared to the No-Action Alternative					
Cars		-7 (-1%)	-8 (-1%)	-11 (-1%)	-37 (-5%)
Light trucks		-9 (0%)	-25 (-1%)	-62 (-3%)	-175 (-9%)
All light-duty vehicles		-17 (-1%)	-34 (-1%)	-73 (-3%)	-212 (-8%)

Note:

CAFE = Corporate Average Fuel Economy

Total LD vehicle fuel consumption from 2022 to 2050 under the CAFE No-Action Alternative is projected to be 2,761 billion GGE. LD vehicle fuel consumption from 2022 to 2050 under the Proposed Action and alternatives is projected to range from 2,744 billion GGE under Alternative PC1LT3 to 2,548 billion GGE under Alternative PC6LT8. All of the action alternatives would decrease fuel consumption compared to the No-Action Alternative, with fuel consumption decreases that range from 17 billion GGE under Alternative PC1LT3 to 212 billion GGE under Alternative PC6LT8.

Table S-4. Fuel Consumption and Decrease in Fuel Consumption by HDPUV FE Standards Alternative (billion gasoline gallon equivalent total for calendar years 2022–2050)

	No-Action	HDPUV4	HDPUV10	HDPUV14
Fuel Consumption				
HD Pickup Trucks and Vans	412.2	412.1	410.3	403.3
Decrease in Fuel Use Compared to the No-Action Alternative				
HD Pickup Trucks and Vans		-0.1 (0%)	-1.9 (0%)	-8.9 (-2%)

Notes:

FE = fuel efficiency; HD = heavy-duty; HDPUV = heavy-duty pickup trucks and vans

Total HDPUV fuel consumption from 2022 to 2050 under the HDPUV No-Action Alternative is projected to be 412.2 billion GGE. HDPUV fuel consumption from 2022 to 2050 under the action alternatives is projected to range from 412.1 billion GGE under Alternative HDPUV4 to 403.3 billion GGE under Alternative HDPUV14. All of the action alternatives would decrease fuel consumption compared to the No-Action Alternative, with decreases ranging from 0.1 billion GGE under Alternative HDPUV4 to 8.9 billion GGE under Alternative HDPUV14.

Cumulative Impacts

Changes in passenger travel, oil and gas exploration, global EV market projections, and EV charging infrastructure, as well as changes in the electric grid mix may affect U.S. energy use over the long term. In addition to U.S. energy policy, manufacturer investments in plug-in electric vehicles (PEV) technologies and manufacturing in response to government mandates (including foreign PEV quotas) may affect market trends and energy use.

Changing CAFE and HDPUV FE standards are expected to reduce gasoline and diesel fuel use in the transportation sector, but are not expected to have any discernable effect on oil and gas consumption by other sectors of the U.S. economy because petroleum products account for a very small share of energy use in other sectors. Depending on how manufacturers respond to CAFE standards and HDPUV FE standards, cumulative effects could occur in other energy source sectors, such as the electricity sector. For example, the timing of EV charging can affect the profitability of renewable energy sources: daytime charging favors solar, while nighttime charging benefits wind energy. Additionally, increased electricity demand could lead to higher prices, fuel switching in other sectors, increased natural gas usage and emissions, and reduced operations in refineries and biofuel production.

Air Quality

Air pollution and air quality can affect public health, public welfare, and the environment. The Proposed Action and alternatives would affect air pollutant emissions and air quality, which, in turn, would affect public health and welfare and the natural environment. The air quality analysis in Chapter 4, *Air Quality*, assesses the impacts of the alternatives on emissions of pollutants of concern from mobile sources, and the resulting impacts on human health. The reductions and increases in emissions would vary by pollutant, calendar year, and action alternative.

Under the authority of the Clean Air Act (CAA) and its amendments, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six relatively common air pollutants known as *criteria pollutants*: carbon monoxide (CO), nitrogen dioxide, ozone, sulfur dioxide (SO₂), lead, and particulate matter (PM) with an aerodynamic diameter equal to or less than 10 microns (PM₁₀) and 2.5 microns (PM_{2.5}, or fine particles). Ozone is not emitted directly from vehicles but is formed in the atmosphere from emissions of ozone precursor pollutants such as nitrogen oxides (NO_x) and volatile organic compounds (VOCs).

Criteria pollutants have been shown to cause the following adverse health impacts at various concentrations and exposures: damage to lung tissue, reduced lung function, exacerbation of existing respiratory and cardiovascular diseases, difficulty breathing, irritation of the upper respiratory tract, bronchitis and pneumonia, reduced resistance to respiratory infections, alterations to the body's defense systems against foreign materials, reduced delivery of oxygen to the body's organs and tissues, impairment of the brain's ability to function properly, cancer, and premature death.

In addition to criteria pollutants, motor vehicles emit some substances defined by the 1990 CAA amendments as toxic air pollutants. Toxic air pollutants from vehicles are known as mobile source air toxics (MSATs). The MSATs included in this analysis are acetaldehyde, acrolein, benzene, 1,3-butadiene, diesel particulate matter (DPM), and formaldehyde. DPM is a component of exhaust from diesel-fueled vehicles and falls almost entirely within the PM_{2.5} particle-size class. MSATs are also associated with adverse health impacts. For example, EPA classifies acetaldehyde, benzene, 1,3-butadiene,

formaldehyde, and certain components of DPM as either known or probable human carcinogens. Many MSATs are also associated with noncancer health impacts, such as respiratory irritation.

Contribution of U.S. Transportation Sector to Air Pollutant Emissions

The U.S. transportation sector is a major source of emissions of certain criteria pollutants or their chemical precursors. Emissions of these pollutants from on-road mobile sources have declined dramatically since 1970 because of pollution controls on vehicles and regulation of the chemical content of fuels, despite continuing increases in vehicle travel and fuel consumption. Nevertheless, the U.S. transportation sector remains a major source of emissions of certain criteria pollutants or their chemical precursors. As noted in Chapter 4, *Air Quality*, in 2021, on-road mobile sources were responsible for emitting 15.1 million tons¹⁵ per year of CO (30 percent of total U.S. emissions), 79,000 tons per year (2 percent) of PM_{2.5}, and 206,000 tons per year (1 percent) of PM₁₀. In 2023, passenger cars and light trucks are estimated to contribute 86 percent of U.S. highway emissions of CO, 57 percent of highway emissions of PM_{2.5}, and 65 percent of highway emissions of PM₁₀. In 2023, HDPUVs are estimated to contribute 11 percent of highway emissions of CO, 8 percent of highway emissions of PM_{2.5}, and 8 percent of highway emissions of PM₁₀. Almost all of the PM in motor vehicle exhaust is PM_{2.5}; therefore, this analysis focuses on PM_{2.5} rather than PM₁₀. In 2021, on-road mobile sources also emitted 1.0 million tons per year (8 percent of total U.S. emissions) of VOCs and 2.2 million tons per year (29 percent) of NO_x, which are chemical precursors of ozone. In 2023, passenger cars and light trucks are estimated to emit 81 percent of U.S. highway emissions of VOCs and 49 percent of NO_x, and HDPUVs are estimated to contribute 11 percent of U.S. highway emissions of VOCs and 9 percent of NO_x. In addition, NO_x is a PM_{2.5} precursor, and VOCs can be PM_{2.5} precursors. SO₂ and other oxides of sulfur are important because they contribute to the formation of PM_{2.5} in the atmosphere; however, on-road mobile sources account for less than 1 percent of U.S. SO₂ emissions. With the elimination of lead in automotive gasoline, lead is no longer emitted from motor vehicles in more than negligible quantities and is therefore not assessed in this analysis.

Methods

NHTSA uses the CAFE Compliance and Effects Modeling System (the CAFE Model) to estimate manufacturers' potential responses to new CAFE, CO₂, and HDPUV FE standards and to estimate various impacts of those responses. DOT's Volpe National Transportation Systems Center develops, maintains, and applies the model for NHTSA. The basic design of the CAFE Model is as follows: the system first estimates how vehicle manufacturers might respond to a given regulatory scenario, and from that potential compliance solution, the system estimates what impact that response will have on fuel consumption, emissions, and economic externalities. NHTSA also uses EPA's Motor Vehicle Emissions Simulator (MOVES) model to estimate "downstream" (tailpipe exhaust) emission factors, and uses Argonne National Laboratory's Greenhouse gases, Regulated Emissions, and Energy use in Transportation (GREET) model to estimate emissions rates from fuel production and distribution processes ("upstream emissions").

To analyze air quality and human health impacts, NHTSA used the CAFE Model to calculate the emissions of criteria pollutants and MSATs from passenger cars, light trucks, and HDPUVs that would occur under each alternative. NHTSA then estimated the resulting changes in emissions by comparing emissions under each action alternative to those under the No-Action Alternative. The resulting changes in air

¹⁵ The term *ton(s)* as used in this chapter refers to U.S. tons (2,000 pounds).

quality and impacts on human health were assumed proportional to the changes in emissions projected to occur under each action alternative.

Key Findings for Air Quality

This EIS provides findings for air quality impacts for 2035 and 2050. In 2035, emissions of NO_x, PM2.5, and SO₂ increase, and emissions of CO and VOCs decrease, under all CAFE standard action alternatives compared to the CAFE No-Action Alternative. In 2050, emissions of NO_x and SO₂ increase under some CAFE standard action alternatives and decrease under others, while emissions of PM2.5, CO, and VOCs decrease under all CAFE standard action alternatives, compared to the CAFE No-Action Alternative. In 2035, emissions of NO_x, PM2.5, and SO₂ increase under the HDPUV FE standard action alternatives compared to the HDPUV No-Action Alternative, while emissions of CO and VOCs decrease. In 2050, emissions of NO_x and SO₂ increase, and emissions of CO, PM2.5, and VOCs decrease, under all HDPUV FE standard action alternatives compared to the HDPUV No-Action Alternative.

The changes in emissions are small in relation to total criteria pollutant emissions levels during this period and, overall, the health outcomes due to changes in criteria pollutant emissions through 2050 are projected to be beneficial. The directions and magnitudes of the changes in total emissions are not consistent across all pollutants. This reflects the complex interactions between tailpipe emissions rates of the various vehicle types; the technologies assumed to be incorporated by manufacturers in response to the standards; upstream emissions rates (which also reflect the assumption of increased adoption of PEVs after 2035); the relative proportions of gasoline, diesel, and other fuels in total fuel consumption changes; and changes in vehicle miles traveled (VMT) from the rebound effect. Other CAFE Model inputs and assumptions, which are discussed in Chapter 2, *Proposed Action and Alternatives and Analysis Methods*, and at length in Section II of the proposed rule preamble, Chapter 2 of the Technical Support Document, and Chapter 4 of the Preliminary Regulatory Impact Analysis issued concurrently with the EIS, including the rate at which new vehicles are sold, will also affect these air quality impact estimates. It is important to stress that changes in these assumptions would alter the air pollution estimates. For example, if NHTSA has overestimated the rebound effect,¹⁶ then emissions would be lower; if NHTSA has underestimated the rebound effect, then emissions would be higher. In addition, in 2035 and 2050, the CAFE standard action alternatives would result in decreased incidence (or no substantial increased incidence) of PM2.5-related adverse health impacts, and the HDPUV FE standard action alternatives would result in unchanged or decreased incidence of those impacts. Decreases in adverse health outcomes include decreased incidences of premature mortality, acute bronchitis, respiratory emergency room visits, and work-loss days, due to decreases in downstream emissions particularly for PM2.5.

Direct and Indirect Impacts

Criteria Pollutants

The air quality analysis identified the following impacts on criteria air pollutants.

- In 2035, emissions of NO_x, PM2.5, and SO₂ do not increase substantially under any of the CAFE standard action alternatives. Further, modeled increases were very small relative to reductions from the historical levels represented in the current CAFE standard. Relative to the No-Action Alternative, the modeling results suggest NO_x, PM2.5, and SO₂ emissions increases in 2035 get larger from

¹⁶ The increase in vehicle use that results from improved fuel economy.

Alternative PC1LT3 through Alternative PC6LT8 (the most stringent alternative in terms of estimated required miles per gallon). For CO and VOCs, the emissions decreases in 2035 get larger from Alternative PC1LT3 through Alternative PC6LT8 relative to the No-Action Alternative.

- In 2050, emissions of NO_x and SO₂ marginally increase under some CAFE standard action alternatives and decrease under others, compared to the CAFE No-Action Alternative. Further, any modeled increases were very small relative to reductions from the historical levels represented in the current CAFE standard. NO_x emissions decrease under Alternatives PC1LT3 and PC2LT4 but increase under Alternatives PC3LT5 and PC6LT8, compared to the No-Action Alternative. SO₂ emissions decrease under Alternative PC1LT3 but increase under Alternatives PC2LT4 through PC6LT8, and the increases get larger from Alternative PC2LT4 through Alternative PC6LT8. PM_{2.5} emissions in 2050 decrease under all action alternatives, but the decrease under Alternative PC3LT5 is less than the decrease under Alternative PC2LT4. As in 2035, emissions in 2050 of CO and VOCs decrease under the action alternatives compared to the No-Action Alternative. The CO and VOC emissions decreases get larger from Alternative PC1LT3 through Alternative PC6LT8.
- Under each CAFE standard action alternative compared to the CAFE No-Action Alternative, the largest relative increases in emissions among the criteria pollutants would occur for SO₂, for which emissions would increase by as much as 16.8 percent under Alternative PC6LT8 in 2035 compared to the No-Action Alternative. The largest relative decreases in emissions would occur for CO, for which emissions would decrease by as much as 27.8 percent under Alternative PC6LT8 in 2050 compared to the No-Action Alternative. Percentage increases and decreases in emissions of NO_x, PM_{2.5}, and VOCs would be less, as small as less than 1 percent. The smaller differences are not expected to lead to measurable changes in concentrations of criteria pollutants in the ambient air. The larger differences in emissions could lead to changes in ambient pollutant concentrations.
- In 2035, emissions of NO_x, PM_{2.5}, and SO₂ marginally increase under the HDPUV FE standard action alternatives compared to the HDPUV No-Action Alternative, while emissions of CO and VOCs decrease. Further, any modeled increases were very small relative to reductions from the historical levels represented in the current HDPUV FE standard. Relative to the No-Action Alternative, the modeling results suggest NO_x, PM_{2.5}, and SO₂ emissions increases in 2035 get larger from Alternative HDPUV4 through Alternative HDPUV14 (the most stringent alternative in terms of the estimated required fuel consumption [gallons of fuel per 100 ton-mile]). For CO and VOCs, the emissions decreases in 2035 get larger from Alternative HDPUV4 through Alternative HDPUV14 relative to the No-Action Alternative.
- In 2050, emissions of NO_x and SO₂ marginally increase under all HDPUV FE standard action alternatives compared to the HDPUV No-Action Alternative, and the increases get larger from Alternative HDPUV4 through Alternative HDPUV14. Further, any modeled increases were very small relative to reductions from the historical levels represented in the current HDPUV FE standard. Emissions of CO, PM_{2.5}, and VOCs decrease under all action alternatives compared to the No-Action Alternative, and the decreases get larger from Alternative HDPUV4 through Alternative HDPUV14.
- Under each HDPUV FE standard action alternative compared to the HDPUV No-Action Alternative, the largest relative increases in emissions among the criteria pollutants would occur for SO₂, for which emissions would increase by as much as 4.2 percent under Alternative HDPUV14 in 2050 compared to the No-Action Alternative. The largest relative decreases in emissions would occur for CO and VOCs, for which emissions would decrease by as much as 5.7 percent under Alternative HDPUV14 in 2050 compared to the No-Action Alternative. Percentage increases and reductions in emissions of NO_x and PM_{2.5} would be less, as small as less than 1 percent. The smaller differences are not expected to lead to measurable changes in concentrations of criteria pollutants in the

ambient air. The larger differences in emissions could lead to changes in ambient pollutant concentrations.

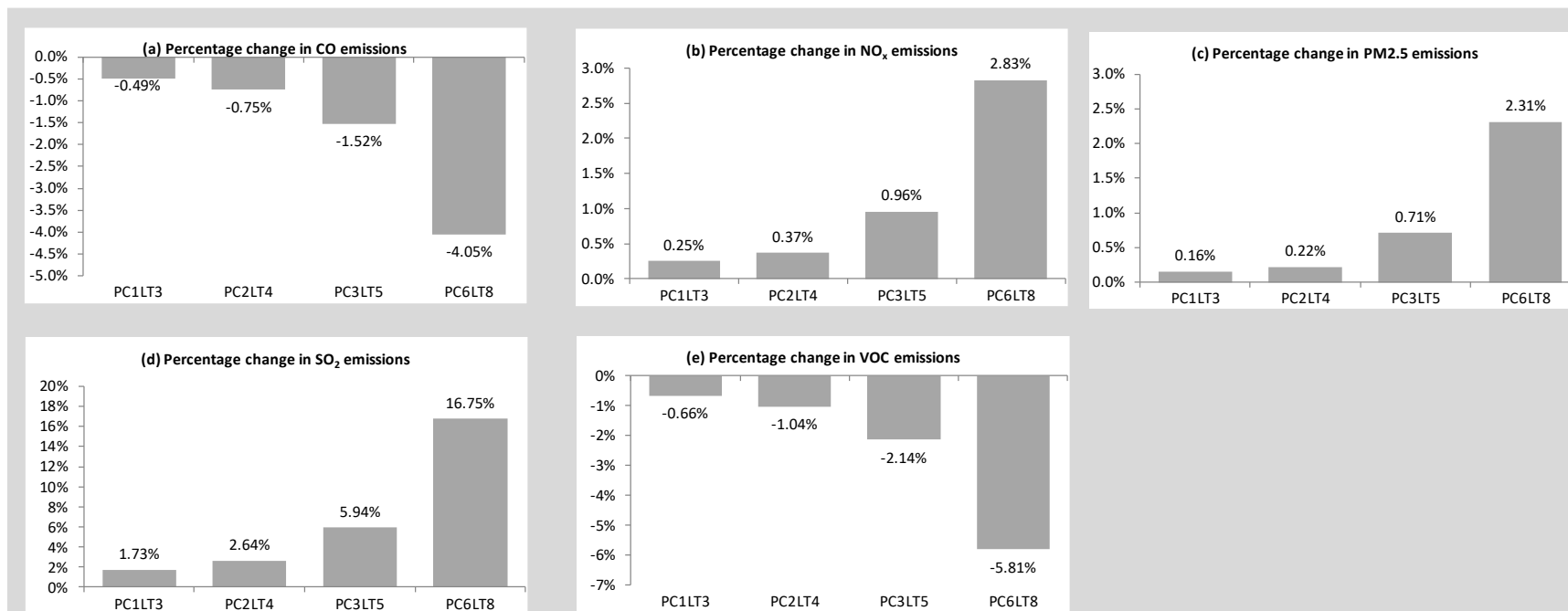
Toxic Air Pollutants

The air quality analysis identified the following impacts on toxic air pollutants.

- Toxic air pollutant emissions across the CAFE standard action alternatives show decreases in 2035 and 2050 relative to the CAFE No-Action Alternative. The decreases get larger from Alternative PC1LT3 through Alternative PC6LT8.
- The largest relative decreases in national emissions of toxic air pollutants among the CAFE standard action alternatives, compared to the CAFE No-Action Alternative, generally would occur for acetaldehyde, acrolein, 1,3-butadiene, and formaldehyde, for which emissions would decrease by as much as 36 percent under Alternative PC6LT8 in 2050. Percentage decreases in emissions of benzene and DPM would be less, in some cases less than 1 percent. The smaller differences are not expected to lead to measurable changes in concentrations of toxic air pollutants in the ambient air. For such small changes, the impacts of those action alternatives would be essentially equivalent. The larger differences in emissions could lead to changes in ambient pollutant concentrations.
- Toxic air pollutant emissions across the HDPUV FE standard action alternatives remain the same or decrease in 2035 and 2050 relative to the HDPUV No-Action Alternative. The decreases get larger from Alternative HDPUV4 through Alternative HDPUV14.
- The largest relative decreases in national emissions of toxic air pollutants among the HDPUV FE standard action alternatives, compared to the HDPUV No-Action Alternative, generally would occur for acetaldehyde, acrolein, benzene, 1,3-butadiene, and formaldehyde, for which emissions would decrease by as much as 7 percent under Alternative HDPUV14 in 2050. Percentage decreases in emissions of DPM would be less, in some cases less than 1 percent. The smaller differences are not expected to lead to measurable changes in concentrations of toxic air pollutants in the ambient air. For such small changes, the impacts of those action alternatives would be essentially equivalent. The larger differences in emissions could lead to changes in ambient pollutant concentrations.

Changes in criteria pollutant emissions in 2035 are shown by alternative in Figure S-1 for CAFE standard action alternatives and in Figure S-2 for HDPUV FE standard action alternatives. Changes in toxic air pollutant emissions in 2035 are shown by alternative in Figure S-3 for CAFE standard action alternatives and in Figure S-4 for HDPUV FE standard action alternatives.

Figure S-1. Nationwide Percentage Changes in Criteria Pollutant Emissions from U.S. Passenger Cars and Light Trucks for 2035 by CAFE Alternative Compared to the CAFE No-Action Alternative, Direct and Indirect Impacts



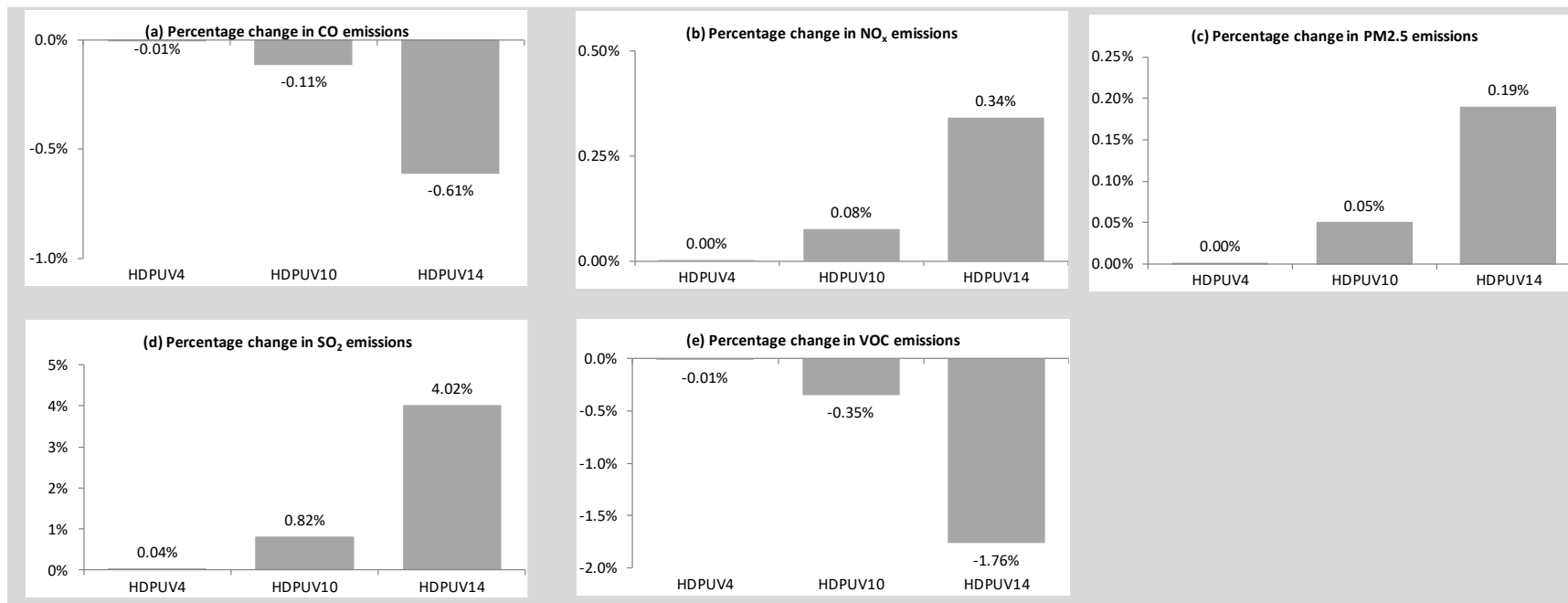
Notes:

The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

CAFE = Corporate Average Fuel Economy; CO = carbon monoxide; NO_x = nitrogen oxides; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SO₂ = sulfur dioxide; VOC = volatile organic compounds

Figure S-2. Nationwide Percentage Changes in Criteria Pollutant Emissions from U.S. HDPUVs for 2035 by HDPUV FE Standard Alternative Compared to the HDPUV No-Action Alternative, Direct and Indirect Impacts



Notes:

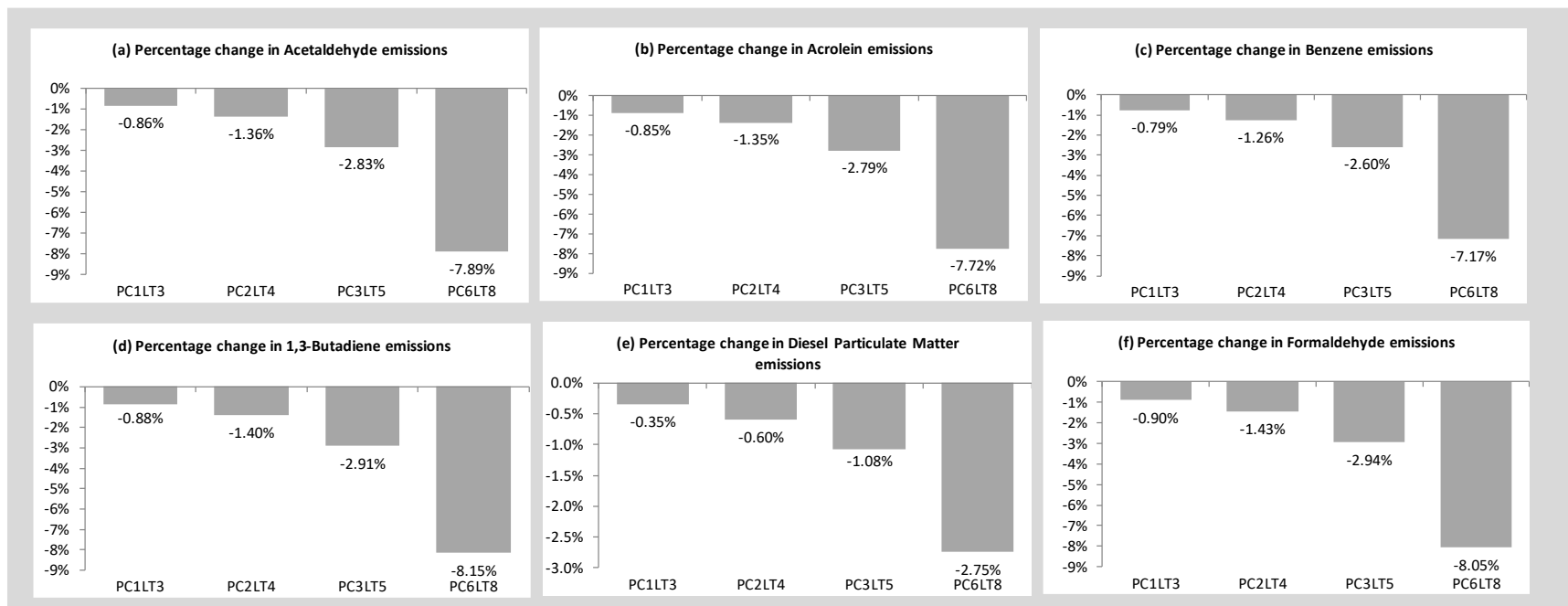
The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

CO = carbon monoxide; FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans; NO_x = nitrogen oxides; PM_{2.5} = particulate matter 2.5 microns or less in diameter;

SO₂ = sulfur dioxide; VOC = volatile organic compounds

Figure S-3. Nationwide Percentage Changes in Toxic Air Pollutant Emissions from U.S. Passenger Cars and Light Trucks for 2035 by CAFE Standard Alternative Compared to the CAFE No-Action Alternative, Direct and Indirect Impacts



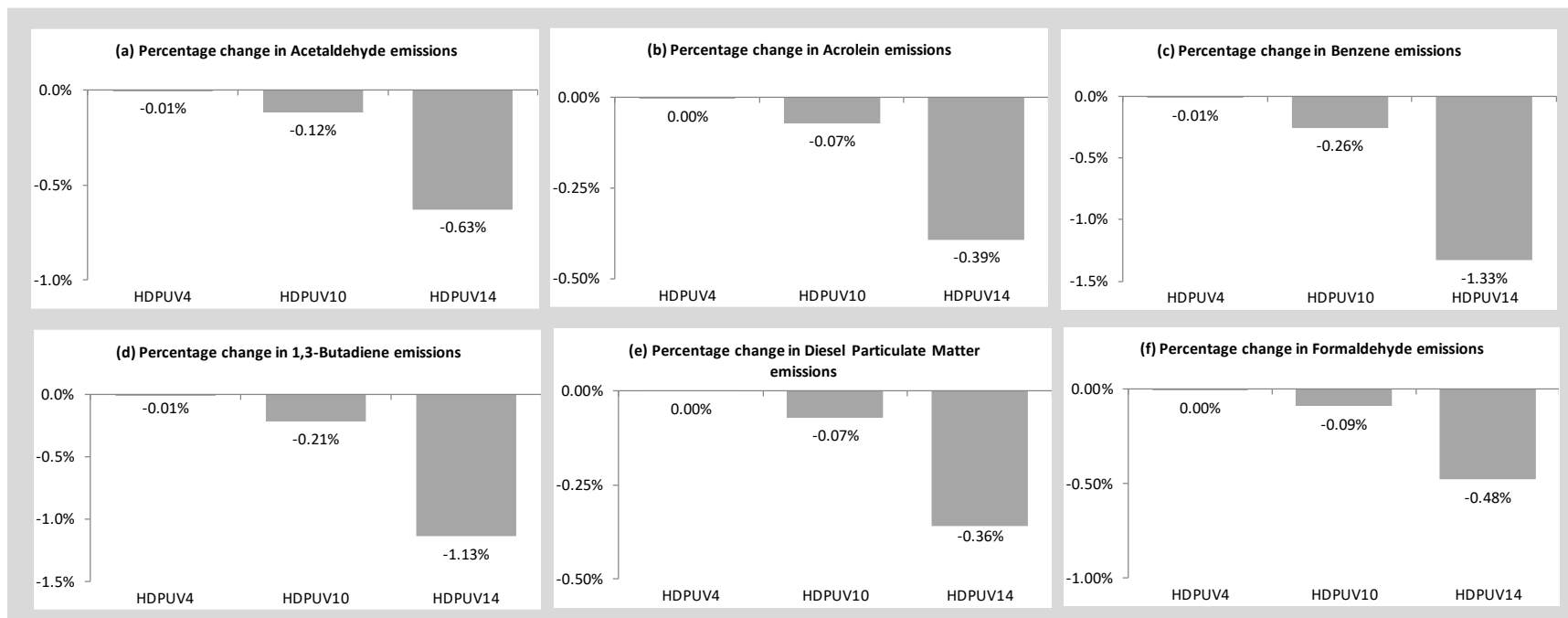
Notes:

The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

CAFE = Corporate Average Fuel Economy

Figure S-4. Nationwide Percentage Changes in Toxic Air Pollutant Emissions from U.S. HDPUVs for 2035 by HDPUV FE Standard Alternative Compared to the HDPUV No-Action Alternative, Direct and Indirect Impacts



Notes:

The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans

Health Impacts

The air quality analysis identified the following health impacts.

- Adverse health impacts (mortality, acute bronchitis, respiratory emergency room visits, and other health effects) from criteria pollution emissions are projected to decrease nationwide in 2035 and 2050 under all CAFE standard action alternatives, relative to the CAFE No-Action Alternative, due to decreases in downstream emissions, particularly of PM_{2.5}. The improvements to health impacts (or decreases in health incidences) would get larger from Alternative PC1LT3 to Alternative PC6LT8 in 2035 and 2050. These decreases reflect the generally increasing stringency of the action alternatives as they become implemented.
- Adverse health impacts from criteria pollutant emissions are projected to remain the same or decrease nationwide in 2035 and 2050 under all HDPUV FE standard action alternatives, relative to the HDPUV No-Action Alternative, due to decreases in downstream emissions, particularly of PM_{2.5}.
- As mentioned above, changes in assumptions about modeled technology adoption; the relative proportions of gasoline, diesel, and other fuels in total fuel consumption changes; and changes in VMT from the rebound effect would alter these health impact results. However, NHTSA believes that these assumptions are reasonable.

Cumulative Impacts

Criteria Pollutants

The air quality analysis identified the following cumulative impacts on criteria air pollutants from the CAFE and HDPUV FE alternative combinations.

- In 2035, emissions of NO_x, PM_{2.5}, and SO₂ marginally increase under the CAFE and HDPUV FE alternative combinations compared to the No-Action Alternatives, while emissions of CO and VOCs decrease. Further, any modeled increases were very small relative to reductions from the historical levels represented in the current CAFE and HDPUV FE standards. Relative to the No-Action Alternatives, the modeling results suggest NO_x, PM_{2.5}, and SO₂ emissions increases in 2035 get smaller from Alternatives PC1LT3 and HDPUV4 to Alternatives PC2LT4 and HDPUV10, then larger from Alternatives PC2LT4 and HDPUV10 to Alternatives PC6LT8 and HDPUV14 (the combination of the most stringent CAFE and HDPUV FE standard alternatives). For CO and VOCs, the emissions decreases in 2035 get smaller from Alternatives PC1LT3 and HDPUV4 to Alternatives PC2LT4 and HDPUV10, then larger from Alternatives PC2LT4 and HDPUV10 to Alternatives PC6LT8 and HDPUV14, relative to the No-Action Alternatives.
- In 2050, emissions of NO_x decrease under Alternatives PC1LT3 and HDPUV4 and Alternatives PC2LT4 and HDPUV10 but marginally increase under Alternatives PC6LT8 and HDPUV14, compared to the No-Action Alternatives. Further, any modeled increases were very small relative to reductions from the historical levels represented in the current CAFE and HDPUV FE standards. Emissions of SO₂ decrease under Alternatives PC1LT3 and HDPUV4 but increase under Alternatives PC2LT4 and HDPUV10 and Alternatives PC6LT8 and HDPUV14, compared to the No-Action Alternatives. Emissions of CO, PM_{2.5}, and VOCs decrease under all CAFE and HDPUV FE alternative combinations compared to the No-Action Alternatives, and the decreases get larger from Alternatives PC1LT3 and HDPUV4 through Alternatives PC6LT8 and HDPUV14 for CO and VOCs, while the decreases for PM_{2.5} get smaller from Alternatives PC1LT3 and HDPUV4 to Alternatives PC2LT4 and HDPUV10, and then larger from Alternatives PC2LT4 and HDPUV10 to Alternatives PC6LT8 and HDPUV14, compared to the No-Action Alternatives.

- Under each CAFE and HDPUV FE alternative combination compared to the No-Action Alternatives, the largest relative increases in emissions among the criteria pollutants would occur for SO₂, for which emissions would increase by as much as 15.2 percent under Alternatives PC6LT8 and HDPUV14 in 2035, compared to the No-Action Alternatives. The largest relative decreases in emissions would occur for CO, for which emissions would decrease by as much as 25.2 percent under Alternatives PC6LT8 and HDPUV14 in 2050, compared to the No-Action Alternatives. Percentage increases and decreases in emissions of NO_x and PM_{2.5} would be less, as small as less than 1 percent. The smaller differences are not expected to lead to measurable changes in concentrations of criteria pollutants in the ambient air. The larger differences in emissions could lead to changes in ambient pollutant concentrations.

Toxic Air Pollutants

The air quality analysis identified the following cumulative impacts on toxic air pollutants from the CAFE and HDPUV FE alternative combinations.

- Toxic air pollutant emissions across the CAFE and HDPUV FE alternative combinations remain the same or decrease in 2035 and 2050, relative to the No-Action Alternatives. The decreases in 2035 get smaller from Alternatives PC1LT3 and HDPUV4 to Alternatives PC2LT4 and HDPUV10 and then larger from Alternatives PC2LT4 and HDPUV10 to Alternatives PC6LT8 and HDPUV14; the decreases in 2050 get larger from Alternatives PC1LT3 and HDPUV4 through Alternatives PC6LT8 and HDPUV14.
- The largest relative decreases in emissions generally would occur for acetaldehyde, acrolein, benzene, 1,3-butadiene, and formaldehyde, for which emissions would decrease by as much as 29 percent under Alternatives PC6LT8 and HDPUV14 in 2050, compared to the No-Action Alternatives. Percentage decreases in emissions of DPM would be less, as small as less than 1 percent.

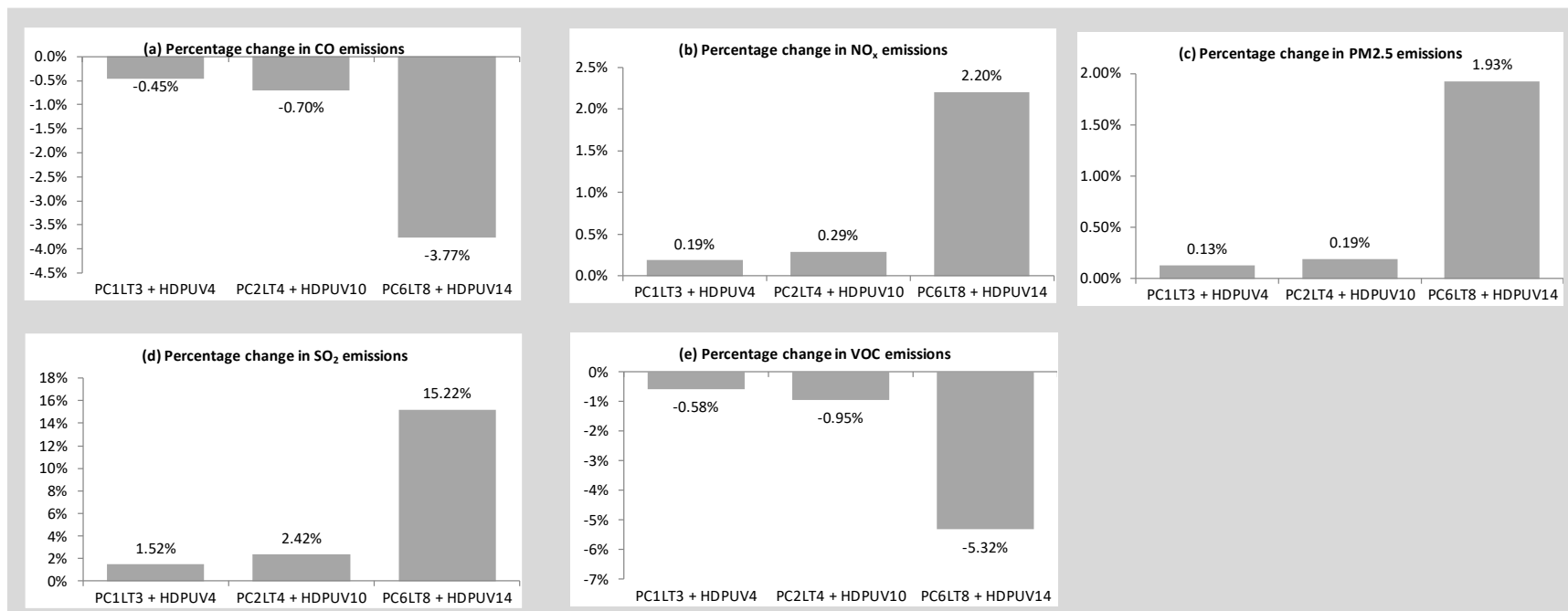
Changes in criteria pollutant emissions in 2035 are shown by alternative in Figure S-5, and changes in toxic air pollutant emissions in 2035 are shown by alternative in Figure S-6, for CAFE and HDPUV FE alternative combinations.

Health Impacts

The air quality analysis identified the following cumulative health impacts from the CAFE and HDPUV FE alternative combinations.

- Adverse health impacts (mortality, acute bronchitis, respiratory emergency room visits, and other health effects) from criteria pollutant emissions would remain the same or decrease nationwide in 2035 and 2050 under all CAFE and HDPUV FE alternative combinations, relative to the No-Action Alternatives, due to decreases in downstream emissions, particularly of PM_{2.5}. The improvements to health impacts (or decreases in health incidences) in 2035 would get smaller or stay the same from Alternatives PC1LT3 and HDPUV4 to Alternatives PC2LT4 and HDPUV10 and then get larger from Alternatives PC2LT4 and HDPUV10 to Alternatives PC6LT8 and HDPUV14. In 2050, the improvements would get larger from Alternatives PC1LT3 and HDPUV4 to Alternatives PC6LT8 and HDPUV14. These decreases reflect the generally increasing stringency of the CAFE and HDPUV FE standard action alternatives as they become implemented.
- As mentioned above, changes in assumptions about modeled technology adoption; the relative proportions of gasoline, diesel, and other fuels in total fuel consumption changes; and changes in VMT from the rebound effect would alter these health impact results; however, NHTSA believes that these assumptions are reasonable.

Figure S-5. Nationwide Percentage Changes in Criteria Pollutant Emissions from U.S. Combined Passenger Cars, Light Trucks, and HDPUVs for 2035 by CAFE and HDPUV FE Alternative Combination Compared to the No-Action Alternatives, Cumulative Impacts



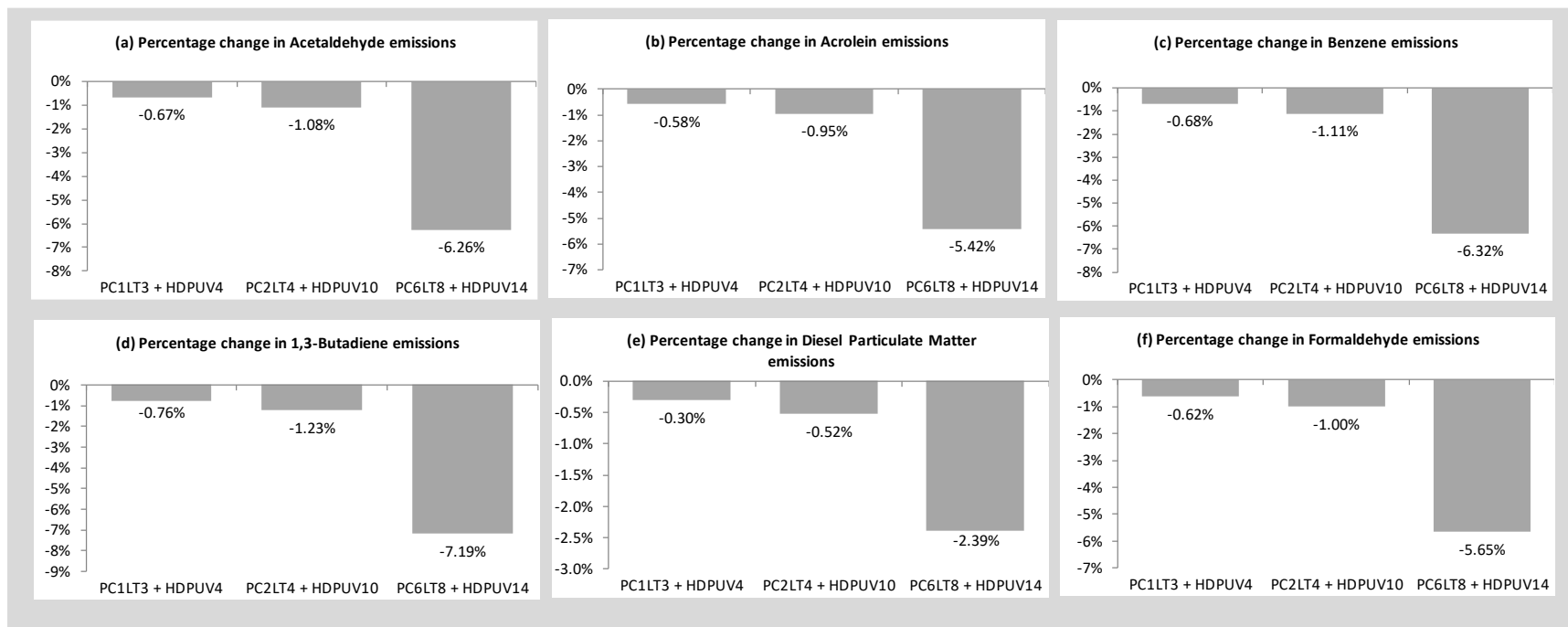
Notes:

The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

CAFE = Corporate Average Fuel Economy; CO = carbon monoxide; FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans; NO_x = nitrogen oxides; PM_{2.5} = particulate matter 2.5 microns or less in diameter; SO₂ = sulfur dioxide; VOC = volatile organic compounds

Figure S-6. Nationwide Percentage Changes in Toxic Air Pollutant Emissions from U.S. Combined Passenger Cars, Light Trucks, and HDPUVs for 2035 by CAFE and HDPUV FE Alternative Combination Compared to the No-Action Alternatives, Cumulative Impacts



Notes:

The vertical (percentage) scale differs by pollutant.

Negative values indicate emissions decreases; positive values are emissions increases.

CAFE = Corporate Average Fuel Economy; FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans

Greenhouse Gas Emissions and Climate Change

This section describes how the Proposed Action and alternatives could affect the anticipated pace and extent of future changes in global climate. In this EIS, the discussion of direct and indirect impacts of climate change focuses on impacts associated with decreases in GHG emissions from the Proposed Action and alternatives as compared to projected GHG emissions under the relevant No-Action Alternative, including impacts on atmospheric carbon dioxide (CO₂) concentrations, global mean surface temperature, sea level, precipitation, and ocean pH.

Earth absorbs heat energy from the sun and returns most of this heat to space as terrestrial infrared radiation. GHGs trap heat in the lower atmosphere (the atmosphere extending from Earth's surface to approximately 4 to 12 miles above the surface) by absorbing heat energy emitted by Earth's surface and lower atmosphere, and reradiating much of it back to Earth's surface, causing warming. This process, known as the *greenhouse effect*, is responsible for maintaining surface temperatures that are warm enough to sustain life. Human activities, particularly fossil-fuel combustion, have been identified as primarily responsible for increasing the concentrations of GHGs in the atmosphere, and this buildup of GHGs is changing the Earth's energy balance. According to the Intergovernmental Panel on Climate Change (IPCC), the warming experienced over the past century is due to a combination of natural climate forcers (e.g., natural GHGs, solar activity), as well as human-made climate forcers (IPCC 2021a).

Global climate change refers to long-term (i.e., multi-decadal) trends in global average surface temperature, precipitation, ice cover, sea level, cloud cover, sea-surface temperatures and currents, ocean pH, and other climatic conditions.

IPCC, the U.S. Global Change Research Program (GCRP), and other leading groups focused on global climate change have independently concluded that human activity is the main driver for recent observed climatic changes (IPCC 2021a; GCRP 2017). Other observed changes include melting glaciers, diminishing snow cover, shrinking sea ice, ocean acidification, increasing atmospheric water vapor content, changing precipitation intensities, shifting seasons, and many more (IPCC 2021a; GCRP 2017).

This EIS draws primarily on panel-reviewed synthesis and assessment reports from IPCC and GCRP, supplemented with past reports from the U.S. Climate Change Science Program (CCSP), the National Research Council, and the Arctic Council.

Contribution of the U.S. Transportation Sector to U.S. and Global Carbon Dioxide Emissions

Human activities that emit GHGs to the atmosphere include fossil fuel production and combustion; industrial processes and product use; agriculture, forestry, and other land use; and waste management. Emissions of CO₂, methane (CH₄), and nitrous oxide (N₂O) account for approximately 98 percent of global annual anthropogenic GHG emissions (World Resources Institute [WRI] 2023). Isotopic- and inventory-based studies have indicated that the rise in the global CO₂ concentration is largely a result of the release of carbon that has been stored underground through the combustion of fossil fuels (coal, petroleum, and natural gas) used to produce electricity, heat buildings, and power motor vehicles and airplanes, among other uses.

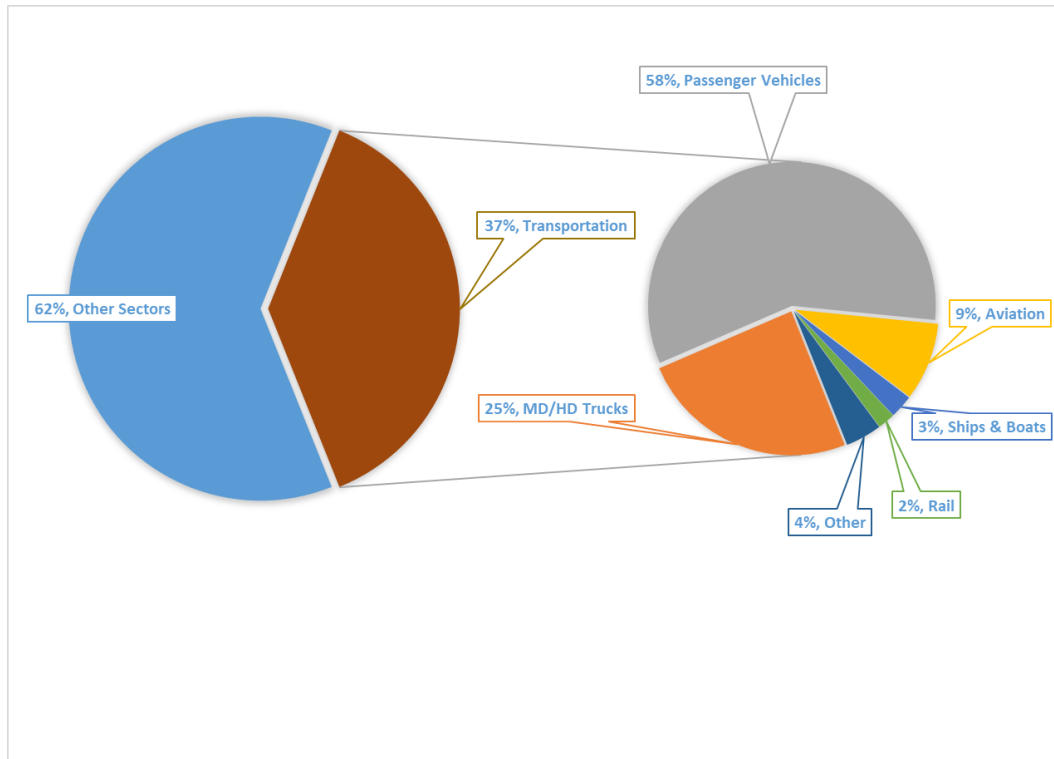
In 2019, the United States was the second largest emitter of GHGs, accounting for approximately 13 percent of total global emissions, excluding emissions and sinks from land-use change (WRI 2023).¹⁷ EPA's National Greenhouse Gas Inventory for 1990 to 2021 indicates that, in 2021, the U.S. transportation sector was the single leading source of CO₂ emissions from fossil fuels, contributing over one-third of total U.S. CO₂ emissions from fossil fuels, with passenger cars and light trucks accounting for 58 percent of total U.S. CO₂ emissions from transportation (EPA 2023a). From 1990 to 2021, CO₂ emissions from passenger cars and light trucks increased by 12 percent, which is attributed to a 44.4 percent increase in VMT by LD motor vehicles (passenger cars and light trucks) driven by population increase, economic growth, and low fuel prices (EPA 2023a).

The coronavirus disease of 2019 (COVID-19) pandemic resulted in a 9 percent decrease in gross U.S. GHG emissions from 2019 to 2020, with contributions by sector remaining relatively consistent (EPA 2023a). Travel restrictions and behavior across the country resulted in decreased VMT by personal vehicles and lightweight trucks by 11 percent from 2019 to 2020 (EPA 2023a). However, due to the increased demand for e-commerce goods, VMT for HD vehicles increased from 2019 to 2020 (DOT 2022). Recent data show that this decrease in overall transportation emissions was temporary. Indicators of emissions such as VMT have significantly increased since the end of 2020 as travel restrictions eased and economic activity increased (Liu et al. 2020). VMT increased by 11 percent from 2020 to 2021 (DOT 2021a), despite shifts in travel and behavior compared to before the pandemic (e.g., increases in Americans working from home or hybrid working). Furthermore, between 2020 and 2021, CO₂ emissions from passenger cars and light trucks increased 10 percent; CO₂ emissions from transportation increased 11 percent (EPA 2023a).

Figure S-7 shows the proportion of U.S. CO₂ emissions attributable to the transportation sector and the contribution of each mode of transportation to those emissions.

¹⁷ These numbers are based on global and U.S. estimates for 2019, the most recent year for which a global estimate is available. Excluding emissions and sinks from land-use change and forestry.

Figure S-7. Contribution of Transportation to U.S. Carbon Dioxide Emissions by Mode (2021)



Source: EPA 2023a

MD/HD = Medium-Duty and Heavy-Duty

Key Findings for Climate

The Proposed Action and alternatives would decrease both U.S. passenger car and light truck and HDPUV fuel consumption and CO₂ emissions compared with the relevant No-Action Alternative, reducing the anticipated increases in global CO₂ concentrations, temperature, precipitation, sea level, and ocean acidification that would otherwise occur.

Estimates of GHG emissions and decreases are presented for each of the action alternatives for both CAFE standards and HDPUV FE standards. Key climate effects on atmospheric CO₂ concentration, global mean surface temperature, precipitation, sea level, and ocean pH, which result from changes in GHG emissions, are also presented for each of the action alternatives. These effects are gradual and increase over time. Changes to these climate variables are typically modeled to 2100 or longer because of the amount of time it takes to show the full extent of the effects of GHG emissions on the climate system.

The impacts of the Proposed Action and alternatives on global mean surface temperature, precipitation, sea level, and ocean pH would be small in relation to global emissions trajectories. Although these effects are small, they occur on a global scale and are long lasting; therefore, in aggregate, they can have large consequences for health and welfare and can make an important contribution to reducing the risks associated with climate change.

Direct and Indirect Impacts

For the analysis of direct and indirect impacts, NHTSA used the Shared Socioeconomic Pathway (SSP) 3-7.0 scenario to represent the reference case emissions scenarios. SSP3-7.0 is a high emissions scenario

that assumes no additional global cooperation on mitigation efforts resulting in limited mitigation of GHG emissions. NHTSA selected the SSP3-7.0 scenario for its incorporation of a comprehensive suite of GHG and pollutant gas emissions, including carbonaceous aerosols and a global context of emissions with a full suite of GHGs and ozone precursors. This scenario yields a radiative forcing of approximately 7.0 watts per square meter in the year 2100. More information on global emissions scenarios used in this analysis can be found in Appendix E, *Greenhouse Gas Emissions and Climate Change*.

Greenhouse Gas Emissions

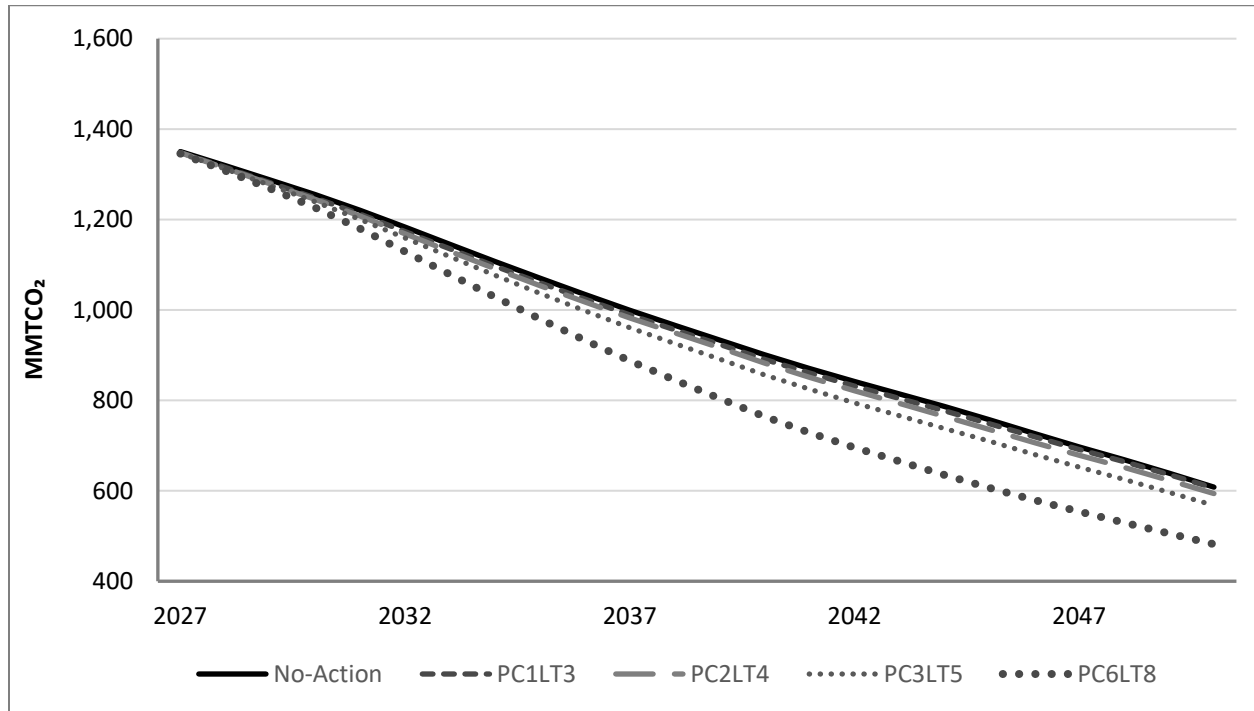
The alternatives would have the following impacts related to GHG emissions.

- Figure S-8 shows projected annual CO₂ emissions from passenger cars and light trucks under all CAFE standard action alternatives. Passenger cars and light trucks are projected to emit 52,800 million metric tons of carbon dioxide (MMTCO₂) from 2027 through 2100 under the CAFE No-Action Alternative. Alternative PC1LT3 and Alternative PC3LT5 would decrease these emissions by less than 1 and 5 percent, respectively, through 2100. Alternative PC2LT4, the preferred alternative, would decrease these emissions by 2 percent through 2100. Alternative PC6LT8 would decrease these emissions by 16 percent through 2100. Emissions would be highest under the No-Action Alternative, and emissions reductions would increase from Alternative PC1LT3 to Alternative PC6LT8. All CO₂ emissions estimates associated with the CAFE standard action alternatives include upstream emissions.
- Figure S-9 shows projected annual CO₂ emissions from HDPUV under all HDPUV FE standard action alternatives. HDPUVs are projected to emit 9,800 MMTCO₂ from 2027 through 2100 under the HDPUV No-Action Alternative. The action alternatives would decrease these emissions by a range of less than 0.1 percent under HDPUV4 to 4 percent under HDPUV14 through 2100. Alternative HDPUV10, the preferred alternative, would decrease these emissions by 1 percent over the same period. All CO₂ emissions estimates associated with the HDPUV FE standard action alternatives include upstream emissions.
- Compared with total projected CO₂ emissions of 559 MMTCO₂ from all passenger cars and light trucks under the CAFE No-Action Alternative in the year 2100, the CAFE standard action alternatives are expected to reduce CO₂ emissions from passenger cars and light trucks in the year 2100 less than 1 percent under Alternative PC1LT3, 7 percent under Alternative PC3LT5, and 21 percent under Alternative PC6LT8. Under Alternative PC2LT4, the 2100 total projected CO₂ emissions for all passenger cars and light trucks are 546 MMTCO₂, reflecting a 2 percent decrease.
- Compared with total projected CO₂ emissions of 115 MMTCO₂ from all HDPUVs under the HDPUV No-Action Alternative in the year 2100, the HDPUV FE standard action alternatives are expected to decrease CO₂ emissions from HDPUVs in the year 2100 by a range of less than 1 percent under Alternative HDPUV4 to 5 percent under Alternative HDPUV14. Under Alternative HDPUV10, the 2100 total projected CO₂ emissions for all HDPUVs are 113 MMTCO₂, reflecting a 2 percent decrease.
- Compared to SSP3-7.0 total global CO₂ emissions projection of 4,991,547 MMTCO₂ under the CAFE No-Action Alternative from 2027 through 2100, the CAFE standard action alternatives are expected to reduce global CO₂ by 0.01 percent under Alternative PC1LT3, 0.02 percent under Alternative PC2LT4, 0.06 percent under Alternative PC3LT5, and 0.17 percent under Alternative PC6LT8 by 2100.
- Compared to SSP3-7.0 total global CO₂ emissions projection of 4,991,547 MMTCO₂ under the HDPUV No-Action Alternative from 2027 through 2100, the HDPUV action alternatives are expected to

reduce global CO₂ by less than 0.01 percent under Alternatives HDPUV4 and HDPUV10, and 0.01 percent under Alternative HDPUV14 by 2100.

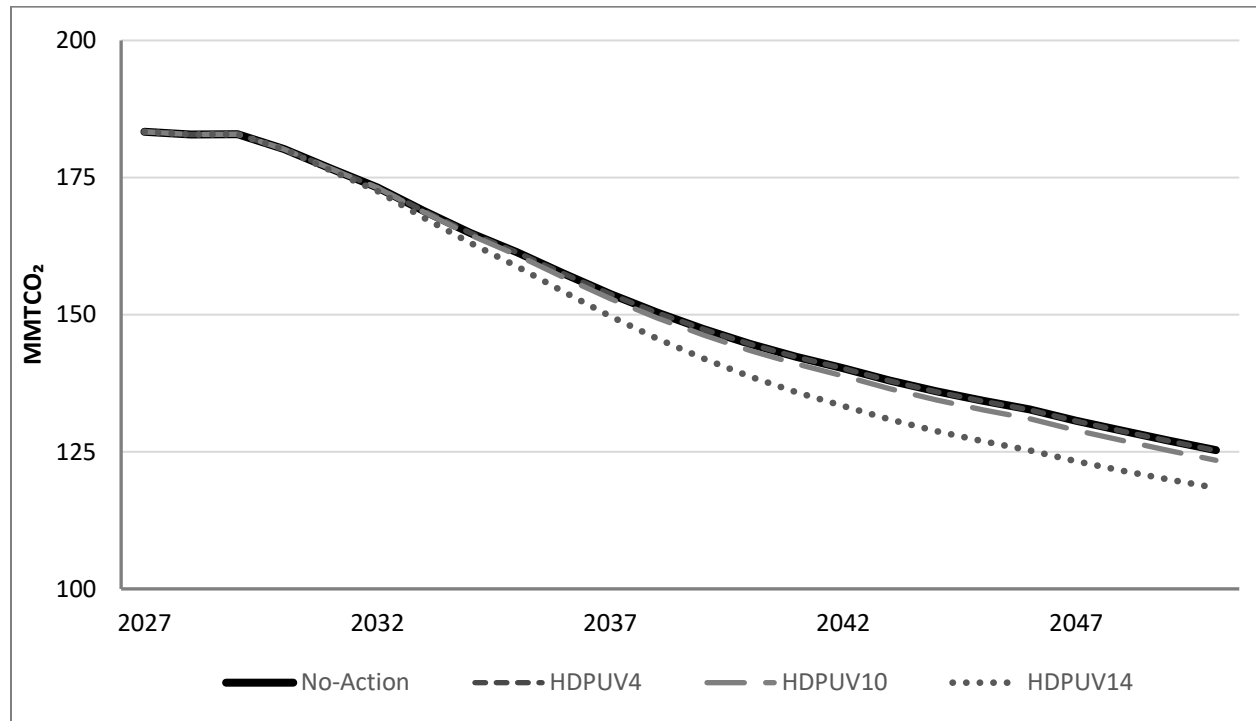
- The emissions reductions from all passenger cars and light trucks in 2035 compared with emissions under the CAFE No-Action Alternative are approximately equivalent to the annual emissions from 2,481,083 vehicles under Alternative PC1LT3, 4,006,611 vehicles under Alternative PC2LT4, 8,125,856 vehicles under Alternative PC3LT5, and 21,921,146 vehicles under Alternative PC6LT8. (A total of 260,514,221 passenger cars and light trucks are projected to be on the road in 2035 under the No-Action Alternative.)
- The emissions reductions from HDPUVs in 2035 compared with emissions under the HDPUV No-Action Alternative are approximately equivalent to the annual emissions from 2,325 vehicles under Alternative HDPUV4, 59,962 vehicles under Alternative HDPUV10, and 297,812 vehicles under Alternative HDPUV14. (A total of 18,607,101 HDPUVs are projected to be on the road in 2035 under the No-Action Alternative.)

Figure S-8. Projected Annual Carbon Dioxide Emissions (MMTCO₂) from CAFE Standards for All U.S. Passenger Cars and Light Trucks by Alternative



MMTCO₂ = million metric tons of carbon dioxide

Figure S-9. Projected Annual Carbon Dioxide Emissions (MMTCO₂) from HDPUV FE Standards for All HDPUVs by Alternative



FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans; MMTCO₂ = million metric tons of carbon dioxide

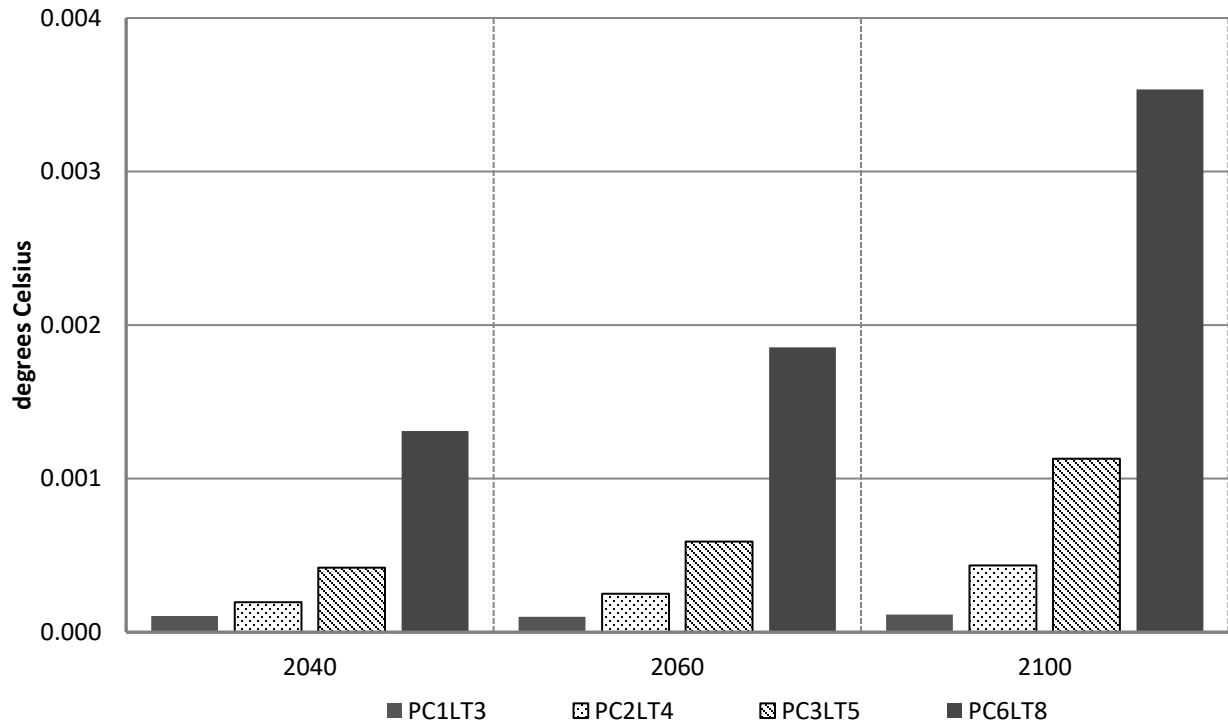
Climate Change Indicators

CO₂ emissions affect the concentration of CO₂ in the atmosphere, which in turn affects global temperature, sea level, precipitation, and ocean pH.

- Estimated CO₂ concentrations in the atmosphere for 2100 are estimated to be 838.31 parts per million (ppm) under the CAFE No-Action Alternative. CO₂ concentrations under the CAFE standard action alternatives could reach 837.48 ppm under Alternative PC6LT8, indicating a maximum atmospheric CO₂ decrease of approximately 0.83 ppm compared to the No-Action Alternative. Atmospheric CO₂ concentrations under Alternative PC1LT3 would decrease by 0.03 ppm compared with the No-Action Alternative.
- Under the HDPUV FE standard action alternatives CO₂ concentrations in the atmosphere could decrease to 838.27 ppm under Alternative HDPUV14, indicating a maximum atmospheric CO₂ decrease of approximately 0.04 ppm compared to the HDPUV No-Action Alternative. Atmospheric CO₂ concentration under Alternative HDPUV4 would decrease by less than 0.01 ppm compared with the No-Action Alternative.
- Global mean surface temperature is projected to increase by approximately 4.34 degrees Celsius (°C) (7.81 degrees Fahrenheit [°F]) under the CAFE No-Action Alternative by 2100. The most stringent CAFE standard action alternative (Alternative PC6LT8) would decrease this projected temperature rise by 0.004°C (0.007°F), while Alternative PC1LT3 would decrease projected temperature rise by less than 0.001°C (0.002°F). Figure S-10 shows the increase in projected global mean surface temperature under each action alternative compared with temperatures under the CAFE No-Action Alternative.

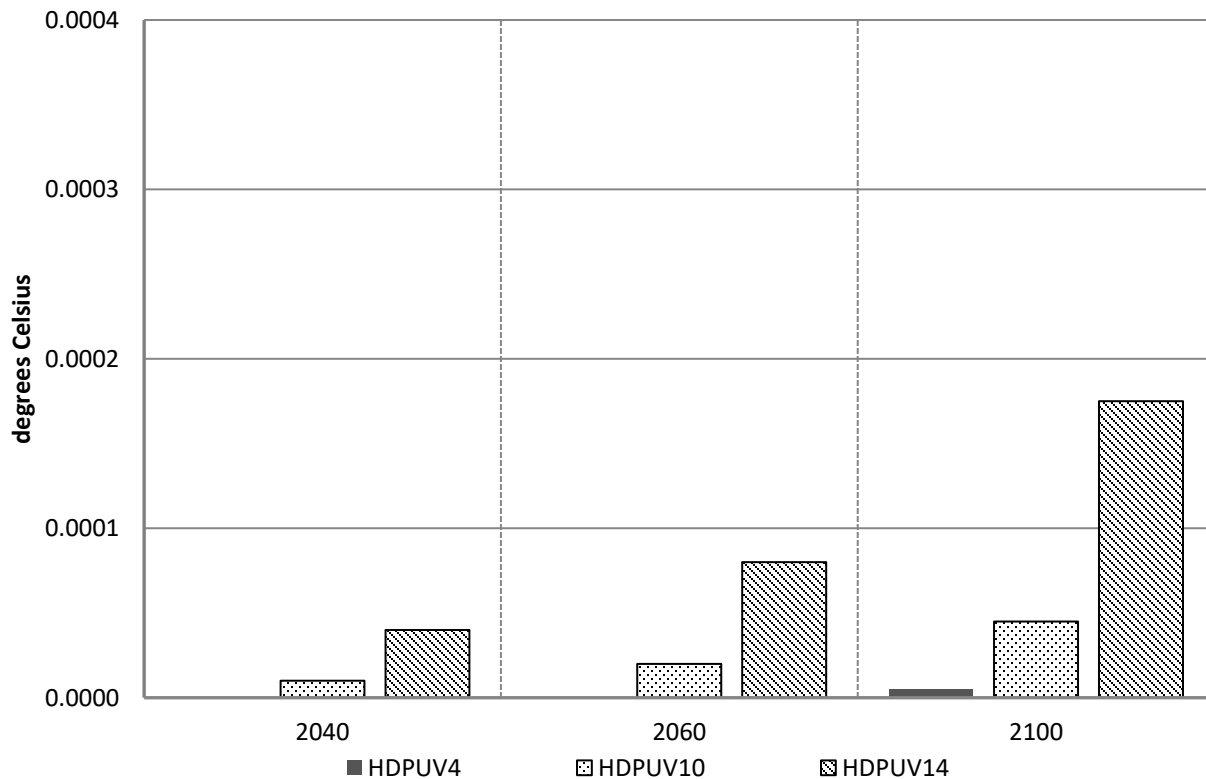
-
- Global mean surface temperature is projected to increase by approximately 4.34°C (7.81°F) under the HDPUV No-Action Alternative by 2100. The range of temperature increases under the HDPUV FE standard action alternatives would decrease this projected temperature rise by a range of less than 0.0001°C (0.0002°F) under Alternative HDPUV4 to 0.0002°C (0.003°F) under Alternative HDPUV14. Figure S-11 shows the increase in projected global mean surface temperature under each HDPUV action alternative compared with temperatures under the No-Action Alternative.
 - Projected sea-level rise in 2100 ranges from a high of 83.24 centimeters (32.77 inches) under the CAFE No-Action Alternative to a low of 83.16 centimeters (32.74 inches) under Alternative PC6LT8. Alternative PC6LT8 would result in a decrease in sea-level rise equal to 0.08 centimeter (0.03 inch) by 2100 compared with the level projected under the No-Action Alternative. Alternative PC1LT3 would result in a decrease of less than 0.01 centimeter (0.004 inch) compared with the No-Action Alternative.
 - Under the HDPUV FE standard action alternatives, projected sea-level rise in 2100 under the SSP3-7.0 scenario varies less than 0.01 centimeter (0.004 inch) from a high of 83.24 centimeters (32.77 inches) under the HDPUV No-Action Alternative.
 - Global mean precipitation is anticipated to increase by 7.42 percent by 2100 under the CAFE No-Action Alternative. Under the CAFE standard action alternatives, this increase in precipitation would be reduced by 0.00 to 0.01 percent.
 - Global mean precipitation is anticipated to increase by 7.42 percent by 2100 under the HDPUV No-Action Alternative. HDPUV FE standard action alternatives would see a reduction in precipitation in the range of 0.00 to 0.01 percent.
 - Ocean pH in 2100 is anticipated to be 8.1937 under Alternative PC6LT8, about 0.0004 more than the CAFE No-Action Alternative. Under Alternative PC1LT3, ocean pH in 2100 would be 8.1933, or less than 0.0001 more than the CAFE No-Action Alternative.
 - For HDPUV FE standard action alternatives, ocean pH in 2100 is anticipated to be 8.1933 under Alternative HDPUV14, or less than 0.0001 more than the HDPUV No-Action Alternative.

Figure S-10. CAFE Standards Reductions in Global Mean Surface Temperature Compared to the CAFE No-Action Alternative



CAFE = Corporate Average Fuel Economy

Figure S-11. HDPUV FE Standards Reductions in Global Mean Surface Temperature Compared to the HDPUV No-Action Alternative



FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans

Cumulative Impacts

The global emissions scenario used in the cumulative impacts analysis differs from the global emissions scenario used for climate change modeling of direct and indirect impacts. In the cumulative impacts analysis, the Reference Case global emissions scenario used in the climate modeling analysis is SSP2-4.5, which is an intermediate global emissions scenario. It reflects reasonably foreseeable actions in global climate change policy, yielding a moderate level of global GHG reductions from the baseline global emissions scenario used in the direct and indirect analysis. The analysis of cumulative impacts also extends to include not only the immediate effects of GHG emissions on the climate system (atmospheric CO₂ concentrations, temperature, sea level, precipitation, and ocean pH) but also the impacts of past, present, and reasonably foreseeable future human activities that are changing the climate system on key resources (e.g., freshwater resources, terrestrial ecosystems, coastal ecosystems).

Greenhouse Gas Emissions

The following cumulative impacts related to GHG emissions are anticipated.

- Projections of total emissions reductions from 2027 to 2100 under the CAFE and HDPUV FE alternative combinations and other reasonably foreseeable future actions compared with the No-Action Alternatives range from 300 MMTCO₂ under Alternatives PC1LT3 and HDPUV4 to 9,000 MMTCO₂ under Alternatives PC6LT8 and HDPUV14. The Proposed Action and alternatives would

decrease total vehicle emissions by between 0.5 percent under Alternatives PC1LT3 and HDPUV4 and 14 percent under Alternatives PC6LT8 and HDPUV14 by 2100.

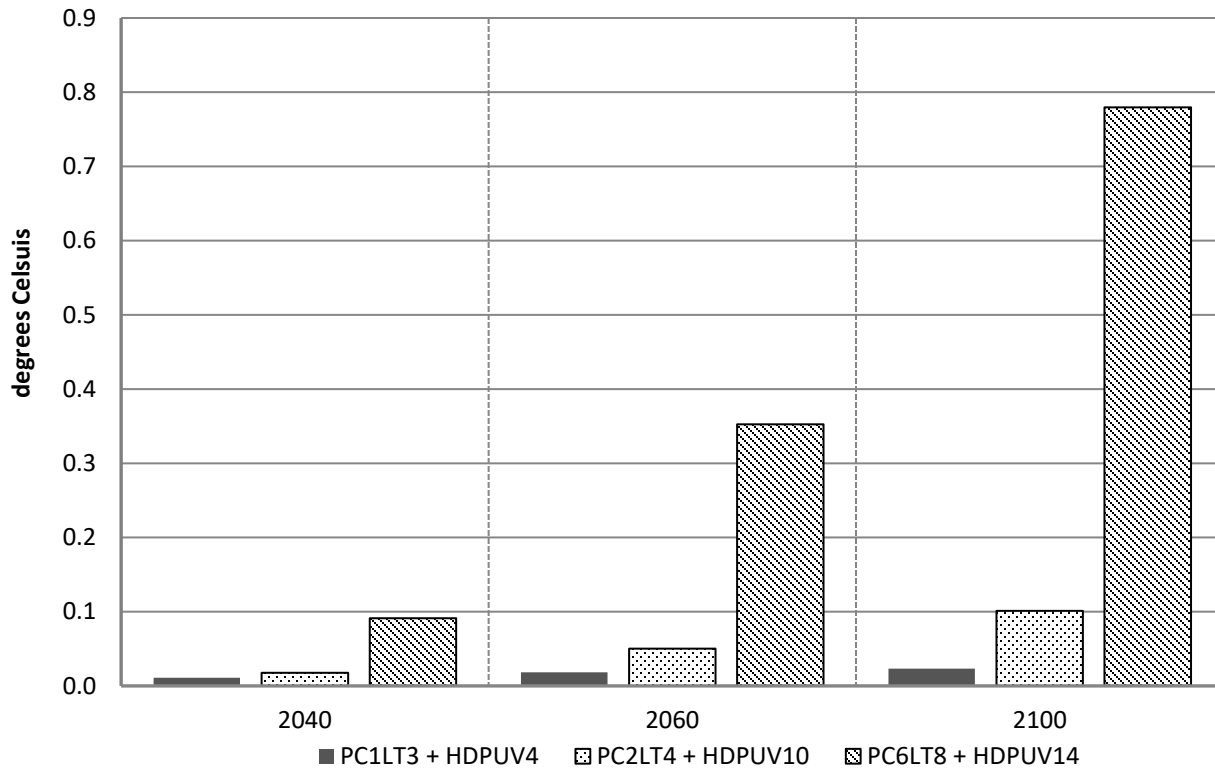
- Compared with projected total global CO₂ emissions of 2,484,191 MMTCO₂ from all sources from 2027 to 2100 using the moderate climate scenario, the incremental impact of this rulemaking is expected to reduce global CO₂ emissions between 0.01 percent under Alternatives PC1LT3 and HDPUV4 and 0.36 percent under Alternatives PC6LT8 and HDPUV14 by 2100.

Climate Change Indicators

The following cumulative impacts related to the climate change indicators of atmospheric CO₂ concentration, global mean surface temperature, precipitation, sea level, and ocean pH are anticipated.

- Estimated atmospheric CO₂ concentrations in 2100 range from 587.78 ppm under the No-Action Alternatives to 587.00 ppm under Alternatives PC6LT8 and HDPUV14 (the combination of the most stringent CAFE and HDPUV FE standard alternatives). This is a decrease of 0.78 ppm compared with the No-Action Alternatives.
- Global mean surface temperature decreases for the CAFE and HDPUV FE alternative combinations compared with the No-Action Alternatives in 2100 range from a low of less than 0.001°C (0.002°F) under Alternatives PC1LT3 and HDPUV4 to a high of 0.004°C (0.007°F) under Alternatives PC6LT8 and HDPUV14. Figure S-12 illustrates the reductions in the rate at which global mean temperature would increase under each CAFE and HDPUV FE alternative combination compared with the No-Action Alternatives.
- Global mean precipitation is anticipated to increase 6.11 percent under the No-Action Alternatives, with the CAFE and HDPUV FE alternative combinations reducing this effect up to 0.01 percent.
- Projected sea-level rise in 2100 ranges from a high of 67.12 centimeters (26.42 inches) under the No-Action Alternatives to a low of 67.03 centimeters (26.39 inches) under Alternatives PC6LT8 and HDPUV14, indicating a maximum decrease in projected sea-level rise of 0.08 centimeter (0.03 inch) by 2100.
- Ocean pH in 2100 is anticipated to be 8.3333 under Alternatives PC6LT8 and HDPUV14, about 0.005 less than the No-Action Alternatives.

Figure S-12. Reductions in Global Mean Surface Temperature Compared with the No-Action Alternatives, Combined Impacts



Health, Societal, and Environmental Impacts of Climate Change

The Proposed Action and alternatives for both CAFE and HDPUV FE standards would reduce the impacts of climate change that would otherwise occur under the No-Action Alternatives. The largest magnitude of changes in climate effects would be produced by the most stringent action alternatives combination, which are Alternatives PC6LT8 and HDPUV14. Using the three-degree sensitivity analysis, by the year 2100 the following would result.

- A 0.78 ppm lower concentration of CO₂.
- A four-thousandths-of-a-degree increase in the rate of temperature rise.
- A small percentage change in the rate of precipitation increase.
- Between 0.10 and 0.11 centimeter (0.04 inch) decrease in projected sea-level rise.
- An increase of 0.0005 in ocean pH.

Although the projected reductions in CO₂ and climate effects are small compared with total projected future climate change, they are quantifiable and directionally consistent and would represent an important contribution to reducing the risks associated with climate change.

Many specific impacts of climate change on health, society, and the environment cannot be estimated quantitatively. Therefore, in Chapter 5, *Greenhouse Gas Emissions and Climate Change*, NHTSA provides a qualitative discussion of projected impacts by presenting the findings of peer-reviewed panel reports including those from the IPCC, GCRP, CCSP, the National Research Council, and the Arctic Council,

among others. While the action alternatives would decrease growth in GHG emissions and reduce the impact of climate change across resources relative to the No-Action Alternatives, they would not entirely prevent climate change and associated impacts. It is difficult to attribute any particular impact to emissions resulting from this rulemaking; however, NHTSA's assumption is that overall impacts are likely to be beneficial due to the reduced emissions resulting from the action alternatives. A detailed discussion of sectoral and regional impacts of climate change is provided in Chapter 5, Section 5.4.3, *Health, Societal, and Environmental Impacts of Climate Change*.

Comparison of Alternatives

Direct and Indirect Impacts

Table S-5 summarizes the direct and indirect effects of the CAFE standard action alternatives on each resource. Table S-6 summarizes the direct and indirect effects of the HDPUV FE standard action alternatives on each resource.

Cumulative Impacts

Table S-7 summarizes the cumulative impacts of the CAFE and HDPUV FE standard action alternatives on energy, air quality, and climate, as presented in Chapter 3, Section 3.3.2, *Cumulative Impacts*, Chapter 4, Section 4.2.2, *Cumulative Impacts*, and Chapter 5, Section 5.4.2, *Cumulative Impacts on Greenhouse Gas Emissions and Climate Change*. These cumulative impacts are presented as the impacts of three specific combinations of CAFE standard and HDPUV FE standard action alternatives, which represent the full range of cumulative impacts of the two sets of standards that NHTSA is proposing in its rulemaking.

Table S-5. Direct and Indirect Impacts of CAFE Standards

No-Action	PC1LT3	PC2LT4	PC3LT5	PC6LT8
Energy: Combined U.S. Passenger Car and Light Truck Fuel Consumption for 2022–2050 (billion gasoline gallon equivalent)				
2,761	2,744	2,727	2,688	2,548
Energy: Combined U.S. Passenger Car and Light Truck Decrease in Fuel Consumption for 2022–2050 (billion gallons)				
--	-17	-34	-73	-212
Air Quality: Criteria Air Pollutant Emissions Changes in 2035 (tons per year)				
--	Decrease: CO (-28,695) and VOCs (-4,593). Increase: NO _x (713), PM2.5 (35), and SO ₂ (1,477).	Decrease: CO (-43,800) and VOCs (-7,203), emissions smaller than Alt. PC1LT3. Increase: NO _x (1,039), PM2.5 (48), and SO ₂ (2,256), emissions larger than Alt. PC1LT3.	Decrease: CO (-88,750) and VOCs (-14,878), emissions smaller than Alts. PC1LT3 and PC2LT4. Increase: NO _x (2,701), PM2.5 (156), and SO ₂ (5,087), emissions larger than Alts. PC1LT3 and PC2LT4.	Decrease: CO (-236,876) and VOCs (-40,350), emissions smaller than Alts. PC1LT3, PC2LT4, and PC3LT5. Increase: NO _x (8,009), PM2.5 (505), and SO ₂ (14,338), emissions larger than Alts. PC1LT3, PC2LT4, and PC3LT5.
Air Quality: Toxic Air Pollutant Emissions Changes in 2035 (tons per year)				
--	Decrease: Acetaldehyde (-16), acrolein (-1), benzene (-58), 1,3-butadiene (-6), DPM (-121), and formaldehyde (-13). Increase: None.	Decrease: Acetaldehyde (-25), acrolein (-2), benzene (-91), 1,3-butadiene (-10), DPM (-207), and formaldehyde (-21), emissions smaller than Alt. PC1LT3. Increase: None.	Decrease: Acetaldehyde (-52), acrolein (-3), benzene (-189), 1,3-butadiene (-22), DPM (-373), and formaldehyde (-44), emissions smaller than Alts. PC1LT3 and PC2LT4. Increase: None.	Decrease: Acetaldehyde (-146), acrolein (-10), benzene (-520), 1,3-butadiene (-60), DPM (-951), and formaldehyde (-120), emissions smaller than Alts. PC1LT3, PC2LT4, and PC3LT5. Increase: None.
Air Quality: Changes in Premature Mortality Cases and Work-Loss Days in 2035 (Krewski et al. 2009)				
--	Premature mortality: -4 cases Work loss: -902 days	Premature mortality: -7 cases Work loss: -1,507 days	Premature mortality: -10 cases Work loss: -2,719 days	Premature mortality: -27 cases Work loss: -7,400 days
Climate: Total Carbon Dioxide Emissions from U.S. Passenger Cars and Light Trucks for 2027–2100 (MMTCO ₂)				
52,800	52,500	51,700	50,000	44,200
Climate: Atmospheric Carbon Dioxide Concentrations in 2100 (ppm)				
838.31	838.29	838.21	838.04	837.48

Summary

No-Action	PC1LT3	PC2LT4	PC3LT5	PC6LT8
Climate: Increase in Global Mean Surface Temperature by 2100 in °C (°F)				
4.340°C (7.812°F)	4.339°C (7.810°F)	4.339°C (7.810°F)	4.338°C (7.808°F)	4.336°C (7.805°F)
Climate: Global Sea-Level Rise by 2100 in centimeters (inches)				
83.24 (32.77)	83.24 (32.77)	83.23 (32.77)	83.22 (32.76)	83.16 (32.74)
Climate: Global Mean Precipitation Increase by 2100				
7.42%	7.42%	7.42%	7.42%	7.41%
Climate: Ocean Acidification in 2100 (pH)				
8.1933	8.1933	8.1933	8.1934	8.1937

Notes:

The numbers in this table have been rounded for presentation purposes. Therefore, the reductions might not reflect the exact difference of the values in all cases.

°C = degrees Celsius; °F = degrees Fahrenheit; CAFE = Corporate Average Fuel Economy; CO = carbon monoxide; DPM = diesel particulate matter; ppm = parts per million; MMTCO₂ = million metric tons of carbon dioxide; NO_x = nitrogen oxides; PM2.5 = particulate matter 2.5 microns or less in diameter; ppm = parts per million; SO₂ = sulfur dioxide; VOCs = volatile organic compounds

Table S-6. Direct and Indirect Impacts of HDPUV FE Standards

No-Action	HDPUV4	HDPUV10	HDPUV14
Energy: HDPUV Fuel Consumption for 2022–2050 (billion gasoline gallon equivalent)			
412.2	412.1	410.3	403.3
Energy: HDPUV Decrease in Fuel Consumption for 2022–2050 (billion gallons)			
--	-0.1	-1.9	-8.9
Air Quality: Criteria Air Pollutant Emissions Changes in 2035 (tons per year)			
--	No change: PM2.5 (0). Decrease: CO (-28) and VOCs (-14). Increase: NO _x (3) and SO ₂ (4).	Decrease: CO (-587) and VOCs (-331), emissions smaller than Alt. HDPUV4. Increase: NO _x (72), PM2.5 (2), and SO ₂ (95), emissions larger than Alt. HDPUV4.	Decrease: CO (-3,181) and VOCs (-1,674), emissions smaller than Alts. HDPUV4 and HDPUV10. Increase: NO _x (324), PM2.5 (9), and SO ₂ (469), emissions larger than Alts. HDPUV4 and HDPUV10.

No-Action	HDPUV4	HDPUV10	HDPUV14
Air Quality: Toxic Air Pollutant Emissions Changes in 2035 (tons per year)			
--	No change: Acetaldehyde (0), acrolein (0), benzene (0), 1,3-butadiene (0), DPM (0), and formaldehyde (0). Decrease: None. Increase: None.	No change: Acrolein (0) and 1,3-butadiene (0). Decrease: Acetaldehyde (-1), benzene (-3), DPM (-4), and formaldehyde (-1), emissions smaller than Alt. HDPUV4. Increase: None.	No change: Acrolein (0). Decrease: Acetaldehyde (-3), benzene (-16), 1,3-butadiene (-1), DPM (-21), and formaldehyde (-3), emissions smaller than Alts. HDPUV4 and HDPUV10. Increase: None.
Air Quality: Changes in Premature Mortality Cases and Work-Loss Days in 2035			
--	Premature mortality: No change Work loss: -1 day	Premature mortality: No change Work loss: -22 days	Premature mortality: No change Work loss: -141 days
Climate: Total Carbon Dioxide Emissions from All HDPUVs for 2027–2100 (MMTCO₂)			
9,800	9,800	9,600	9,300
Climate: Atmospheric Carbon Dioxide Concentrations in 2100 (ppm)			
838.31	838.31	838.30	838.27
Climate: Increase in Global Mean Surface Temperature by 2100 in °C (°F)			
4.340°C (7.812°F)	4.340°C (7.812°F)	4.339°C (7.810°F)	4.339°C (7.810°F)
Climate: Global Sea-Level Rise by 2100 in centimeters (inches)			
83.24 (32.77)	83.24 (32.77)	83.24 (32.77)	83.24 (32.77)
Climate: Global Mean Precipitation Increase by 2100			
7.42%	7.42%	7.42%	7.42%
Climate: Ocean Acidification in 2100 (pH)			
8.1933	8.1933	8.1933	8.1933

Notes:

The numbers in this table have been rounded for presentation purposes. Therefore, the reductions might not reflect the exact difference of the values in all cases.

°C = degrees Celsius; °F = degrees Fahrenheit; CAFE = Corporate Average Fuel Economy; CO = carbon monoxide; DPM = diesel particulate matter; ppm = parts per million; FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans; MMTCO₂ = million metric tons of carbon dioxide; NO_x = nitrogen oxides; PM2.5 = particulate matter 2.5 microns or less in diameter; ppm = parts per million; SO₂ = sulfur dioxide; VOCs = volatile organic compounds

Summary

Table S-7. Cumulative Impacts of MY 2027–2032 CAFE Standards and MY 2030–2035 HDPUV FE Standards

No-Action	PC1LT3 + HDPUV4	PC2LT4 + HDPUV10	PC6LT8 + HDPUV14
Energy: Fuel Consumption of LD Vehicles and HDPUVs (billion gasoline gallon equivalent total for calendar years 2022–2050)			
3,173	3,156	3,138	2,952
Energy: Decrease in Fuel Consumption of LD Vehicles and HDPUVs (billion gasoline gallon equivalent total for calendar years 2022–2050)			
--	-17	-36	-221
Air Quality: Criteria Air Pollutant Emissions Changes in 2035 (tons per year)			
--	Decrease: CO (-28,722) and VOCs (-4,607). Increase: NO _x (716), PM2.5 (35), and SO ₂ (1,481).	Decrease: CO (-44,388) and VOCs (-7,535), emissions smaller than Alt. PC1LT3 + HDPUV4. Increase: NO _x (1,111), PM2.5 (51), and SO ₂ (2,352), emissions larger than Alt. PC1LT3 + HDPUV4.	Decrease: CO (-240,057) and VOCs (-42,025), emissions smaller than Alts. PC1LT3 + HDPUV4 and PC2LT4 + HDPUV10. Increase: NO _x (8,334), PM2.5 (514), and SO ₂ (14,807), emissions larger than Alts. PC1LT3 + HDPUV4 and PC2LT4 + HDPUV10.
Air Quality: Toxic Air Pollutant Emissions Changes in 2035 (tons per year)			
--	Decrease: Acetaldehyde (-16), acrolein (-1), benzene (-58), 1,3-butadiene (-7), DPM (-121), and formaldehyde (-14). Increase: None.	Decrease: Acetaldehyde (-26), acrolein (-2), benzene (-94), 1,3-butadiene (-11), DPM (-211), and formaldehyde (-22), emissions smaller than Alt. PC1LT3 + HDPUV4. Increase: None.	Decrease: Acetaldehyde (-149), acrolein (-10), benzene (-536), 1,3-butadiene (-62), DPM (-972), and formaldehyde (-124), emissions smaller than Alts. PC1LT3 + HDPUV4 and PC2LT4 + HDPUV10. Increase: None.
Air Quality: Changes in Premature Mortality Cases and Work-Loss Days in 2035			
--	Premature mortality: -4 cases Work loss: -903 days	Premature mortality: -7 cases Work loss: -1,529 days	Premature mortality: -28 cases Work loss: -7,541 days
Climate: Total Carbon Dioxide Emissions from All LD Vehicles and HDPUVs for 2027–2100 (MMTCO ₂) ^a			
62,500	62,200	61,300	53,500
Climate: Atmospheric Carbon Dioxide Concentrations in 2100 (ppm)			
587.78	587.76	587.68	587.00
Climate: Increase in Global Mean Surface Temperature by 2100 in °C (°F)			
2.826°C (5.087°F)	2.826°C (5.087°F)	2.826°C (5.087°F)	2.822°C (5.080°F)

No-Action	PC1LT3 + HDPUV4	PC2LT4 + HDPUV10	PC6LT8 + HDPUV14
Climate: Global Sea-Level Rise by 2100 in centimeters (inches)			
67.12 (26.43)	67.11 (26.42)	67.11 (26.42)	67.03 (26.39)
Climate: Global Mean Precipitation Increase by 2100			
6.11%	6.10%	6.10%	6.10%
Climate: Ocean pH in 2100			
8.3328	8.3328	8.3329	8.3333

Notes:

^a Total greenhouse gas emissions from the combined impacts of all LD vehicles and HDPUVs are the same as the additive sum presented in the direct and indirect impacts analysis. However, results differ for atmospheric CO₂ concentrations, surface temperature, sea-level rise, precipitation, and ocean pH. These differences are due to the fact that the cumulative impacts analysis uses an intermediate global emissions scenario (SSP2-4.5) as opposed to the high emissions scenario (SSP3-7.0) used in the direct and indirect effects analysis. NHTSA chose the SSP2-4.5 scenario as plausible global emissions baseline for the cumulative analysis because this scenario is more aligned with reasonably foreseeable global actions that will result in a moderate level of emissions reductions (although it does not explicitly include any particular policy or program).

°C = degrees Celsius; °F = degrees Fahrenheit; CAFE = Corporate Average Fuel Economy; CO = carbon monoxide; DPM = diesel particulate matter; EV = electric vehicle; FE = fuel efficiency; HDPUV = heavy-duty pickup trucks and vans; MMTCO₂ = million metric tons of carbon dioxide; NO_x = nitrogen oxides; PM2.5 = particulate matter 2.5 microns or less in diameter; ppm = parts per million; SO₂ = sulfur dioxide; VOCs = volatile organic compounds