



## **Summary of Estimates of GHG reductions under proposed USDOT “CAFÉ 35” Standards and State “Clean Car 1 & 2” Standards**

**To:** Transportation and Land Use (TLU) Technical Working Group (TWG) Members  
State of Iowa

**From:** The Center for Climate Strategies

**Subject:** Summary of GHG reduction estimates from most recent Federal and State new car standards

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This memorandum provides a summary of the results from an analysis of potential GHG emissions reductions from an important element of transportation sector emissions sources. The light duty vehicle (LDV) sector is generally the largest contributor to GHG emissions from the transportation sector, and the transportation sector represents a significant source of GHG emissions when considered on an economy-wide basis.

The results shown in the summary tables below compare the estimated GHG emissions reduction potential from two sets of new car standards:

- A. The federal “CAFÉ -35” standard for new passenger cars and light trucks.
- B. The state “Clean Cars 1 & 2” standard for new passenger cars and light trucks.

The numbers presented below represent a summary of analyses conducted by the California Air Resources Board (CARB). The CARB analyses may be found at the following website:

<http://www.arb.ca.gov/cc/ccms/ccms.htm>

**Table 1. State of Iowa Results**

<b>Year (s) of Analysis</b>	<b>Estimated GHG Reduction from Proposed Federal “CAFÉ- 35” Standards (MMT CO<sub>2</sub>e)</b>	<b>Estimated GHG Reduction from Expected State “Clean Car 1 &amp; 2” Standards (MMT CO<sub>2</sub>e)</b>	<b>Estimated Additional GHG benefit from state standards over and above federal standards (MMT CO<sub>2</sub>e)</b>
2016 Single Year Results	1.0	1.3	0.3
2020 Single Year Results	2.1	2.9	0.8
2009 – 2020 Cumulative Results	10.3	14.4	4.1