



Dear President Obama, Administrator McCarthy and Secretary Foxx,

As officials representing local citizens across America, we commend your efforts to design and implement strong fuel efficiency and emissions standards for heavy duty vehicles.

Fuel is the largest expense for many vehicle fleets.[1] Improvements in fuel economy represent a crucial way for government fleets to control costs while continuing to deliver exemplary service.

The first-ever heavy duty vehicle efficiency and emission standards, implemented in 2011 and applying to model year 2014-2018 vehicles, were an important step forward. Now, we congratulate you on proposing the next phase of those standards and we urge you to ensure that the final rule will set a strong savings target for vehicles built after 2018.

The 2011 standards will deliver on the order of \$50 billion in cumulative fuel savings to vehicle owners and operators over time.[2] The standards will reduce fuel consumption in the overall heavy-duty vehicle fleet by 390,000 barrels per day in 2030 – roughly equivalent to the amount of oil we import each year from Iraq.[3]

However, we can accomplish more. According to analysis by experts, by 2025 we have the potential to cut fuel consumption of new trucks by at least 40 percent compared to 2010 levels. Standards that extend beyond 2025 could achieve even larger savings.[4]

Setting a strong second-phase standard will help fleets save more money on fuel. For example, manufacturers could improve the efficiency of transit buses, school buses, utility trucks and other “vocational” vehicles by almost a third by 2025, with technology that would pay for itself in fuel savings in less than 4 years (compared to an average life of 15 years for an average transit bus, for example).[5] Payback times for heavy-duty pickups and vans would be less than three years. And for tractor-trailers, efficient technology could pay for itself completely in only 13 months.[6]

At the same time, emissions standards for heavy duty vehicles offer an important pathway for progress in making our air healthier to breathe while safeguarding the climate – another important way that governments and fleets can serve our citizens.

Thank you for your work to advance strong efficiency and emission standards for heavy duty trucks. Having access to vehicles with improved performance, lower operating costs and fewer emissions is important. We urge EPA and DOT to finalize strong phase two standards as soon as possible in 2016.

Sincerely,

[1]<http://www.automotive-fleet.com/article/story/2013/11/fleet-operating-costs-remain-flat-in-2013.aspx>

[2]<https://www.whitehouse.gov/sites/default/files/docs/finaltrucksreport.pdf>

[3]http://www.ucsusa.org/sites/default/files/legacy/assets/documents/clean_vehicles/HDV-emissions-fuel-economy-factsheet.pdf

[4]http://www.ucsusa.org/sites/default/files/legacy/assets/documents/clean_vehicles/Truck-Fuel-Savings-Factsheet.pdf

[5]http://www.ucsusa.org/sites/default/files/legacy/assets/documents/clean_vehicles/Truck-Fuel-Savings-Factsheet.pdf;
http://www.fta.dot.gov/documents/Useful_Life_of_Buses_Final_Report_4-26-07_rv1.pdf

[6]http://www.ucsusa.org/sites/default/files/legacy/assets/documents/clean_vehicles/Truck-Fuel-Savings-Factsheet.pdf;

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