Transportation Sector Module of the National Energy Modeling System:
Model Documentation 2008

October 2008

Office of Integrated Analysis and Forecasting
Energy Information Administration
U.S. Department of Energy
Washington, DC 20585

This report was prepared by the Energy Information Administration, the independent statistical and analytical agency within the Department of Energy. The information contained herein should not be construed as advocating or reflecting any policy position of the Department of Energy or any other organization.
Update Information

This thirteenth edition of the *Transportation Sector Module of the National Energy Modeling System—Model Documentation 2008* reflects changes made to various sections of the transportation module over the past year for the *Annual Energy Outlook 2008*. These changes include:

**Light Duty Vehicle (LDV) Module:**

The new vehicle fuel economy calculation has been updated to reflect minimum fuel economy requirements specified in the Energy Independence and Security Act of 2007 and to implement a footprint based standard for light duty trucks. The calculation is now made for seven manufacturer groups: domestic cars, import cars, and five truck manufacturer groups. In addition to the traditional CAFE standard used for cars, light truck manufacturers can opt to comply to either the traditional standard or the footprint based standard through model year 2011 based on ease of compliance. Other updates to the LDV module include new travel demand coefficients.

**Light Duty Vehicle Fleet Submodule:**

The LDV Fleet Submodule was restructured to reflect recent compliance behavior of vehicle fleet operators covered under the Energy Policy Act of 1992.

**Air Module:**

The Air Module has been updated with the addition of a new submodule to track the movement of commercial aircraft (including both active and parked passenger and cargo aircraft) into and out of the United States. The difference between the demand for U.S. and non U.S. aircraft and the available supply of U.S. and non U.S. aircraft is determined. The submodule then moves aircraft between the U.S. and non U.S. regions until world demand and supply are in balance, or until no more aircraft are available.

The revised model also includes new regression equations for non U.S. Revenue Passenger Miles (RPM), non U.S. Sales of new aircraft, and non U.S. Revenue Ton Miles (RTM). A revised set of demand coefficients were also determined for passenger and cargo travel. The yield equation coefficients and demand equations for U.S. RPM, RTM, and aircraft Sales were revised. The input data for travel, sales, stock, efficiency, and consumption was updated.
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1. Introduction

The Transportation Sector Module of the National Energy Modeling System (NEMS) is a computer-based energy demand modeling system of U.S. transport sector. This report documents the objectives, analytical approach and development of the NEMS Transportation Sector Module. The report catalogues and describes critical assumptions, computational methodology, parameter estimation techniques, and module source code.

The document serves as a reference, providing a basic description of the NEMS Transportation Sector Model for interested analysts, users, and the public. It also facilitates continuity in model development that enables customers to undertake and analyze their own model enhancements, data updates, and parameter refinements.

Model Summary

The NEMS Transportation Sector Module encompasses a series of semi-independent modules that address different aspects of the transportation sector. The primary purpose of the comprehensive model is to provide projections of transportation energy demand by fuel type, including motor gasoline, distillate, jet fuel, and alternative fuels (such as ethanol and compressed natural gas [CNG]) that are increasingly being incorporated into the transportation sector. The current NEMS projection horizon extends to the year 2030 and uses 1995 as the start year. Projections are generated through separate consideration of energy consumption within the various modes of transport, including: private and fleet light-duty vehicles; aircraft; marine, rail, and truck freight; and various other transportation demands with minor overall impacts, such as mass transit, military, and recreational boating. This approach is useful in assessing the impacts of policy initiatives, legislative mandates that affect individual modes of travel, and technological developments.

The model also provides projections of selected intermediate values that are generated in order to determine energy consumption. These elements include estimates of passenger travel demand by light vehicle, air, or mass transit; estimates of the efficiency with which that demand is met; projections of vehicle stocks and the penetration of new technologies; and estimates of the demand for truck, rail, marine, and air freight transport that are linked to projections of industrial output, international trade, and energy supply.

The NEMS Transportation Sector Module consists of four modules developed to represent a variety of travel modes that are very different in design and utilization, save for their intended purpose of conveying passengers and/or freight. The four modules include: Light-Duty Vehicle, Air Travel, Freight Transport (Heavy Truck, Rail, and Marine), and Miscellaneous Energy Use. Each module, in turn, may be comprised of one or more submodules, consistent with the methodological requirements of the sector, and commensurate with the relative impact the sector has on overall transportation demand and energy use. A fifth inactive module exists in the Transportation Sector Module that is designed to estimate criteria emissions from highway vehicles. The five modules and their interactions are illustrated in Figure 1. A detailed description is provided in the subsequent chapters.
Scope and Organization

Publication of this document is supported by Public Law 93-275, Federal Energy Administration Act of 1974, Section 57(B) (1) (as amended by Public Law 94-385, Energy Conservation and Production Act), which states in part

...that adequate documentation for all statistical and forecast reports prepared...is made available to the public at the time of publication of such reports.

In particular, this report is designed to meet EIA’s model documentation standards established in accordance with these laws.

Model Archival Citation

This documentation refers to the NEMS Transportation Module as archived for the Annual Energy Outlook 2008 (AEO2008).

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2. Model Overview

The Transportation Sector Module has been created to achieve the following objectives:

1. Generate projections of transportation energy demand at the national and the census division level.

2. Endogenously incorporate various technological innovations, macroeconomic feedback, infrastructural constrains, and vehicle choice in making the projections.

The transportation model is comprised of a group of modules that are sequentially executed in a series of program calls. The flow of information between these modules is depicted in Figure 1. The model receives inputs from NEMS, principally in the form of fuel prices, vehicle sales, economic and demographic indicators, and estimates of defense spending. These inputs are described in greater detail in the following section.

The range of policy issues that the transportation model can evaluate are: fuel taxes and subsidies; fuel economy performance by market class; Corporate Average Fuel Economy (CAFE) standards; vehicle pricing policies by market class; demand for vehicle performance within market classes; fleet vehicle sales by technology type; alternative-fuel vehicle sales shares; the California Low Emission Vehicle Program; reduction in vehicle miles traveled (VMT); and various other policies related to energy use and greenhouse gas emissions.

The modeling techniques employed in the Transportation Sector Module vary by module. The LDV module uses econometric models for forecasting passenger travel and new vehicle market shares and uses engineering and expert judgment for estimating fuel economy. The Air Module also uses econometrics for forecasting passenger travel demand and aircraft efficiency as well as other inputs such as jet fuel prices, population, per capita gross domestic product (GDP), and disposable income and merchandise exports. The Freight Module uses output from selected industries to estimate travel demand and energy consumption in each of three primary freight modes: truck, rail, and marine. The Miscellaneous Energy Use Module uses inputs from the Freight Module and fuel consumption by mass transit buses to forecast passenger travel and energy demand.

Light-duty vehicles are classified according to the six EPA market classes for cars and gross vehicle weight rating (GVWR) for light trucks. Freight trucks are divided into medium-light, medium-heavy, and heavy-duty market classes for fleet and non-fleet vehicles. Buses are subdivided into commuter, intercity, and school buses. The air transport module contains wide- and narrow-body aircraft, and regional jets. Rail transportation is composed of freight rail and three modes of personal rail travel: commuter, intercity and transit. Shipping is divided into domestic and international categories. Outputs from the models are provided to an integrating model which sends them to the supply modules.
Brief Description of Modules

The following is a brief description of each of the modules shown in Figure 1. Details of each module and associated submodules are provided in the next section and include a description of the mathematical representation along with a graphical illustration of the structure of each module.

Light Duty Vehicle Module

The first module executed is the Light Duty Vehicle (LDV) Module, which makes projections of the attributes and sales distributions of new cars and light trucks. The LDV module provides estimates of new LDV fuel economy, the market shares of Alternate Fuel Vehicles (AFVs), and sales of vehicles to fleets. This information is passed to the LDV Fleet Submodule, a stock vintaging submodule that generates estimates of travel demand, fuel efficiency, and energy consumption by business, government, and utility fleets. The LDV Fleet Submodule subsequently passes estimates of vehicles transferred from fleet to private service to the LDV Stock Submodule, which also receives estimates of new LDV sales and fuel efficiency from the LDV Module. The LDV Stock Submodule generates travel, fuel economy, and fuel consumption estimates of the entire stock of household light duty vehicles. Information from the LDV Stock Submodule is subsequently passed to the Miscellaneous Energy Demand Module.

Air Travel Module

The Air Travel Module receives macroeconomic and demographic input from NEMS, including jet fuel prices, population, per capita gross domestic product (GDP), disposable income and merchandise exports, and subsequently uses an econometric estimation to determine the level of travel demand and a stock vintaging submodule to determine the size and characteristics of the aircraft fleet required to meet that demand. The output of this module also includes an estimate of the demand for jet fuel and aviation gasoline, which is subsequently passed to the Miscellaneous Energy Demand Module.

Freight Transport Module

The Freight Transport Module uses NEMS projections of real fuel prices, trade indices, and output from selected industries to estimate travel demand and energy consumption in each of three primary freight modes: truck, rail, and marine. Travel and fuel demand estimates are subsequently passed to the Miscellaneous Energy Demand Module.

Miscellaneous Energy Use Module

The Miscellaneous Energy Use Module receives estimates of military expenditures from NEMS to generate projections for military fuel demand: travel demand estimates from the LDV Stock Module and fuel efficiency estimates from the Freight Transport Module are used to calculate regional fuel consumption by mass transit buses; estimates of disposable personal income from NEMS are used to calculate the demand for fuel used in recreational boating; and the aggregate demand for highway travel, obtained from the preceding modules is used to estimate the demand for lubricants used in transportation. Passenger travel and energy demand by fuel type by Census Division for transit rail, commuter rail, and intercity rail is captured as well.
Figure 1. Structure of NEMS Transportation Sector Module

Note: Models main components are the shaded boxes. The emissions module is currently inactive.
Emissions Module

This module was developed to estimate emissions resulting from the consumption of fuels by highway vehicles. It is currently inactive.

Inputs and Outputs of the Model

The transportation model sends information on regional fuel consumption to NEMS, where it is integrated with the results of the economic, other demand, and supply models. In order to generate projections, the transportation model receives a variety of exogenous inputs from other NEMS models. The primary source of these inputs is the macroeconomic model, which provides projections of economic and demographic indicators. Other inputs exogenous to the transportation model but endogenous to NEMS include fuel prices projections from the various supply models.

The transportation model produces projections of travel demand, disaggregated by Census division, vehicle and fuel type; conventional and alternative vehicle technology choice; vehicle stock and efficiency; and energy demand. Within NEMS, the Transportation Model has an interactive relationship with the macroeconomic model and the various supply models, which provide the prices of transportation-related fuels at a given level of demand. In each year of the projection, NEMS performs several iterations in order to derive a set of fuel prices under which supply and demand converge. The reliance of each of the modules in the transportation model on these economic and price inputs is made clear in the detailed model specifications in the following section.
3. Model Structure

As described above, the NEMS Transportation Model is made up of an array of separate modules, each addressing different aspects of the transportation sector. These modules and key submodules are discussed in detail below.

The general theoretical approach taken, the assumptions that were incorporated, and the methodology employed are discussed for each module and submodule. The key computations and equations are then presented to provide a comprehensive overview of the transportation model. The equations follow the logic of the FORTRAN source code very closely to facilitate an understanding of the code and its structure. In several instances, a variable name will appear on both sides of an equation. This is a FORTRAN programming device that allows a previous calculation to be updated (for example, multiplied by a factor) and re-stored under the same variable name.

Flowcharts are provided to facilitate the logic used in the modules where necessary, within the text or at the end of each section. These flowcharts are intended to be detailed, self-contained representations of the module or submodule calculations. Thus, for the sake of clarity, origins and destinations of external information flows are not specified. Also, a large number of data inputs exogenous to NEMS are supplied to the modules described below that comprise the transportation model. These data sets remain unchanged throughout the projection, and, to that extent, constitute a set of assumptions about current and future conditions.

The transportation model is structured so that the modal representation captured in the variables and output of each submodule is appropriately dimensioned for use in subsequent steps. Due to the differing methodological approaches and data requirements, each section is presented individually. Several subroutine calls are made within each module and submodule. Appendix C provides a mapping of the subroutines and the order in which they are called.

LDV Module

The LDV module tracks the purchases and retirements of cars and light trucks, projects their fuel efficiency, and estimates the consumption of a variety of fuels, based on projections of travel demand. The LDV Module shown in Figure 2 requires the largest number of exogenous inputs and primarily consists of seven submodules:

- Manufacturer Technology Choice Submodule (MTCS)
- Regional Sales Submodule
- Consumer Vehicle Choice Submodule (CVCS)
- LDV Fleet Submodule
• Class 2b Vehicle Submodule
• LDV Stock Accounting Submodule
• Vehicle Miles Traveled Submodule (VMTS)

Each submodule performs calculations at a level of disaggregation commensurate with the nature of the mode of transport, the quality of the input data and the level of detail required in the output. The projections are calculated for seven levels of manufacturer vehicle types, domestic/import cars, and five light truck manufacturer groups, three domestic and two imports, and market class. Car and light trucks are each separated into six market classes. Each market class represents an aggregation of vehicle models that are similar in size and price, and are perceived by consumers to offer similar attributes. The car classes are similar to the U.S. Environmental Protection Agency (EPA) market classes, and are based on passenger car interior volume. Truck classification is based on vehicle inertia weight class\(^1\) by truck type (pick-up, sport utility vehicle, and van). This leads to a total of 24 possible classes (6 market classes x 2 vehicle types x 2 manufacturer types), which are individually projected to 2030.

The fuel economy of new vehicles is impacted by changes in four factors:

1) Technology penetration
2) Level of acceleration performance achieved
3) Mix of vehicle classes and vehicle types (e.g. hybrid and diesels) sold
4) Vehicle fuel economy, safety and emission standards

Technological improvements to each of these market classes are then projected based on the availability of new technologies to improve fuel economy as well as their cost effectiveness under two user-specified alternative scenarios. The central assumptions involved in this technological projection are as follows:

1. All manufacturers can obtain the same benefits from a given technology, provided they have adequate lead time (i.e., no technology is proprietary to a given manufacturer in the long term).
2. Manufacturers will generally adopt technological improvements that are perceived as cost-effective to the consumer, even without any regulatory pressure. However, the term cost-effective needs to be interpreted in the manufacturer's context.

These projections also account for manufacturer lead-time and tooling constraints that limit the rate of increase in the market penetration of new technologies. Based on the technological improvements adopted, a fuel economy projection is developed for each of the manufacturers and market classes.

\(^1\) The term “vehicle inertia weight class” means, with respect to a motor vehicle, its inertia weight class determined under 40 CFR § 86.129-94. Under 40 CFR § 86.082-2, the inertia weight class is the class (a group of test weights) into which a vehicle is grouped based on its loaded vehicle weight in accordance with the provisions of 40 CFR part 86.
Figure 2. Structure of LDV Module

**Inputs**

**NEMS Inputs:**
- Personal Income
- Fuel Prices
- Total vehicle sales

**User Inputs:**
- Discount Rate
- Payback period

**Technology Inputs:**
- Cost
- Weight
- Performance increment
- Fuel Economy increment

**Base Year Vehicle Attributes:**
- Price
- MPG
- Horsepower
- Weight

---

**Manufacturers Technology Choice Submodule (MTCS)**

- Fuel economies and prices for six classes of new cars and light trucks
- New Car and light Truck fuel economies

**Regional Sales Submodule (RSS)**

- Technology Market shares to assess penetration of conventional and alternate fuel vehicles

**Consumer Vehicle Choice Submodule (CVCS)**

- Total fleet fuel consumption
- Average fleet fuel economy
- Total fleet VMT
- Fleet Retirements - transfers to private sector

**LDV Fleet Submodule**

- Total fuel consumption
- Average fuel MPG
- Population of each vintage
- Total LDV Stock

**Class 2b Vehicle Submodule**

- \( V_m T \) per driver
- Total VMT by LDVs

**LDV Stock Accounting Submodule**

- Vehicle Miles Traveled Submodule
The fuel economy projection must then be adjusted to account for changes in technology and changes in consumer preference for performance. The demand for increased acceleration performance for each market class is estimated based on an econometric equation relating fuel prices and personal disposable income to demand for performance or horsepower, by market class. These relationships are used to project the change in horsepower, which is then used to project the change in fuel economy through an engineering relationship that links performance and fuel economy.

The change in the mix of market classes sold is projected as a function of fuel price, vehicle price, and personal disposable income. The sales mix by market class is used to calculate new fuel economy. For example, the MTCS utilizes econometric equations for the sales mix choice.\(^2\) The submodule projects sales mix for the six car and six light truck classes, while import market shares are held at fixed values by market class based on historical estimates.

The LDV module also allows specification of CAFE standards by year, and of different standards for domestic and import vehicles, as well as the penalty (in dollars) per car per mile per gallon below the standard. The standards are accounted for in the projection by incorporating the penalty into the technology cost-effectiveness calculation in the submodules. Hence, if the penalty is not large it is assumed that manufacturers will adopt fuel-saving technology as long as it is cost-effective; that is, until the point where it becomes cheaper to pay the penalty for noncompliance. Thus, the companies are allowed to choose non-compliance as a cost-minimizing strategy, as may occur if penalties are set at unrealistic levels relative to the difficulty of achieving the CAFE standards.

Finally, the module also accounts for all known safety and emission standard changes during the projection period. These are generally limited to the 1995 to 2008 timeframe, however. Emission standards and safety standards increase vehicle weight, and in some cases decrease engine efficiency. Tier II emission standards are accounted for as well as the California Low Emission Vehicle (LEV) program, and the LEV program adopted by Massachusetts, Maine, and Vermont, Connecticut and Rhode Island, and California, New Jersey, New York, and Washington. Safety standards include fuel economy penalties for air bags; side intrusion and roof crush (rollover) strength requirements that are mandatory over the next ten years.

**Manufacturers Technology Choice Submodule (MTCS)**

The MTCS\(^3\) submodule in the LDV Module produces estimates of new light duty vehicle fuel efficiency that are then used as inputs to other modules of the transportation model. It is a significant component of the transportation model because the demand for automotive fuel is directly affected by the efficiency with which that fuel is used. Due to the disparate characteristics of the various classes of light duty vehicles, this submodule addresses the commercial viability of up to sixty-three separate technologies within each of twelve vehicle market classes described above, four manufacturer groups, and sixteen vehicle/fuel types. The MTCS submodule projects fuel economy by vehicle class as shown in the flow chart in Figure 3. It begins with a baseline, describing the fuel economy, weight, horsepower and price for each

---


vehicle class in 2000. In each projection period, the submodule identifies technologies that are available in the current year. To project technological change, the entire fleet of new cars and light duty trucks are disaggregated into twelve market classes that are relatively homogenous in terms of consumer perceived attributes such as size, price and utility.

Each available technology is subjected to a cost effectiveness test that balances the cost of the technology against the potential fuel savings and the value of any increase in performance provided by the technology. The cost effectiveness is used to generate an economic market share for the technology. In certain cases there are adjustments that must be made to the calculated market shares. Some of these adjustments reflect engineering limitations to what may be adopted. Other adjustments reflect external forces that require certain types of technologies, including both safety and emissions technologies. All of these adjustments are referred to collectively as "Engineering Notes." There are four types of engineering notes: Mandatory, Supersedes, Requires, and Synergistic. These engineering notes are described in subsection 3 (pg. 24.).

Users of the submodule are able to specify one of two scenarios under which these projections are made. The first, identified as the "Standard Technology Scenario", permits the consideration of sixty-three automotive technologies whose availability and cost-effectiveness are either well documented or conservatively estimated. The second, identified as the "High Technology Scenario", modifies selected characteristics of the original matrix to render a more optimistic assessment of the cost and availability of technological improvements.

After all of the technology market shares have been determined, the baseline values for the vehicle class are updated to reflect the impact of the various technology choices on vehicle fuel economy, weight, and price. Next, based on the new vehicle weight, a no-performance-change adjustment is made to horsepower. Then, a technology-change adjustment and a performance-change adjustment, based on income, fuel economy, fuel cost, and vehicle class, are also made to horsepower. Finally, the fuel economy is adjusted to reflect the new horsepower.

Once these steps have been taken for all vehicle classes, the CAFE is calculated for each of the seven groups: domestic cars, import cars, three domestic light truck manufacturers, and two import light truck manufacturers. Each group is classified as either passing or failing the CAFE standard. When a group fails to meet the standard, penalties are assessed to all of the vehicle classes in that group, which are then reprocessed through the market share calculations. In the second pass, the technology cost effectiveness calculation is modified to include the benefit of not having to pay the fine for failing to meet CAFE. After this second pass the CAFE values are recalculated. The market share determination is bypassed on the third CAFE pass. The third CAFE pass simply alters the manufacturer response to consumer performance demand, so the technology penetrations determined to be cost effective during the second MTCS pass are equally applicable during the third pass and, therefore, are not recalculated. If CAFE is still not met after the second pass, then the horsepower increases will be deactivated and converted to equivalent fuel economy improvement, in effect, this assumes manufacturers will minimize their costs by reducing performance to comply with CAFE.
Figure 3. Manufacturers Technology Choice Submodule

1. **Begin Fuel Economy Model**
2. **Calculate Economic Market Share of each Technology**
3. **Adjust market share to reflect application of engineering notes**
4. **Calculate net impact of technology change on vehicle price and fuel economy**
5. **Determine compliance with Corporate Average Fuel Economy Standards**
6. **Assess penalties to all vehicle classes in group and recalculate market shares of each technology within vehicle class**
   - **First Iteration?**
     - Yes
       - **Does CAFE meet legislative requirements?**
         - Yes
           - **Calculate Corporate Average Fuel Economy for each manufacturer group**
         - No
           - **Reduce vehicle performance to comply with CAFE Standards**
     - No
       - **Second Iteration?**
         - Yes
           - **Change manufacturer response to consumer performance demand**
         - No

7. **Combine fuel economies and prices for domestic and imported cars and light trucks based on constant domestic vs. import market shares**
8. **To Report Writer: New car and Light Truck fuel economies**
9. **To Regional Sales Model: Fuel economies and prices for six classes of new cars and light trucks**

**Engineering Notes:**
- Mandatory
- Requires
- Supersedes
- Synergy

**User Inputs:**
- CAFE Standards
This submodule follows the following steps in sequence.

1. Establish Alternate Fuel Vehicle (AFV) Characteristics Relative to Conventional Gasoline

This AFVADJ subroutine in MTCS establishes alternate fuel vehicle (AFV) characteristics relative to conventional gasoline. This is an initialization subroutine and calculates the price, weight, fuel economy and horsepower for the AFVs for all historic years through the base year in the MTCS. Most of these are set relative to the gasoline vehicle values as shown in the following equations. All of the incremental adjustments used for alternative fuel vehicles have been exogenously determined and are included in the data input file, trninput.wk1. In the equations that follow, FuelType represents the sixteen AFV types. These are gasoline, turbo direct-injection diesel, flex-fuel methanol and ethanol, dedicated ethanol, dedicated CNG and LPG, CNG and LPG bi-fuel, dedicated electric, diesel/electric hybrid, gasoline/electric hybrid, plug-in gasoline/electric hybrid, methanol fuel cell, hydrogen fuel cell, and gasoline fuel cell.

1) Calculate CVCS historic yearly values for car prices at different production levels.

   a) Mini, Sub-Compact, Compact, and Two-Seaters at 2,500 units/year:

   \[
   PRICE_{Year,FuelType} = PRICE_{Year, Gasoline} + AFVADJPR_{FuelType,1,Year} \tag{1}
   \]

   where,

   \[\text{AFVADJPR}_{FuelType,1,Year} = \text{the incremental price adjustment for a low production CVCS car.}\]

   and subscript 1 implies low production CVCS car.

   b) Midsize and Large at 2,500 units/year:

   \[
   PRICE_{Year,FuelType} = PRICE_{Year, Gasoline} + \frac{AFVADJPR_{FuelType,1,Year} + AFVADJPR_{FuelType,2,Year}}{2} \tag{2}
   \]

   where,

   \[\text{AFVADJPR}_{FuelType,2,Year} = \text{Incremental price adjustment for a low production CVCS truck.}\]

   and subscript 2 implies low production CVCS truck.

   d) Mini, Sub-Compact, Compact, and Two-Seaters at 25,000 units/year:

   \[
   PRICEHI_{Year,FuelType} = PRICE_{Year, Gasoline} + AFVADJPR_{FuelType,3,Year} \tag{3}
   \]

   where,

   \[\text{AFVADJPR}_{FuelType,3,Year} = \text{Incremental price adjustment for a high production CVCS car.}\]

   and subscript 3 implies high production CVCS car.
d) Midsize and Large at 25,000 units/year:

\[
PRICE_{HI, Year, FuelType} = PRICE_{Year, Gasoline} + \frac{AFVADJPR_{FuelType,3, Year} + AFVADJPR_{FuelType,4, Year}}{2}
\]  

(4)

where,

\[AFVADJPR_{FuelType,4, Year} = \text{Incremental price adjustment for a high production CVCS truck.}\]

and subscript 4 implies high production CVCS truck.

2) Calculate CVCS historic year prices for light duty trucks at different production levels.

a) Compact Pickups, Compact Vans and Compact Utility at 2,500 units/year:

\[
PRICE_{Year, FuelType} = PRICE_{Year, Gasoline} + AFVADJPR_{FuelType,2, Year}
\]  

(5)

b) Standard Pickup, Standard Van and Standard Utility at 2,500 units/year:

\[
PRICE_{Year, FuelType} = PRICE_{Year, Gasoline} + \frac{AFVADJPR_{FuelType,1, Year} + AFVADJPR_{FuelType,2, Year}}{2}
\]  

(6)

c) Compact Pickups, Compact Vans and Compact Utility at 25,000 units/year:

\[
PRICE_{HI, Year, FuelType} = PRICE_{Year, Gasoline} + AFVADJPR_{FuelType,4, Year}
\]  

(7)

d) Standard Pickup, Standard Van and Standard Utility at 25,000 units/year:

\[
PRICE_{HI, Year, FuelType} = PRICE_{Year, Gasoline} + \frac{AFVADJPR_{FuelType,3, Year} + AFVADJPR_{FuelType,4, Year}}{2}
\]  

(8)

3) Calculate historic year prices for all electric hybrid vehicles.

Electric Hybrid vehicles have an additional price adjustment in addition to those made above to account for battery cost. This adjustment applies to both cars and trucks. The adjustment is based on the adjusted cost for a midsize gasoline car and is scaled in accordance with the ratio of the weight of the gasoline version of the current vehicle to the weight of a midsize gasoline car. Additional learning curve adjustments are based on the Nickel Metal Hydride (Ni-MH) and Li-Ion batteries. This is because the Electric Vehicle/Hybrid cost reduction curve begins at the same time and proceeds at the same rate as that for Ni-MH and Li-Ion batteries.
a) Electric Hybrid at 2,500 units/year:

\[ \text{PRICE}_{\text{Year,ElectricHybrid}} = \text{PRICE}_{\text{ElectricHybrid}} + X \]  

where,

\[ X = \text{HEV}_\text{Year} \cdot \text{BCST} \cdot \text{AFVADJPR}_{\text{ElectricHybrid,Year}} \cdot \frac{\text{WEIGHT}_{\text{Year,Domestic,Gasoline}}}{\text{WEIGHT}_{\text{Midsize,Domestic,Year,Gasoline}}} \]

\[ \text{AFVADJPR} = \text{Incremental price adjustment for a EV/Hybrid vehicles} \]
\[ \text{WEIGHT}_{\text{Year,Gasoline}} = \text{Weight of a gasoline vehicle in the current year} \]
\[ \text{WEIGHT}_{\text{Midsize,Domestic,Year,Gasoline}} = \text{Weight of a midsize, domestic gasoline vehicle in the current year} \]
\[ \text{HEV}_\text{BCST} = \text{Weighted average battery cost learning curve for HEV’s} \]

b) Electric Hybrid at 25,000 units/year:

\[ \text{PRICEHI}_{\text{Year,ElectricHybrid}} = \text{PRICE}_{\text{Gasoline}} + Y \]  

where,

\[ Y = (\text{HEV}_\text{Year} \cdot \text{BCST} \cdot \text{AFVADJPR}_{\text{ElectricHybrid,Year}} \cdot \frac{\text{WEIGHT}_{\text{Year,Gasoline}}}{\text{WEIGHT}_{\text{Midsize,Domestic,Year,Gasoline}}} ) \]

4) Calculate historic year values for the CVCS characteristics of fuel economy, weight, and horsepower.

Fuel Economy Calculation:

\[ FE_{\text{Year,FuelType}} = FE_{\text{Year,Gasoline}} \cdot (1 + \text{AFVADJFE}_{\text{FuelType,Year}}) \]  

where,

\[ \text{AFVADJFE} = \text{Input Fuel Economy adjustment, relative to gasoline vehicles.} \]

a) Weight Calculation:

\[ \text{WEIGHT}_{\text{Year,FuelType}} = \text{WEIGHT}_{\text{Year,Gasoline}} \cdot (1 + \text{AFVADJWT}_{\text{FuelType,Year}}) \]  

where,

\[ \text{AFVADJWT} = \text{Input Weight adjustment, relative to gasoline vehicles.} \]
b) Horsepower Calculation:

\[ HP_{\text{Year, FuelType}} = HP_{\text{Year, Gasoline}} \times \left( 1 + AFVADJHP_{\text{FuelType, Year}} \right) \]  

(13)

where,

\[ AFVADJHP = \text{Input Horsepower adjustment, relative to gasoline vehicles.} \]

2. Calculate Technology Market Shares

The MTCS first determines the cost effective market shares of technologies for each vehicle class and then calculates the resulting fuel economy, weight, horsepower, and price through the subroutine FEMCALC. In each projection period this function is called three times. During the first pass, technology market shares are calculated for all vehicle classes. In the second pass, the technology market shares are recalculated for vehicles in groups failing to meet the CAFE standards. During this pass, the cost effectiveness calculation is adjusted to include the regulatory cost of failing to meet CAFE.\(^4\) If a vehicle group continues to fail to meet CAFE standards after the second pass, no further adjustments to technology market shares are made. Rather, in the third pass, it is assumed that the manufacturers focus solely on CAFE compliance at the expense of increased performance.

For each vehicle class, FEMCALC follows these steps:

A. Calculate the economic market share for each technology

B. Apply the engineering notes to control market penetration
   - Adjust the economic market shares though application of the following three types of engineering notes: mandatory notes, supersedes notes, and requires notes.
   - Adjust the fuel economy impact through application of the synergy engineering notes

C. Calculate the net impact of the change in technology market share on fuel economy, weight and price

D. Estimate EV, PHEV, Hybrid, and Fuel Cell Characteristics

E. Adjust horsepower based on the new fuel economy and weight

F. Readjust fuel economy based on the new horsepower, and price based on the change in horsepower

Each step is described in more detail below. Note that all of the calculations in this section take place within loops by Group (domestic and import cars and light trucks), Class, and Fuel Type. In the interest of legibility, these dimensions are not shown in the subscripts, except to clarify the relationship.

\(^4\) See the variable REGCOST in Equation 20.
The cost effective market share calculation for each technology is based on the cost of the technology, the present value of the expected fuel savings and the perceived value of performance, see Figure 4. These are addressed in turn below.

a) Fuel Savings Value

For each technology, the expected fuel savings associated with incremental fuel economy impacts is calculated. The time decision to introduce a particular technology is made at least three years before actual introduction in the marketplace, and is based on the expected fuel prices at the time of introduction rather than actual fuel prices.

Nominally, fuel costs three years ago and the annual rate of fuel price change are used to estimate expected dollar savings. However, since prices can spike and since manufacturing decisions will not be based on one-year spikes, the three-year ago and rate-of-change prices used for this calculation are actually the five year running average price and the difference between the three-year ago five year average price and the four-year ago five year average price. The expected present value of fuel savings is dependent on the expected price of fuel; how long the purchaser is willing to wait to recover the initial investment (the payback period); and the distance driven over the period. This estimation involves the following three steps:

1) Calculate the fuel cost slope (PSLOPE), used to extrapolate linearly the expected fuel cost over the desired payback period, constraining the value to be equal to or greater than zero:

\[
FIVEYR\_FUEL\_\text{Year}_i = 1 - \sum_{i=Year-8}^{Year-4} FUEL\_\text{Year}_i \\
FIVEYR\_FUEL\_\text{Year}_i = 1 - \sum_{i=Year-7}^{Year-3} FUEL\_\text{Year}_i \\
PSLOPE = \text{MAX}(0, FIVEYR\_FUEL\_\text{Year}_i - FIVEYR\_FUEL\_\text{Year}_2)
\]  

where,

\[
\text{FUEL\_Year} = \text{the price of fuel in the specified prior years.} \\
i = \text{index representing the year considered,}
\]

2) Calculate the expected fuel price (PRICE_EX) in year i (where i goes from 1 to PAYBACK):

\[
PRICE\_EX\_\text{Year}_i = PSLOPE \ast (i + 2) + FIVEYR\_FUEL\_\text{Year}_i
\]  

(15)
Figure 4. Economic Market Share Calculation

Begin Fuel Economy Model

Inputs:
- Fuel Costs
- Payback period
- Discount Rate

Calculate present value of fuel savings due to technology over payback period

Inputs:
- Fixed Cost of Technology
- Weight based cost of technology
- Change in Vehicle Weight due to technology
- Vehicle weight

Calculate cost of technology

Inputs:
- Value associated with change in performance
- Personal income
- Change in fuel economy
- Fuel costs
- Change in horsepower

Calculate perceived value of performance, in dollars, associated with technology

Inputs:
- Factor measuring regulatory pressure to increase fuel economy

Calculate overall cost effectiveness of technology

Inputs:
- Maximum market Share of technology
- Institutional maximum market share of technology, based on tooling constraints

Calculate economic market share, prior to engineering or regulatory constraints of technology

Is calculated market share less than previous year?

Override calculation and set market share equal to that of previous year

Override calculation and set market share equal to that of previous year

Pass to engineering section
3) For each technology, calculate the expected present value of fuel savings (\text{FUELSAVE}) over the payback period:

\[
\text{FUELSAVE}_{itc} = \sum_{i=1}^{PAYBACK} \text{VMT} \times \left( \frac{1}{\text{FE}_\text{Year}-1} \times \left( \frac{1}{1 + \text{DEL}_\text{FE}_{itc} \times \text{FE}_\text{Year}-1} \right) \right) \times \text{PRICE EX}_i \times (1 + \text{DISCOUNT})^{-i}
\]  \hspace{1cm} (16)

where,

\text{VMT} = \text{Annual vehicle-miles traveled}

\text{itc} = \text{The index representing the technology choice under consideration}

\text{i} = \text{index, 1, 2, ..., PAYBACK, defined locally}

\text{FE} = \text{Fuel economy}

\text{DEL}_\text{FE} = \text{Fractional change in fuel economy associated with technology itc}

\text{PAYBACK} = \text{User-specified payback period}

\text{DISCOUNT} = \text{User-specified discount rate}

\textit{a) Technology Cost}

Technology cost has both absolute and weight dependent components. The absolute component is a fixed dollar cost for installing a particular technology on a vehicle. Most technologies are in this category. The weight dependent component is associated with the material substitution technologies, where a heavy material is replaced with a lighter one. This component is split between an absolute and relative weight-based cost. The technology cost is a function of the amount of material, which is, in turn, a function of how heavy the vehicle was to begin with. The technology cost equation includes all these components:

\[
\text{TECHCOST}_{itc} = \text{DEL}_\text{COSTABS}_{itc} + \text{DEL}_\text{COSTWGT}_{itc} \left( \text{ABS} \left( \text{DEL}_\text{WGTABS}_{itc} \right) + \text{ABS} \left( \text{DEL}_\text{WGTWGT}_{itc} \right) \times \text{WEIGHT}_{\text{Year}-1, \text{FuelType}} \right)
\]  \hspace{1cm} (17)

where,

\text{TECHCOST} = \text{Cost per vehicle of technology itc}.

\text{DEL}_\text{COSTABS} = \text{Absolute cost of technology itc}.

\text{DEL}_\text{COSTWGT} = \text{Weight-based change in cost ($/lb).}

\text{DEL}_\text{WGTABS} = \text{Fractional change in absolute weight-based cost associated with technology itc}.

\text{DEL}_\text{WGTWGT} = \text{Fractional change in relative weight-based cost associated with technology itc}.

\text{WEIGHT} = \text{Original vehicle weight for different fuel type vehicles.}
b) Learning Cost Adjustment

The technology cost is adjusted to include the multiplicative total of four individual cost curve adjustments (production volume, manufacturing advances, design advances, and scientific advances). The four influences introduced into the cost calculation are intended to represent potential cost changes due to production volume economies of scale and potential scientific, manufacturing, and design advances. Manufacturing advances can generally be thought of as improvements to non-mature production techniques, such that unit production costs decline at a rate that exceeds that associated with economies of scale alone. Design advances reflect improvements in the cost effectiveness of production due to refinements in the fundamental design of a specific technology. Scientific advances can generally be thought of as fundamental changes in the understanding of specific technologies that lead to more cost effective approaches than currently available.

\[
\text{TECHCOST}_{itc} = \text{TECHCOST}_{itc} \times \text{LEARN\_COST\_MULTIPLIER}_1 \times \text{LEARN\_COST\_MULTIPLIER}_2 \times \\
\text{LEARN\_COST\_MULTIPLIER}_3 \times \text{LEARN\_COST\_MULTIPLIER}_4
\]  

(18)

where,

\[
\text{LEARN\_COST\_MULTIPLIER}_1 = \text{Cost adjustment due to scientific advances.}
\]

\[
\text{LEARN\_COST\_MULTIPLIER}_2 = \text{Cost adjustment due to manufacturing advances.}
\]

\[
\text{LEARN\_COST\_MULTIPLIER}_3 = \text{Cost adjustment due to design advances.}
\]

\[
\text{LEARN\_COST\_MULTIPLIER}_4 = \text{Cost adjustment due to production volume economies of scale.}
\]

c) Performance Value

Although there are a number of technological factors that affect the perceived performance of a vehicle, in the interests of clarity and simplicity it was decided to use the vehicle's horsepower to weight ratio as a proxy for the general category of performance. The perceived value of performance is a factor in the cost effectiveness calculation. The value of performance for a given technology is positively correlated with both income and vehicle fuel economy and negatively correlated with fuel prices.

\[
\text{VAL\_PERF}_{itc} = \text{VALUEPERF} \times \text{PERF\_COEFF} \times \frac{\text{INCOME}_{Year}}{\text{INCOME}_{Year-1}} \times (1 + \text{DEL\_FE}_{itc}) \times \frac{\text{FUELCOST}_{Year}}{\text{FUELCOST}_{Year-1}} \times \text{DEL\_HP}_{itc}
\]

(19)

where,

\[
\text{VAL\_PERF} = \text{Dollar value of performance of technology } itc
\]

\[
\text{VALUEPERF} = \text{Value associated with an incremental change in performance}
\]

\[
\text{PERF\_COEFF} = \text{Parameter used to constrain vehicle performance}
\]
DEL\_FE = The fractional change in fuel economy of technology \( itc \)

DEL\_HP = Fractional change in horsepower of technology \( itc \)

FUEL\_COST = Actual price of fuel (in the given year)

\textit{d) Economic Market Share}

The market share of the considered technology, based on fuel savings or on performance, is determined by first evaluating the cost effectiveness of technology \( itc \) as a function of the values described above:

\begin{equation}
COSTEF\_FUEL\_itc = \frac{\text{FUELSAVE}_{itc} - \text{TECHCOST}_{itc} + \left(\text{REGCOST} \times \frac{\text{FE}_{\text{Year-1}}}{\text{TECHCOST}_{itc}} \right) \times \text{DEL\_FE}_{itc}}{\text{TECHCOST}_{itc}} \tag{20}
\end{equation}

\begin{equation}
COSTEF\_PERF\_itc = \frac{\text{VAL\_PERF}_{itc} - \text{TECHCOST}_{itc}}{\text{TECHCOST}_{itc}} \tag{21}
\end{equation}

\begin{equation}
MKT\_FUEL\_itc = \frac{1}{1 + e^{\text{MKT\_1COEFF} \times \text{COSTEF\_FUEL}_{itc}}} \tag{22}
\end{equation}

\begin{equation}
MKT\_PERF\_itc = \frac{1}{1 + e^{\text{MKT\_2COEFF} \times \text{COSTEF\_PERF}_{itc}}} \tag{23}
\end{equation}

where,

\begin{itemize}
  \item \text{COSTEF\_FUEL} = \text{A unit less measure of cost effectiveness based on fuel savings of technology, etc.}
  \item \text{COSTEF\_PERF} = \text{A unit less measure of cost effectiveness based on performance of technology, etc.}
  \item \text{REGCOST}^{5} = \text{A factor representing regulatory pressure to increase fuel economy, in$ per miles per gallon (MPG)}
  \item \text{TECHCOST} = \text{Cost of the considered technology}
  \item \text{VAL\_PERF} = \text{Performance value associated with technology \( itc \)}
  \item \text{MKT\_FUEL} = \text{Market share based on fuel savings}
  \item \text{MKT\_PERF} = \text{Market share based on performance}
  \item \text{MKT\_1COEFF} = -4 \text{ if } \text{COSTEF\_FUEL} < 0, \text{ and } -2 \text{ otherwise}
\end{itemize}

---

\(^5\) During pass 1 \text{REGCOST} has a value of 0. During passes 2 and 3 it is set to \text{REG\_COST}, which is a user input. This penalty is discussed in the earlier section entitled Calculate Technology Market Shares.
\[ \text{MKT\_2COEFF} = -4 \text{ if } \text{COSTEF\_PERF} < 0, \text{ and } -2 \text{ otherwise} \]

The two separate market shares are combined to determine the actual market share for the technology.

\[ \text{ACTUAL\_MKT}_{itc,\text{Year}} = \text{PMAX}_{itc} \cdot \text{MAX}\left(\text{MKT\_FUEL}_{itc} \cdot \text{MKT\_PERF}_{itc}\right) \]  

(24)

where,

\[ \text{ACTUAL\_MKT} = \text{Economic share, prior to consideration of engineering or regulatory constraints.} \]

\[ \text{PMAX} = \text{Institutional maximum market share, which models tooling constraints on the part of the manufacturers, and is set in a separate subroutine.} \]

This subroutine (FUNCMAX) sets the current year maximum market share based on the previous year's share (see Table 1).

Note: If the manufacturer does not satisfy CAFE, production can be accelerated to reach 100 percent penetration in half the time and continue at that pace for every year thereafter.

**e) Market Share Overrides**

Existing technologies are assumed to maintain their market shares unless forced out by later technologies. If the cost effectiveness calculation yields an economic market share that is below the market share in the previous period then the calculated value is overridden:

\[ \text{ACTUAL\_MKT}_{itc,\text{Year}} = \text{MAX}\left(\text{ACTUAL\_MKT}_{itc,\text{Year}-1}, \text{ACTUAL\_MKT}_{itc,\text{Year}}\right) \]  

(25)

Finally, the economic market share is bounded above by the maximum market share, MKT\_MAX or 1.0, whichever is smaller:

\[ \text{ACTUAL\_MKT}_{itc,\text{Year}} = \text{MIN}\left(1, \text{MKT\_MAX}_{itc}, \text{ACTUAL\_MKT}_{itc,\text{Year}}\right) \]  

(26)

where,

\[ \text{MKT\_MAX} = \text{Maximum market share for technology } itc \]

3. **Apply the Engineering Notes**

The engineering notes consist of a number of overrides to the economic cost effectiveness calculations done in the previous step. The three types of notes (mandatory, supersedes and requires) directly affect the technology market share results obtained above. The other type of note, synergy, does not affect the market share and is applied after all other engineering notes have been applied, see Figure 5.
Table 1. Maximum Light Duty Vehicle Market Penetration Parameters (percent)

<table>
<thead>
<tr>
<th>Years in Market</th>
<th>New PMAX (Domestic)</th>
<th>New PMAX (Import)</th>
</tr>
</thead>
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<tr>
<td>1</td>
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<tr>
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<tr>
<td>17</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>
Figure 5. Engineering Notes

1. Economic market share of each technology
   - Is economic market share less than mandated market share?
     - No: Set market share equal to legislative mandate
     - Yes: 
   - Does technology supersede older technology?
     - Yes: Subtract market share older technologies until sum of market shares = 1
     - No: 
   - Does technology require presence of complementary technology?
     - Yes: Set market share equal to market share of complementary technology
     - No: 
   - Does market share of technology exceed that of complementary?
     - Yes: 
     - No: 
   - Is there synergic effect between this technology and another?
     - Yes: Calculate net impact of technology change on vehicle price and fuel economy
     - No: Pass to Net Impact Section
a) Mandatory Notes

These are usually associated with safety or emissions technology that must be in place by a certain year. For example, air bags are mandatory in 1994. If the number of phase-in years is between 0 and 1, adopt the full market share immediately. The market share is modified to ensure that the mandated level of technology is achieved:

\[ ACTUAL\_MKT_{itc,Year} = \max\{ACTUAL\_MKT_{itc,Year} \cdot MANDMKSH_{itc,Year}\} \]  \hspace{1cm} (27)

where,

\[ MANDMKSH = \text{Market share for technology } itc \text{ that has been mandated by legislative or regulatory action} \]

If the number of phase-in years is greater than 1, adopt a proportional share of the total mandatory share, MANDMKSH, each year. Since both the base and maximum market penetrations can vary by vehicle class, the actual market share logic must adopt annual shares in proportion to the allowable market share spread for each vehicle class, with the technology base year, BaseYear, penetration, MKT_PEN, defined by the base share for the class.

\[ ACTUAL\_MKT_{itc,Year} = X \]  \hspace{1cm} (28)

where,

\[ X = \max\left( \frac{ACTUAL\_MKT_{itc,Year} \cdot MKT\_PEN_{itc,BaseYear,FuelType} + PHASESHR_{Year} \cdot (MKT\_MAX_{itc} - MKT\_PEN_{itc,BaseYear,FuelType})}{PHASESHR_{Year}} \right) \]

\[ PHASESHR = \text{Fraction of the total mandatory share in year, Year.} \]

The economic market share is bounded above by the maximum market share, or MKT_MAX:

\[ ACTUAL\_MKT_{itc,Year} = \min\{ACTUAL\_MKT_{itc,Year} \cdot MKT\_MAX_{itc}\} \]  \hspace{1cm} (29)

b) Supersedes Notes

Superseding technology notes define technologies that functionally overlap and therefore will not be present on the same vehicle. For example, if technology X is a more sophisticated version of technology Y, either one but not both can appear on a particular vehicle and the market share of technology X plus the market share of technology Y must not exceed the maximum allowable market share for the basic technology. Since technology cost effectiveness is determined on an individual technology basis, such situations are handled by so-called “superseding” technology code that adjusts cost effective market shares for individual technologies in accordance with functional overlaps. To correctly handle the relationship between more than two technologies, the superseding technology engineering notes that define the relationship and the adjustment of the cost effective market shares in accordance with that relationship must be designed to treat all affected technologies concurrently.
Market shares are further adjusted so the sum does not exceed the maximum market penetration of the group. Calculate aggregate market share of superseding technologies, \( ino \), related to technology \( itc \):

\[
TOT\_MKT_{itc,Year} = \sum_{ino=1}^{num\_sup} ACTUAL\_MKT_{ino,Year}
\]  

(30)

where,

\[
TOT\_MKT = \text{Total market share of the considered group of technologies}
\]

\[
ino = \text{Index identifying the technologies in the superseding group related to technology } itc
\]

\[
um\_sup = \text{Number of technologies in the superseding group related to technology } itc.
\]

Identify the largest maximum market share for the group of technologies, \( ino \), related to technology \( itc \):

\[
MAX\_SHARE = \text{MAX}\left(MKT\_MAX_{ino}\right)
\]  

(31)

where,

\[
MAX\_SHARE = \text{Maximum allowable market share of the group, } ino.
\]

If the aggregate market share (TOT\_MKT) is greater than the maximum share (MAX\_SHARE), reduce the excess penetration of those technologies that are in the group of related technologies, as follows:

1) Calculate the reduction in market share of a superseded technology, ensuring that the decrement does not exceed that technology's total share:

\[
DEL\_MKT_{itc} = TOT\_MKT_{itc,Year} - MAX\_SHARE
\]  

(32)

where,

\[
DEL\_MKT = \text{Amount of the superseded technology’s market share to be removed}
\]

\[
itc = \text{Index indicating superseded technology}
\]

2) Adjust the market share of the superseded technology to reflect the decrement

\[
ACTUAL\_MKT_{itc,Year} = ACTUAL\_MKT_{itc,Year} - DEL\_MKT_{itc}
\]  

(33)

3) Adjust total market share to reflect this decrement
\[ TOT \_ MKT_{itc,Year} = \text{MAX \_ SHARE} \] (34)

c) Requires Notes

These notes control the adoption of technologies, which require that other technologies also be present on the vehicle. For example, since the technology Variable Valve Timing II requires the presence of an Overhead Cam, the market share for Variable Valve Timing II cannot exceed the sum of the market shares for Overhead Cam 4, 6 & 8 cylinder engines. This note is implemented as follows:

1) For a given technology \( itc \), define a group of potential matching technologies, \( req \), one of which must be present for \( itc \) to be present.

2) Sum the market shares of the matching technologies \( req \), ensuring total market share is no more than 1.0:

\[
REQ \_ MKT = \text{MIN} \left( \sum_{req} ACTUAL \_ MKT_{req,Year}, 1.0 \right)
\] (35)

where,

\[ \text{REQ\_MKT} = \text{Total market share of those technologies that are required for the implementation of technology } itc, \text{ indicating that technology's maximum share} \]

3) Compare REQ\_MKT to the market share of technology \( itc \):

\[
ACTUAL \_ MKT_{itc,Year} = \text{MIN}(ACTUAL \_ MKT_{itc,Year}, REQ \_ MKT)
\] (36)

It is at this point that the adjusted economic market share, \( \text{ACTUAL\_MKT}_{itc} \), is assigned to the variable \( \text{MKT\_PEN}_{itc,Year} \), by market class and group, for use in the remainder of the calculations.

\[
MKT \_ PEN_{itc,Year} = ACTUAL \_ MKT_{itc,Year}
\] (37)

d) Synergistic Notes

Synergistic technologies are those that, when installed simultaneously, interact to affect fuel economy. A vehicle with synergistic technologies will not experience the change in fuel economy predicted by adding the impact of each technology separately. Conceptually such interactions could yield either greater or lower fuel economy; however, in all cases observed in the MTCS the actual fuel economy is lower than expected. For example, Variable Valve Timing I is synergistic with 4-Speed Automatic Transmissions. If both are present on a vehicle then the actual fuel economy improvement is 2 percent below what would be expected if the technologies were simply added together with no regard for their interaction.
Synergy adjustments are made once all other engineering notes have been applied. Market share affected by synergy effects between two technologies is estimated as the probabilistic overlap between the market shares of the two technologies. Mathematically, this market share is expressed as the product of the market shares of the two technologies. The incremental market share overlap for a single year is equal to the cumulative estimated overlap (based on cumulative estimated market penetrations) for the current year minus the cumulative estimated overlap for the previous year. Note also, that the input value of SYNR$DEL, the synergistic effect of related technologies on fuel economy, is negative so that the estimated synergy loss will also be negative and should be treated as an additive parameter.

\[
SYNERGY \_LOSS_{itc} = \sum_{syn} \left( \text{MKT \_ PEN}_{itc,Year} \times \text{MKT \_ PEN}_{syn,Year} - \text{MKT \_ PEN}_{itc,Year\_\text{-}1} \times \text{MKT \_ PEN}_{syn,Year\_\text{-}1} \right) \times \text{SYNR \_ DEL}_{itc\_syn}
\] (38)

where,

\( SYNERGY\_LOSS = \) Estimated synergy loss for all technologies synergistic with technology, \( itc \).

\( Syn = \) Set of technologies synergistic with technology \( itc \).

\( SNR\_DEL = \) Synergistic effect of related technologies on fuel economy.

4. Calculate Net Impact of Technology Change

The net impact of changes in technology market shares is first calculated for fuel economy, weight and price. Horsepower is dependent on these results and must be calculated subsequently. For a given technology \( itc \), the change in market share since the last period (\( \text{DELTA\_MKT} \)) is calculated as follows:

\[
\text{DELTA\_MKT}_{itc} = \text{MKT \_ PEN}_{itc,Year} - \text{MKT \_ PEN}_{itc,Year\_\text{-}1}
\] (39)

\( \text{DELTA\_MKT}_{itc} \) is used to calculate the incremental changes in fuel economy, vehicle weight, and price due to the implementation of the considered technology.

a) Fuel Economy

Current fuel economy for a vehicle class is calculated as the previously adjusted fuel economy plus the sum of incremental changes due to newly adopted technologies:

\[
\text{FE}_{\text{Year}} = \text{FE}_{\text{Year\_\text{-}1}} + \text{FE}_{\text{Year\_\text{-}1}} \left[ \sum_{itc=1}^{\text{NUMTECH}} \text{DELTA\_MKT}_{itc} \times \text{DEL\_FE}_{itc} \times \text{SYNERGY \_ LOSS}_{itc} \right]
\] (40)

where,

\( \text{NUMTECH} = \) Number of newly adopted technologies

b) Vehicle Weight
Current weight for a vehicle class is modified by the incremental changes due to newly adopted
technologies. As with the technology cost equation, the weight equation has both absolute and
variable components. Most technologies add a fixed number of pounds to the weight of a
vehicle. With material substitution technologies the weight change depends upon how much
new material is used, which is a function of the original weight of the vehicle. The weight
equation includes both absolute and weight dependent terms in the summation expression. For
any given technology, one term or the other will be zero.

\[ \text{WEIGHT}_{\text{Year,FuelType}} = \text{WEIGHT}_{\text{Year,FuelType}} + \text{DELTA}_{\text{MKT}_{\text{itc}}} \times (\text{DEL}_{\text{WGTABS}_{\text{itc}}} + \text{WEIGHT}_{\text{Year,FuelType}} \times \text{DEL}_{\text{WGTWGT}_{\text{itc}}}) \]  

where,

\( \text{DEL}_{\text{WGTECH}} \) = Change in weight (lbs) associated with technology \( \text{itc} \)

\( \text{DEL}_{\text{WGTWGT}} \) = Fractional change in vehicle weight due to technology \( \text{itc} \)

\( \text{WEIGHT} \) = Vehicle weight, by market class, group, and fuel type initialized to the
previous year’s value and modified with each iteration of the submodule.

c) Vehicle Price

Current price for a vehicle class is calculated as the previous price plus the sum of incremental
changes in the technology cost due to newly adopted technologies. This calculation is used to
equally scale up both low volume prices, at 2,500 units/year, and high volume prices, at 25,000
units/year, as described in Equations 1 through 10:

\[ \text{PRICE}_{\text{year}} = \text{PRICE}_{\text{Year-1}} + \sum_{\text{itc}=1}^{\text{NUMTECH}} \text{DEL}_{\text{MKT}_{\text{itc}}} \times \text{TECHCOST}_{\text{itc}} \]  

where,

\( \text{PRICE} \) = Vehicle price, by market class and group, initialized to the previous year's
value and subsequently modified with each iteration of the submodule.

5. Estimate EV and Fuel Cell Characteristics

The characteristics of electric and fuel cell vehicles, including weight, battery cost, and fuel
economy must then be calculated in separate subroutines prior to the estimation of market shares.

a) Electric Vehicles

This set of calculations, contained within the subroutine EVCALC estimates battery cost, vehicle
price (low and high volume sales), weight and fuel economy for electric vehicles. Fuel economy
is in kilowatt-hours/mile (wall plug.)

The first step in EVCALC is determination of the battery weight and cost for lead acid, Ni-MH,
and Li-Ion batteries. The numerical constants in the equations represent the result of exogenous
analysis and professional judgment on the part of the model developers.
Weight and cost of a lead acid battery

\[
BATTERY1_{\text{WT}} = 0.60 \times \text{WEIGHT}_{\text{Year, Gasoline}}
\]

and

\[
BATTERY1_{\text{COST}} = BATTERY1_{\text{WT}} \times 2.30 \times 1.75 + 1500
\]

where,

\begin{align*}
BATTERY1_{\text{WT}} &= \text{Weight of a lead acid battery large enough to provide adequate range and performance} \\
BATTERY1_{\text{COST}} &= \text{Cost of a lead acid battery} \\
0.60 &= \text{Fraction of vehicle weight accounted for by the battery system} \\
\$2.30 &= \text{Cost/pound of a lead acid battery} \\
1.75 &= \text{Cost multiplier to determine retail price} \\
\$1,500 &= \text{Fixed cost amortization per unit EV} \\
\text{WEIGHT} &= \text{Weight of a gasoline vehicle}
\end{align*}

2) Weight and cost of a Ni-MH battery

\[
BATTERY2_{\text{WT}} = 0.203 \times \text{WEIGHT}_{\text{Year, Gasoline}}
\]

and

\[
BATTERY2_{\text{COST}} = BATTERY2_{\text{WT}} \times 8.20 \times 1.75 + 1500
\]

where,

\begin{align*}
0.203 &= \text{Fraction of vehicle weight accounted for by the battery system} \\
BATTERY2_{\text{WT}} &= \text{Weight of a Ni-MH battery large enough to provide adequate range and performance} \\
BATTERY2_{\text{COST}} &= \text{Cost of a Ni-MH battery} \\
\$8.20 &= \text{Cost/pound of a Ni-MH battery} \\
1.75 &= \text{Cost multiplier to determine retail price} \\
\$1,500 &= \text{Fixed cost amortization per unit EV} \\
\text{WEIGHT} &= \text{Weight of a gasoline vehicle}
\end{align*}

3) Weight and cost of a Li-Ion battery
\[ BATTERY3\_WT = 0.15 \times WEIGHT_{Year,\text{Gasoline}} \]

and

\[ BATTERY3\_COST = BATTERY3\_WT \times 20.86 \times 1.75 + 1500 \]

where,

- \(0.15\) = Fraction of vehicle weight accounted for by the battery system
- \(BATTERY3\_WT\) = Weight of a Li-Ion battery large enough to provide adequate range and performance
- \(BATTERY3\_COST\) = Cost of a Li-Ion battery
  - \(\$20.86\) = Cost/pound of a Li-Ion battery
  - \(1.75\) = Cost multiplier to determine retail price
  - \(\$1,500\) = Fixed cost amortization per unit EV
- \(WEIGHT\) = Weight of a gasoline vehicle

The next step is to apply a learning curve adjustment to the cost of the battery. It is assumed that there is a 25 percent cost reduction per decade for lead acid, Ni-MH, and Li-Ion batteries. The learning curves have been pre-calculated and are initialized in data input file, trninput.wk1. The lead acid curve begins immediately, while the Ni-MH and Li-Ion battery costs do not begin to go down until after 2003.

4) Learning curve adjustment for battery costs

\[ BATTERY1\_COST = BATTERY1\_COST \times LEADACID\_COST_{Year} \]

and

\[ BATTERY2\_COST = BATTERY2\_COST \times NIMHY\_COST_{Year} \]

and

\[ BATTERY3\_COST = BATTERY3\_COST \times LION\_COST_{Year} \]

where,

- \(LEADACID\_COST\) = Cost reduction learning curve for a lead acid battery
- \(NIMHY\_COST\) = Cost reduction learning curve for a Ni-MH battery
- \(LION\_COST\) = Cost reduction learning curve for a Li-Ion battery

Next, the average price of an electric vehicle battery is determined based on the expected market shares of lead acid, Ni-MH, and Li-Ion batteries:

5) Average price of an electric vehicle battery
where,

\[
BATTERY_{Year,ElectricVehicle} = BATTERY1\_COST \cdot (1 - NIMHY\_MKTSH_{Year}) \\
+ BATTERY2\_COST \cdot NIMHY\_MKTSH_{Year} \\
+ BATTERY3\_COST \cdot LION\_MKTSH_{Year} \\
\]

Finally, Price, Weight and Fuel Economy are calculated:

6) Electric Vehicle Price

\[
PRICE_{Year,ElectricVehicle} = PRICE_{Year,ElectricVehicle} + BATTERY_{Year,ElectricVehicle} \\
\]

Since PRICEHI (high production AFV) uses the same equation as PRICE (with the substitution of PRICEHI for PRICE on both sides of the equation), it is not shown separately.

7) Electric Vehicle Weight

\[
WEIGHT_{Year,ElectricVehicle} = \frac{BATTERY1\_WT}{0.375} \cdot (1 - NIMHY\_MKTSH_{Year}) \\
+ \frac{BATTERY2\_WT}{0.22} \cdot NIMHY\_MKTSH_{Year} \\
+ \frac{BATTERY3\_WT}{0.22} \cdot LION\_MKTSH_{Year} \\
\]

8) Fuel Economy (miles/Kilowatt-hour wall plug)

\[
FE_{Year,ElectricVehicle} = \frac{0.8 \times 2200}{0.16 \times WEIGHT_{Year,ElectricVehicle}} \\
\]

a) Hybrid Electric Vehicles (HEV)

In addition to those adjustments for battery costs for electric vehicles, HEV vehicles scale the EV battery costs downward based on an average HEV mid-market class vehicle. These results are then adjusted further to account for the 12 EPA market classes, 6 cars and 6 light trucks, relative to a mid-sized vehicle, using gasoline vehicle weight as the scaling factor.

\[
PRICE_{Year,HEV} = PRICE_{Year,\text{Gasoline}} + HEV\_BCST_{Year} \times X \\
\]

where,
\[
X = AFVADJPR_{\text{Year,HEV}} \cdot \frac{\text{WEIGHT}_{\text{Year,\text{class Gasoline}}}}{\text{WEIGHT}_{\text{Year,mid-size,\text{Gasoline}}}}
\]

b) Fuel Cell Vehicles

The subroutine FCCALC calculates fuel cell cost, vehicle price for low volume sales, at 2,500 units per year, and high volume sales, at 25,000 units per year, and fuel economy for methanol, hydrogen, and gasoline fuel cell vehicles, respectively. Note that although values for fuel cell vehicles are calculated for the early years, the penetration of these vehicles is restricted until 2005. Hydrogen supply is expected to be a major problem for fuel cell vehicles. In the following equations the \( FC \) subscript refers to methanol, hydrogen, and gasoline fuel cells.

1) Fuel Cell Cost

\[
\text{FUELCELL}_{\text{Year,FC}} = 30 \cdot \frac{\text{WEIGHT}_{\text{Year,\text{Gasoline}}}}{2200} \cdot \text{FUELCELL\_COST}_{\text{Year,FC}}
\]

where,

\( \text{FUELCELL} = \text{Cost of the fuel cell} \)

\( \text{FUELCELL\_COST} = \text{Exogenous input for the cost of the fuel cell in } \$/\text{kw} \)

\( \text{WEIGHT} = \text{Weight of a gasoline vehicle} \)

2) Battery Power required to initially power the vehicle

\[
\text{BATTERY\_POWER} = 20 \cdot \frac{\text{WEIGHT}_{\text{Year,\text{Gasoline}}}}{2200}
\]

where,

\( \text{BATTERY\_POWER} = \text{Required battery power in Kw} \)

3) Weight of Battery

\[
\text{BATTERY\_WT} = 2.2 \cdot \frac{\text{BATTERY\_POWER}}{0.5}
\]

where,

\( 2.2 = \text{Base battery weight in lbs.} \)

\( \text{BATTERY\_WT} = \text{Weight of the battery} \)
4) Cost of Battery

\[ BATTERY_{Year,FC} = 2.30 \times BATTERY_{WT} \times LEADACID_{COST,Year} \]  \hspace{1cm} (55)

where,

- \( BATTERY \) = Cost of the lead acid battery
- \( $2.30 \) = Initial cost per pound for the battery
- \( LEADACID_{COST,Year} \) = Cost reduction learning curve for a lead acid battery

5) Add Battery to cost of fuel cell and calculate retail price

\[ FUELCELL_{Year,FC} = \left( FUELCELL_{Year,FC} + BATTERY_{Year,FC} + TANKCOST_{FC} \right) \times 1.75 + 1500 \]  \hspace{1cm} (56)

where,

- \( TANKCOST \) = Cost of the hydrogen storage tank: $0 for methanol and gasoline FC, $3,000 for hydrogen FC
- \( 1.75 \) = Cost multiplier to determine retail price
- \( $1,500 \) = Fixed cost amortization per unit fuel cell vehicle

6) Fuel Cell Vehicle Price for low volume and high volume production

\[ PRICE_{Year,FC} = PRICE_{Year,FC} + FUELCELL_{Year,FC} \]  \hspace{1cm} (57)

7) Fuel Cell Fuel Economy (gasoline equivalent mpg)

\[ FE_{Year,FC} = \frac{1}{GALPERMILE_{FC} \times \frac{WEIGHT_{Year,FC}}{1000}} \]  \hspace{1cm} (58)

where,

- \( GALPERMILE \) = 0.00625 for Methanol FC, 0.00570 for Hydrogen FC, and 0.00667 for Gasoline FC

6. Impact of Technology on Horsepower

Calculating the net impact of changes in technology share on vehicle horsepower is a three-step process. See Figure 6.
Figure 6. Weight and Horsepower Calculations

Inputs:
Incremental fuel economy changes associated with newly adopted technologies

Adjusted market share and fuel economy for each technology

Calculate current fuel economy for vehicle class

Calculate current weight for vehicle class

Calculate current price for vehicle class

Adjust vehicle class horsepower based on new weight

Adjust vehicle class horsepower based on new performance specifications

Readjust fuel economy and price based on new horsepower

Pass to CAFE Section

Inputs:
Incremental weight changes associated with newly adopted technologies

Inputs:
Incremental price changes associated with newly adopted technologies

Inputs:
Base year horsepower to weight ratio

Inputs:
Performance factors associated with newly adopted technologies

Inputs:
Incremental fuel economy changes associated with newly adopted technologies
a) **Unadjusted Horsepower**

First, horsepower is calculated on the basis of weight, assuming no change in performance. This initial estimate simply maintains the horsepower to weight ratio observed in the base year.

Assuming a constant horsepower/weight ratio for cars and light trucks:

\[
HP_{\text{Year, FuelType}} = \text{WEIGHT}_{\text{Year, FuelType}} \times \frac{HP_{\text{Year-1, FuelType}}}{\text{WEIGHT}_{\text{Year-1, FuelType}}}
\]  

(59)

where,

- \( HP \) = Vehicle horsepower
- \( \text{WEIGHT} \) = Vehicle weight

Dedicated Electric vehicles and Fuel Cell vehicles do not have horsepower adjustments. Their horsepower is set at 20 percent below equivalent gasoline vehicles, adjusted for weight difference:

\[
HP_{\text{Year, FuelType}} = 0.8 \times \text{WEIGHT}_{\text{Year, FuelType}} \times \frac{HP_{\text{Year, Gasoline}}}{\text{WEIGHT}_{\text{Year, Gasoline}}}
\]

(60)

where,

- FuelType = Dedicated Electric and Fuel Cell vehicles

b) **Adjust Horsepower**

The second step adjusts the total horsepower, TTL$\text{ADJHP}$, of which there are two components. The first component is an adjustment associated with the various technologies adopted, TECH$\text{ADJHP}$, and the second component is due to any additional consumer performance demand, PERF$\text{ADJHP}$. Adjustments to horsepower are done for cars and light trucks at the market class and AFV technology level, with the exceptions noted above.

c) **Technology Adjustment**

Calculate the annual horsepower adjustment due to technology introductions, which is equal to the sum of incremental changes due to newly adopted technologies:

\[
\text{TECH}_\text{ADJHP}_{\text{year}} = \sum_{\text{itc}=1}^{\text{NUMTECH}} (\text{DELTA}_\text{MKT}_{\text{itc}} \times \text{DEL}_\text{HP}_{\text{itc}})
\]

(61)

where,

- \( \text{DEL}_\text{HP} \) = the fractional change in horsepower by technology type

d) **Consumer Preference Adjustment**
The next step is to calculate the annual horsepower adjustment due to consumer preference for performance. The initial calculation is based on household income, vehicle price, fuel economy, and fuel cost.

\[
P_{\text{PERF Adj HP}}_{\text{year}} = \left( \frac{\text{INCOME}_{\text{year}}}{\text{INCOME}_{\text{year-1}}} \right)^{0.9} \left( \frac{\text{PRICE}_{\text{year}}}{\text{PRICE}_{\text{year-1}}} \right)^{0.9} \left( \frac{\text{FE}_{\text{year}}}{\text{FE}_{\text{year-1}}} \right)^{0.2} \left( \frac{\text{FUEL COST}_{\text{year}}}{\text{FUEL COST}_{\text{year-1}}} \right)^{0.2} - 1 \tag{62}
\]

where,

\[
\text{PERF Adj HP} = \text{Performance Vehicle horsepower adjustment factor}
\]

The calculated consumer demand for horsepower is initially unconstrained as the projection begins, but is multiplicatively adjusted downward to decrease consumer performance demand as the projected horsepower-to-weight ratio approaches its constrained limit, PERFCAP. Calculate the value of PERF_COEFF, the parameter used to constrain the incremental value of additional vehicle performance. This parameter decreases as performance increases so that the incremental value of additional performance declines. The demand that has accrued between 1990 and 2000 DEMAND_USED, must be accounted for through the use of parameter USEDCAP.

\[
\text{DEMAND Used} = (\text{PERFCAP} - \text{HP WGT}_{\text{BaseYear}}) \times \frac{\text{USEDCAP}}{1 - \text{USEDCAP}} \tag{63}
\]

where,

\[
\text{DEMAND Used} = \text{Demand accrued between 1990 and 2000}
\]

\[
\text{PERFCAP} = \text{Performance cap}
\]

\[
\text{HP WGT} = \text{Horsepower to weight ratio in the given year, in this case BaseYear}
\]

\[
\text{USEDCAP} = \text{Input parameter}
\]

\[
\text{PERF COEFF}_Y = 1 - \left( \frac{\text{HP WGT}_{\text{Year}} - \text{HP WGT}_{\text{BaseYear}} + \text{DEMAND Used}}{\text{PERFCAP} - \text{HP WGT}_{\text{BaseYear}} + \text{DEMAND Used}} \right) \tag{64}
\]

where,

\[
\text{PERF COEFF} = \text{Performance coefficient, and lies between 0 and 1.}
\]
\[
PERF\_ADJHP_{\text{Year}} = PERF\_ADJHP_{\text{Year}} \times \text{PERFFACT} \times \text{PERF\_COEFF}_{\text{Year}}
\] (65)

where,
\[
\text{PERFFACT} = \text{Performance factor, exogenous input from trninput.wk1.}
\]

Also, if CAFE standards are not achieved after the second (CAFE compliance) pass through FEMCALC, the additional consumer demand for performance is set to zero (or the minimum value required to maintain a sufficient horsepower-to-weight ratio) to allow manufacturers to focus on CAFE compliance rather than satisfy increased performance demands.

The total horsepower adjustment is now calculated:
\[
TTL\_ADJHP_{\text{Year}} = TECH\_ADJHP_{\text{Year}} + PERF\_ADJHP_{\text{Year}}
\] (66)

e) **Maximum Limit on Total Horsepower Adjustment**

The total horsepower adjustment for a given projection year is constrained in several ways. First, the total adjustment in any one year is limited to 10 percent. If an adjustment greater than 10 percent is calculated by the econometric algorithms described above, the additional consumer demand portion is adjusted downward first since the fuel economy impacts of this demand are not yet considered in the fuel economy projections. If it is not possible to obtain the full level of downward adjustment from the additional consumer demand portion of the horsepower adjustment, the remainder is taken from the technology-based adjustment. The magnitude of any technology-based horsepower giveback, \(\text{HP\_GIVEBACK}_{\text{Year}}\), is tracked and converted into equivalent fuel economy since the basic fuel economy projection already incorporates the full impact of technology-based horsepower adjustments. Hence, if total horsepower adjustment, \(\text{TTL\_ADJHP}\), is greater than 10 percent:
\[
\text{HP\_GIVEBACK}_{\text{Year}} = TTL\_ADJHP_{\text{Year}} - 0.1
\]
\[
PERF\_ADJHP_{\text{Year}} = PERF\_ADJHP_{\text{Year}} - \text{HP\_GIVEBACK}_{\text{Year}}
\] (67)

If the consumer demand for performance, \(\text{PERF\_ADJHP}\), is non-negative then leave the technology adjustment, \(\text{TECH\_ADJHP}\), unchanged. Otherwise, decrease the technology adjustment by this performance adjustment (noting \(\text{PERF\_ADJHP}\) is negative):
\[
\text{TECH\_ADJHP}_{\text{Year}} = TECH\_ADJHP_{\text{Year}} + PERF\_ADJHP_{\text{Year}}
\] (68)

Now, calculate the modified total horsepower adjustment:
\[
TTL\_ADJHP_{\text{Year}} = TECH\_ADJHP_{\text{Year}} + PERF\_ADJHP_{\text{Year}}
\] (69)

f) **Maximum Limit on Horsepower to Weight Ratio**

Also impose a maximum limit on the horsepower to weight ratio so that performance characteristics do not become unreasonable. If the horsepower to weight ratio is too high, first subtract any consumer preference for performance, \(\text{PERF\_ADJHP}\), since the fuel economy effect is not considered until later. If there is further need to lower the horsepower to weight ratio then
decrease any additional required horsepower demand from the technology-based part of the adjustment, TECH_ADJHP, and track this “giveback”, since HP_GIVEBACK must be converted back into fuel economy equivalent.

\textit{g) Horsepower to Weight Ratio Must Ensure Drivability}

Finally, make sure the horsepower to weight ratio stays above that required for drivability, HP\_WGT\_MIN, (either 95 percent of the base year value or 0.04 for two-seaters, 0.033 otherwise; whichever is lower). If an upward adjustment is required to satisfy this constraint, it is added to the additional consumer demand portion of the planned horsepower adjustment since the fuel economy impacts of this demand are not yet considered in the fuel economy projections. Additional demand need not be specially tracked since it is reflected in PERF\_ADJHP, which is automatically converted to fuel economy equivalent in the algorithms that follow.

The next series of statements calculate the desired and resulting horsepower demand. The desired demand is the difference between the minimum horsepower adjustment, MIN\_ADJHP, and the total horsepower adjustment. Adding the desired demand to the current horsepower adjustment produces the total horsepower adjustment:

\[
\begin{align*}
MIN\_ADJHP_{\text{Year}} &= \left( \frac{HP\_WGT\_MIN_{\text{BaseYear}}}{HP\_WGT_{\text{Year}}} - 1 \right) \\
PERF\_ADJHP_{\text{Year}} &= PERF\_ADJHP_{\text{Year}} + MIN\_ADJHP_{\text{Year}} - TTL\_ADJHP_{\text{Year}} \\
TTL\_ADJHP_{\text{Year}} &= TECH\_ADJHP_{\text{Year}} + PERF\_ADJHP_{\text{Year}}
\end{align*}
\]

\textit{h) Final Horsepower Adjustment for CAFE Compliance}

If CAFE standards are not achieved after the second (CAFE compliance) pass through FEMCALC, the technology-based horsepower adjustment is also constrained to the maximum of zero or that level of adjustment required to maintain the minimum allowable horsepower-to-weight ratio. In other words, in the third pass, take back all the technology driven horsepower demand except that required to maintain the minimum horsepower to weight ratio. The magnitude of any technology-based horsepower giveback is tracked and converted into equivalent fuel economy. Thus, a third pass through FEMCALC allows manufacturers to focus solely on CAFE compliance at the expense of increased performance.

\[
\begin{align*}
EXCESS\_ADJHP_{\text{Year}} &= MIN(TECH\_ADJHP_{\text{Year}}, TTL\_ADJHP_{\text{Year}}) - MIN\_ADJHP_{\text{Year}} \\
TECH\_ADJHP_{\text{Year}} &= TECH\_ADJHP_{\text{Year}} - EXCESS\_ADJHP_{\text{Year}} \\
TTL\_ADJHP_{\text{Year}} &= TECH\_ADJHP_{\text{Year}} + PERF\_ADJHP_{\text{Year}}
\end{align*}
\]

Compute the horsepower give back;

\[
HP\_GIVEBACK_{\text{Year}} = HP\_GIVEBACK_{\text{Year}} + EXCESS\_ADJHP_{\text{Year}}
\]

The current year horsepower is then calculated as initial horsepower times the final horsepower adjustment.

\[
HP_{\text{Year,FuelType}} = HP_{\text{Year,FuelType}} \times (1 + TTL\_ADJHP_{\text{Year}})
\]
7. Readjust Fuel Economy And Price

Once the horsepower adjustment has been determined, the final fuel economy, vehicle price, and vehicle range is calculated.

a) Fuel Economy

Fuel economy is adjusted up or down in accordance with the sum of consumer driven horsepower adjustment and any horsepower giveback. Horsepower giveback is horsepower demand already considered in fuel economy estimates, but not actually taken. Therefore, fuel economy estimates need to be adjusted upward for any giveback. Technology driven affects are already accounted for in the technology incremental fuel economy values. Note that the consumer and giveback estimates are aggregated into the consumer preference parameter to facilitate the series of ensuing fuel economy and price algorithms, recognizing of course that giveback is negative demand.

\[
PERF_{\text{adjhp}}_{\text{year}} = PERF_{\text{adjhp}}_{\text{year}} - HP_{\text{giveback}}_{\text{year}} \tag{74}
\]

\[
ADJFE_{\text{year}} = -0.22 \times PERF_{\text{adjhp}}_{\text{year}} - 0.56 \times SIGN \times PERF_{\text{adjhp}}^2_{\text{year}} \tag{75}
\]

where,

\[
SIGN = -1, \text{ if } PERF_{\text{adjhp}} < 0, \text{ and } +1 \text{ otherwise.}
\]

The final vehicle fuel economy is then determined as follows:

\[
FE_{\text{year}} = FE_{\text{year}} \times (1 + ADJFE_{\text{year}}) \tag{76}
\]

b) Vehicle Price

Vehicle price is finally estimated:

\[
PRICE_{\text{year}} = PRICE_{\text{year}} + PERF_{\text{adjhp}}_{\text{year}} \times VALUEPERF_{\text{year}} \tag{77}
\]

Note that as these are final adjustments, the results do not feed back into the horsepower adjustment equation.

The above equations result in an estimate of the market shares of the considered technologies within each class of vehicle. The effective range for each vehicle class is then calculated. The implication is that market penetration is affected and changes over time.

c) Vehicle Range

For most vehicles, range is a function of tank size and fuel economy as shown in below:

\[
RANGE_{\text{year, fueltype}} = TANKSIZE \times FE_{\text{year, gasoline}} \times (1 + AFVADJRN_{\text{fueltype}}) \tag{78}
\]

where,
RANGE = Vehicle range

TANKSIZE = Tank size for a gasoline vehicle of the same market class

AFVADJRN = Range adjustment, relative to gasoline vehicle (exogenous, from Block Data)

The range adjustment factor (AFVADJRN) is derived through engineering judgment and is based on current gasoline vehicle tank sizes, likely relative fuel capacity for alternative vehicles and the actual base year relative fuel economies of gasoline and AFVs.

The range for electric battery vehicles is set to 80 miles. This is an engineering judgment of the best performance likely to be obtained from a production electric powered vehicle in the foreseeable future. The next step is to calculate the market shares of each vehicle class within each CAFE group.

8. Calculate Class Market Shares

This routine calculates vehicle class market shares within each corporate average fuel economy group (i.e., Domestic Cars, Import Cars, Domestic Trucks and Import Trucks.) Car market shares for each class are derived by calculating an increment from the previous year’s value. The market share increment (or decrement) is determined by the following equation:

\[
\text{DIFFLN}_{\text{Year}} = A \ln \left( \frac{\text{Year}}{\text{Year} - 1} \right) + B \ln \left( \frac{\text{FUELCO}_\text{Year}}{\text{FUELCOS}_\text{Year}-1} \right) \\
+ C \ln \left( \frac{\text{INCOME}_\text{Year} - 13,000}{\text{INCOME}_\text{Year}-1 - 13,000} \right) + D \ln \left( \frac{\text{PRICE}_\text{Year, Gasoline}}{\text{PRICE}_\text{Year}-1, Gasoline} \right)
\]

where,

\[
\text{DIFFLN} = \text{the log market share increment from the year, Year}
\]

A, B, C, D = coefficients, elasticities, exogenously introduced from trninput.wk1

Class Market Shares

Solve for the log-share ratio:

\[
\text{RATIO LN} = \text{DIFFLN}_{\text{Year}} + \ln \left( \frac{\text{CLASS SHARE}_{\text{class, group, steady}}}{1 - \text{CLASS SHARE}_{\text{class, group, steady}}} \right)
\]

where,

\[
\text{RATIO LN} = \text{Log of the market share ratio of the considered vehicle class}
\]

CLASS_SHARE = Class market share, assigned to the appropriate vehicle class and group
class = 6 Vehicle Classes

group = 7 CAFE Groups

nhtsalyr = last year of NHTSA historical data

Solve for the class market share:

\[ \text{CLASS \_ SHARE}_{\text{class,group,Year}} = \frac{e^{\text{RATIO \_ LN}}}{1 + e^{\text{RATIO \_ LN}}} \]  

(81)

Normalize so that shares total 100 percent within each CAFE group:

\[ \text{CLASS \_ SHARE}_{\text{class,group,Year}} = \frac{\sum_{\text{class}=1}^{6} \text{CLASS \_ SHARE}_{\text{class,group,Year}}}{\sum_{\text{class}=1}^{6}} \]  

(82)

9. Calculate CAFE

This routine calculates the corporate average fuel economy for each of the seven CAFE groups:

1) Domestic Cars
2) Import Cars
3) Trucks – Manufacturer Group 1 - Domestic
4) Trucks – Manufacturer Group 2 – Domestic
5) Trucks – Manufacturer Group 3 - Domestic
6) Trucks – Manufacturer Group 4 - Imports
7) Trucks – Manufacturer Group 5 - Imports

For each vehicle group the CAFE calculation proceeds as follows:

\[ \text{CAFE}_{\text{group,Year}} = \frac{\sum_{\text{class}=1}^{6} \text{CLASS \_ SHARE}_{\text{class,group,Year}}}{\sum_{\text{class}=1}^{6} \text{FE}_{\text{class,group,Year}}} \]  

(83)

This CAFE estimate is then compared with the legislative standard for the seven manufacturer groups for each year. There are two standards, the traditional standard, represented by the exogenous variable, CAFE\_STAND_{Group,Year}, and the alternative standard, FPMpgGrp_{Group,Year}, computed as follows. First, the MPG standard, FPMpg_{Class,Group,Year}, is computed for each class in each group based on the footprint,
\[
FPMpg_{\text{class, group, Year}} = \left( \frac{1}{A_{\text{Year}}} + \frac{1}{B_{\text{Year}}} - \frac{1}{A_{\text{Year}}} \right) \left( \frac{FPrint_{\text{class, group, Year}} - C_{\text{Year}}}{D_{\text{Year}}} \right)^{-1}
\]

where,

\begin{align*}
A &= \text{the maximum fuel economy target for trucks by year} \\
B &= \text{the minimum fuel economy target for trucks by year} \\
C &= \text{the footprint midway between by year} \\
D &= \text{the rate of change parameter by year} \\
FPrint &= \text{the footprint for each class and group of trucks by year}
\end{align*}

Second, the alternative footprint mpg standard for the group, \(FPMpgGrp_{\text{Group, Year}}\), weighted by class is calculated.

\[
FPMpgGrp_{\text{group, Year}} = \sum_{\text{class}=1}^{6} \frac{\text{CLASS } \_ \text{SHARE}_{\text{class, group, Year}}}{\sum_{\text{class}=1}^{6} \text{CLASS } \_ \text{SHARE}_{\text{class, group, Year}}} \sum_{\text{class}=1}^{6} \frac{\text{CLASS } \_ \text{SHARE}_{\text{class, group, Year}}}{FPMpg_{\text{class, group, Year}}} (85)
\]

The CAFE standard to be used is then decided. Cars will always use the traditional standard. For light trucks, if the year is before 2008 use the traditional standard. If the year is between 2008 and 2011, the standard is chosen in the following manner. If the alternative footprint mpg standard is less than the traditional standard, the alternative standard is chosen. Otherwise, the traditional standard is chosen. If the alternative standard is chosen then the group must continue to use it in later years. In the year 2012 and later use only the alternative method.

Finally, the individual vehicle group CAFE is compared to the CAFÉ standard used and passes if CAFE is greater or equal to the CAFÉ standard used.

10. Forced CAFE Standard

This algorithm describes the case where light duty vehicles are forced to meet the CAFE standard by increasing the sales of hybrid and diesel vehicles, followed by a corresponding decrease in the sale of gasoline vehicles.

If the meeting of the CAFE standard switch is set, CAFEMEET=1, then the CAFETEST routine is called after completing the third pass of MTCS. New vehicle sales are re-computed for the alternative fuel types, CAFETYP, in the following order: gas hybrids, diesels, and diesel hybrids.
The order of vehicle types used in the calculations is: for cars, the standard types by size are used, and for light duty trucks, small SUV, small vans, small pickups, large SUV, large pickups, and large vans. For each vehicle group the CAFE calculation proceeds as follows.

For any of the four vehicle groups described above that fail to meet the CAFE standard the following new set of sales are computed. First, calculate the share of total sales, \( \text{DEL}_\text{SALES} \), due to each CAFETYP:

\[
\text{DEL}_\text{SALES}_{\text{vt, class, CAFETYP}} = \text{DEL}_\text{APSHR} \times \sum_{\text{FuelType}=1}^{\text{NUMFUELS}} \text{AVSALES}_{\text{vt, class, 11, FuelType}}
\]  

(86)

where,

\[
\text{DEL}_\text{APSHR} = 0.005
\]

\[
\text{AVSALES} = \text{Sales of new vehicles, as defined in (139)}
\]

\[
\text{CAFETYP} = \text{Diesel hybrid, diesel, and gas hybrid}
\]

and 11 represents region 11 = national sales

For each alternative fuel type, CAFETYP, new sales are computed up to a total of ten times, at increments of \( \text{DEL}_\text{APSHR} \), or 0.5 percent. A new set of CAFE calculations are made for each increment and compared to the CAFE standard. Further sales stop after successfully passing the standard. New vehicle sales are computed as follows:

\[
\text{AVSALES}_{\text{vt, class, 11, FuelType}} = \text{AVSALES}_{\text{vt, class, 11, FuelType}} + \text{DEL}_\text{SALES}_{\text{vt, class, FuelType}}
\]  

(87)

\[
\text{AVSALES}_{\text{vt, class, 11, GAS}} = \text{AVSALES}_{\text{vt, class, 11, GAS}} - \text{DEL}_\text{SALES}_{\text{vt, class, GAS}}
\]  

(88)

where,

\[
\text{FuelType} = \text{Gas hybrids, diesels, and diesel hybrids, in that order}
\]

The new shares, APSHR55, are then re-calculated, as in (145). Total sales, \( \text{AVSALEST} \), remain unchanged.

If at any time gasoline sales become negative, sales of gasoline engine vehicles are increased until sales reach zero, with a corresponding decrease in vehicle sales of diesel hybrids, diesels, and gas hybrids, respectively. There are constraints to new vehicle sales. For each CAFETYP, sales stop after ten failures to meet the standard, or after 5 percent of total sales. Also, a maximum of 500,000 new sales are allowed for each CAFETYP.

11. Combine Results Of Domestic And Imported Vehicles

In subsequent modules of the transportation model, domestic and imported vehicles are not treated separately. It is therefore necessary to construct an aggregate estimate of each vehicle characteristic for each class of car and light truck. Aggregate vehicle characteristics are
determined by weighting each vehicle class, \textit{class}, by their relative share of the market (PERGRP). These numbers are assumed to be constant across classes and time, and have been obtained from NHTSA data of the domestic, \textit{dom}, and imported, \textit{imp}, market shares:\(^6\)

\[
\text{MPG}_{vt,\text{class}} = \frac{1}{\text{PERGRP}_{\text{dom,\text{class}}} \times \text{FE}_{\text{dom,\text{class}}} + \text{PERGRP}_{\text{imp,\text{class}}} \times \text{FE}_{\text{imp,\text{class}}}}
\]  

(89)

\[
\text{HPW}_{vt,\text{class}} = \text{HP}_{\text{dom,\text{class}}} \times \text{PERGRP}_{\text{dom,\text{class}}} + \text{HP}_{\text{imp,\text{class}}} \times \text{PERGRP}_{\text{imp,\text{class}}}
\]  

(90)

\[
\text{PRI}_{vt,\text{class}} = \text{PRICE}_{\text{dom,\text{class}}} \times \text{PERGRP}_{\text{dom,\text{class}}} + \text{PRICE}_{\text{imp,\text{class}}} \times \text{PERGRP}_{\text{imp,\text{class}}}
\]  

(91)

\[
\text{VRNG}_{vt,\text{class}} = \text{RNG}_{vt,\text{class}} = \text{RANGE}_{\text{dom,\text{class}}} \times \text{PERGRP}_{\text{dom,\text{class}}} + \text{RANGE}_{\text{imp,\text{class}}} \times \text{PERGRP}_{\text{imp,\text{class}}}
\]  

(92)

\[
\text{WGT}_{vt,\text{class}} = \text{WEIGHT}_{\text{dom,\text{class}}} \times \text{PERGRP}_{\text{dom,\text{class}}} + \text{WEIGHT}_{\text{imp,\text{class}}} \times \text{PERGRP}_{\text{imp,\text{class}}}
\]  

(93)

where,

\begin{itemize}
  \item \text{MPG} = \text{Vehicle fuel economy}
  \item \text{HPW} = \text{Vehicle horsepower}
  \item \text{PRI} = \text{Vehicle price}
  \item \text{VRNG} = \text{RNG} = \text{Vehicle range}
  \item \text{WGT} = \text{Vehicle weight}
  \item \text{PERGRP} = \text{Percent of vehicles import or domestic by market class}
\end{itemize}

\[vt = 1 \text{ (cars, except minicompacts); 2 (light trucks, except standard pickups, standard vans, and standard utilities)}\]

These numbers are then passed to the CVCS, and the overall fleet stock submodule to produce estimates of fleet efficiencies.

\textbf{Regional Sales Submodule}

The Regional Sales Submodule is a simple accounting mechanism, which uses exogenous estimates of new car and light truck sales and the results of the MTCS, to produce estimates of regional sales and the characteristics of light duty vehicles that are subsequently passed to the Light Duty Stock Submodule.

Nationwide estimates of total new vehicle sales come from the NEMS macroeconomic model.

---


For Cars: Table 7.5, 2006 data. For Light Trucks: Table 7.6, 2006 data.
In order to comply with the NEMS requirement for regional fuel consumption estimates, the Regional Sales Submodule allocates new car and light truck sales among the nine Census divisions and permits regional variations in vehicle attributes. This also gives the transportation model the capability to analyze regional differences in alternative vehicle legislation. For example, California LEVII legislation requiring minimum percentages of vehicles sold be zero emissions vehicles, which are earned in part through credits obtained from the sales of advanced technology partial zero emission vehicles, have been adopted by Connecticut, Massachusetts, Maine, New York, New Jersey, Oregon, Rhode Island, Washington and Vermont.

This is not a separate submodule in itself, but rather a series of intermediate calculations used to generate several regional variables, which are used in subsequent steps in the transportation model. It comprises two subroutines, CGSHARE and TREG; the first calculates light vehicle market class shares and average horsepower and weight for cars and light trucks, and the second generates regional shares of fuel consumption, driving demand, and sales of vehicles by market class.

1. Redistribute MTCS Sale Shares Among Six Market classes

The first stage in this submodule involves the estimation of non-fleet sales of cars and light trucks for each of the six market classes and CAFE groups described in the MTCS. The fraction of car and truck sales attributed to fleets is assumed to vary over time across market classes and the estimation period. Although the fuel economies of domestic and imported vehicles have already been combined, the separate market shares are recorded and the calculations are performed separately for domestic and imported vehicles.

It is first necessary to estimate car and light truck sales after getting total sales from the macroeconomic model. Total sales of trucks are shared into the following gross vehicle weight rating (GVWR) categories: trucks less than 8,500 pounds, included in the LDV Module; trucks between 8,500 and 10,000 pounds, modeled separately in the Class 2b Vehicle Submodule; and trucks over 10,000 pounds, included in the Highway Freight Module. Additionally, the LDV Module estimates the allocation of LDV sales between cars and light trucks to capture the changing purchase patterns of consumers in recent years.

First, estimate the percent of total light vehicles < 8,500 pounds GVW that are cars, CARSHARE:

\[
CARSHARE_{Year} = e^{\beta_1 \text{LOG}(\text{CARSHARE}_{Year-1}) + \beta_2 \text{DUMM} + \beta_3 \text{LOG}(\text{FUEL04}_{Year}) - \rho [\text{LOG}(\text{FUEL04}_{Year-1}) - \text{LOG}(\text{FUEL04}_{Year}) - \rho DUMM_{Year-1}]} \tag{94}
\]

where,

- \( \text{INCOME00} \) = Per capita income in 2000 dollars
- \( FUEL04 \) = Fuel price in 2004 $ per gallon
- \( DUMM \) = Dummy variable = 2003 – 1992 = 11, for all projected years
- \( \rho \) = Lag factor for the difference equation
Calculate new car and light truck (class 1 and 2A, less than 8,500 pounds GVW) sales:

\[
NEWCARS_{Year} = (MC\_SQTRCARS_{Year} + MC\_VEHICLES_{1,Year} + MC\_VEHICLES_{3,Year}) \times \text{CARSHARE}_{Year}
\]

\[
NEWCLS12A_{Year} = (MC\_SQTRCARS_{Year} + MC\_VEHICLES_{1,Year} + MC\_VEHICLES_{3,Year}) \times (1 - \text{CARSHARE}_{Year})
\]

where,

- \(\text{MPG NEWCARS}\) = Total new car sales
- \(\text{NEWCLS12A}\) = Total new light truck sales
- \(\text{MC\_SQTRCARS}\) = Total car sales, from the macroeconomic model
- \(\text{MC\_VEHICLES}_{1,Year}\) = Sales of light truck, 0 to 6,000 pounds GVW, from the macroeconomic model
- \(\text{MC\_VEHICLES}_{3,Year}\) = Sales of light trucks, 6,000 to 8,500 pounds GVW, from the macroeconomic model
- \(\text{CARSHARE}\) = Share of light vehicles < 8,500 GVW that are cars

Calculate non-fleet, non-commercial sales of cars (\(\text{group}=1,2\)) and light trucks (\(\text{group}=3,4\)) in the 6 market classes:

\[
NVS7SC_{\text{group}=1-2,\text{classYear}} = \text{CLASS\_SHARE}_{\text{class,group}=1-2,\text{Year}} \times \text{NEWCARS}_{\text{Year}} \times (1 - \text{FLTCRAT}_{\text{Year}}) \times \text{SALESHR}_{\text{group}=1-2,\text{Year}}
\]

\[
NVS7SC_{\text{group}=3-4,\text{classYear}} = \text{CLASS\_SHARE}_{\text{class,group}=3-4,\text{Year}} \times \text{NEWCLS12A}_{\text{Year}} \times (1 - \text{FLTTRAT}_{\text{Year}}) \times \text{SALESHR}_{\text{group}=3-4,\text{Year}}
\]

where,

- \(\text{NVS7SC}\) = Non-fleet, non-commercial sales
- \(\text{CLASS\_SHARE}\) = The market share for each car class, from MTCS
- \(\text{FLTCRAT}\) = Fraction of new cars purchased by fleets by year
- \(\text{FLTTRAT}\) = Fraction of new light trucks purchased by fleets by year
- \(\text{SALESHR}\) = Fraction of vehicle sales that are domestic/imported by year

Sales are then combined for domestic and import groups, as follows:
\begin{align*}
NCSTSCF_{class, Year} &= \sum_{group=1}^{3} NVS7SC_{group, class, Year} \\
NLTSTSCF_{class, Year} &= \sum_{group=3}^{4} NVS7SC_{group, class, Year}
\end{align*}
\tag{97}

where,

\begin{align*}
NCSTSCF &= \text{Sales of cars by 6 EPA market classes} \\
NLTSTSCF &= \text{Sales of light trucks by 6 EPA market classes}
\end{align*}

The non-fleet market shares for cars and light trucks by market class starts at the last historic year and grows at the same rate as the non-fleet, non-commercial share of sales of cars and light trucks:

\begin{align*}
\begin{aligned}
PASSHR_{class, Year} &= \frac{NCSTSCF_{class, Year} \times} {\ni \sum_{class=1}^{6} NCSTSCF_{class, Year}} \\
LTSHR_{class, Year} &= \frac{NLTSTSCF_{class, Year} \times} {\ni \sum_{class=1}^{6} NLTSTSCF_{class, Year}}
\end{aligned}
\end{align*}
\tag{98}

where,

\begin{align*}
PASSHR &= \text{The non-fleet market share for cars, and for the last historic year is the fraction of car sales as reported by the National Highway Traffic Safety Administration.} \\
LTSHR &= \text{The non-fleet market share for light trucks and for the last historic year is the fraction of light truck sales as reported by the National Highway Traffic Safety Administration.}
\end{align*}
The weighted average horsepower of cars and light trucks, weighted by the normalizing of the non-fleet market shares, is then calculated:

\[
AHPCAR_{\text{Year}} = \sum_{\text{class}=1}^{6} \frac{\text{HPW}_{\text{car, class}} \times \text{PASSHR}_{\text{class, Year}}}{\sum_{\text{class}=1}^{6} \text{PASSHR}_{\text{class, Year}}}
\]

\[
\text{and}
\]

\[
AHPRTRUCK_{\text{Year}} = \sum_{\text{class}=1}^{6} \frac{\text{HPW}_{\text{trk, class}} \times \text{LTSHR}_{\text{class, Year}}}{\sum_{\text{class}=1}^{6} \text{LTSHR}_{\text{class, Year}}}
\]

A similar calculation occurs for the average weight of cars, AWTCAR, and light trucks, AWTTRUCK, weighted by the non-fleet market shares, as shown in the above equations.

2. Determine Regional Values of Fuel Demand and Vehicle Sales

Regional demand shares for each of eleven fuels, as defined by State Energy Data System (SEDS), are first initialized, ensuring that no region has a zero share in the preceding time period, then grown at the rate of personal income growth in each region, and renormalized so the shares add to 1.0:

\[
\text{SEDSHR}_{\text{FUEL, REG, Year-1}} = \frac{TMC\_\text{YD}_{\text{REG, Year}}} {TMC\_\text{YD}_{\text{REG, Year-1}}}
\]

where,

\[
\text{SEDSHR} = \text{Regional share of the consumption of a given fuel in period, Year.}
\]

\[
\text{TMC\_YD} = \text{Estimated disposable personal income by region REG}
\]

\[
\text{REG} = \text{Index referring to Census region}
\]

These shares are passed to other modules in the transportation model, and used for the first year computation of VMT16R and VMTEER, in this case 1995.

The distribution of new car and light truck sales among regions is then addressed. This process takes several steps, and is based on the assumption that regional demand for new vehicles is proportional to regional travel demand. The calculation proceeds as follows:

Determine the regional cost of driving per mile:

\[
COSTMIR_{\text{REG, Year}} = 0.1251 \times \frac{\text{PMGTR}_{\text{REG, Year}}}{\text{MPGFLT}_{\text{Year}}}
\]
where,

\[ \text{COSTMIR} = \text{The cost per mile of driving in region } REG, \text{ in } \$/\text{mile} \]

\[ \text{PMGTR} = \text{The regional price of motor gasoline, in } \$/\text{MMBTU} \]

\[ \text{MPGFLT} = \text{The previous year's stock MPG for non-fleet vehicles} \]

\[ 0.1251 = \text{A conversion factor for gasoline, in MMBTU/gal, 5.253/42.0.} \]

Calculate regional income:

\[ \text{INCOMER}_{REG, Year} = \left( \frac{TMC\_YD_{REG, Year}}{MC\_N_{REG, Year}} \right) \]

where,

\[ \text{INCOMER} = \text{Regional per capita disposable income} \]

\[ TMC\_YD = \text{Total disposable income in region } REG \]

\[ MC\_N = \text{Total population in region } REG \]

Estimate regional driving demand\(^7\):

\[ \text{VMTLDR}_{REG, Year} = X \times Y \]

where,

\[ X = e^{[\rho \text{LOG} (\text{VMTLDR}_{REG, Year - 1}) + \beta_4 (1 - \rho) + \beta_5 [\text{LOG} (\text{VMTLDR}_{REG, Year - 1}) - \rho \text{LOG} (\text{VMTLDR}_{REG, Year - 2})]]} \]

\[ Y = e^{[\beta_3 [\text{LOG} (\text{INCOMER}_{REG, Year}) - \beta_5 \text{LOG} (\text{INCOMER}_{REG, Year - 1})] + \beta_1 \text{LOG} (\text{COSTMIR}_{REG, Year}) - \rho \text{LOG} (\text{COSTMIR}_{REG, Year - 1})]} \]

and,

\[ \text{VMTEER}_{REG, Year} = \text{VMTLDR}_{REG, Year} \times \text{LICDRIVER}_{REG, Year} \]

where,

\[ \text{VMTLDR} = \text{Regional vehicle-miles traveled per licensed driver} \]

\[ \rho = \text{Lag factor for the difference equation} \]

\[ \text{VMTEER} = \text{Total VMT in region } REG \]

\[ \text{LICDRIVER} = \text{Total regional licensed drivers} \]

\(^7\) The development and estimation of the VMT equation is described in detail later, in the VMT Submodule (Section 3).
Calculate regional VMT shares (RSHR):

\[
RSHR_{REG,Year} = \frac{\sum_{REG=1}^{9} VMTEER_{REG,Year}}{VMTEER_{REG,Year}}
\]  \hspace{1cm} (105)

Divide non-fleet car and light truck sales according to regional VMT shares:

\[
NCS_{REG,class,Year} = NCSTSC_{class,Year} \times RSHR_{REG,Year}
\]  \hspace{1cm} (106)

and,

\[
NLTS_{REG,class,Year} = NLTSTSC_{class,Year} \times RSHR_{REG,Year}
\]  \hspace{1cm} (107)

where,

\[ MPG = \text{Vehicle fuel economy} \]
\[ NCS = \text{New car sales, by market class and region} \]
\[ NLTS = \text{New light truck sales, by market class and region} \]

**Consumer Vehicle Choice Submodule (CVCS)**

The CVCS is a projection tool designed to support the LDV Module of the NEMS Transportation Sector Model. The objective of the CVCS is to estimate the market penetration (market shares) of conventional and alternative-fuel vehicles during the period 1995-2030. The submodule uses estimates of new car fuel economy obtained from the MTCS submodule of the LDV Module, and fuel price estimates generated by NEMS to project technology market shares. The submodule is useful both to assess the penetration of conventional and alternative-fuel vehicles and to allow analysis of policies that might impact their penetration.

The CVCS is derived using attribute-based discrete choice techniques and logit-type choice functions, which represent a demand function for vehicle sales in the United States. The demand function takes projections of the changes in vehicle and fuel attributes for the considered technologies to produce the market share penetration for the various technologies.

The demand function is a logit discrete choice model that can be represented as follows:

\[
\log \left( \frac{P_k}{1 - P_k} \right) = \beta_1 + \beta_2 X_2 + \beta_3 X_3 + \cdots + \beta_k X_k + \varepsilon_k
\]  \hspace{1cm} (108)

where \( P_k \) is the probability of a consumer choosing vehicle \( k \), \( \beta_j \) is the constant, \( \beta_1, \ldots, \beta_k \) are the coefficients of vehicle and fuel attributes and \( X_i, \ldots, X_k \) are vehicle and fuel attributes.

The basic structure of the projection component of the market share estimation for AFV sales is a three-dimensional matrix format. The matrix consists of \( I \) vehicle technology types, \( K \) attributes
for each technology, and $T$ number of years for the analysis. Each cell $C_{ikt}$ in the $C$ matrix contains a coefficient reflecting the value of attribute $k$ of vehicle technology $i$ for the given year $t$.

The calculation of the market share penetration of AFV sales is expressed in the following equation:

$$S_{it} = P_{it} = \sum_{n=1}^{N} \frac{P_{itn}}{N}, \quad P_{itn} = \frac{e^{V_{itn}}}{\sum_{i=1}^{I} e^{V_{itn}}}$$

where,

- $S_{it}$ = market share sales of vehicle type $i$ in year $t$,
- $P_{it}$ = aggregate probability over population $N$ of choosing type $i$ in year $t$,
- $n$ = individual $n$ from population $N$,
- $P_{itn}$ = probability of individual $n$ choosing type $i$ in year $t$,
- $V_{itn}$ = a function of the $K$ elements of the vector of attributes (A) and coefficients (B), generally linear in parameters, i.e.:
  $$V = \beta_1 X_1 + \beta_2 X_2 + \ldots + \beta_K X_K$$

and $V$ is specific to vehicle $i$, year $t$, and individual $n$.

The above equation asserts that the share of each technology is equivalent to the aggregate probability over the population of choosing that technology, which is produced by summing the individual probability functions. The individual probabilities are a function of the ratio of the $V$'s (taken as an exponential). The market share of each vehicle type is ultimately determined by its attributes relative to the attributes of all competing vehicles.

The coefficients of the vehicle attributes in the CVCS are assumed to remain constant over time. This enables the calculation of the $C$ matrix to be less cumbersome; however, the methodology can utilize either changing or constant coefficient values for the vehicle attributes. The $C$ matrix is replicated for each year of the analysis and for each target group incorporated in the study. A $V$ value is produced for each of the vehicle technologies, and for each of the target regions, size and scenario during each year of the study.

The CVCS operates in three stages, using a bottom-up approach to determine the eventual market shares of conventional and alternative vehicles. Results from the lower stages are passed to the next higher stage in the sequence. As the prices of AFVs are functions of sales volume (estimated in the MTCS), the CVCS goes through two iterations; first, estimating sales volume using the previous year's volume-dependent prices, then re-estimating prices and consequent sales.
The submodule provides market shares for fourteen alternative-fuel technologies in addition to the conventional gasoline and diesel technologies. As stated above, there are three stages or levels to the “tree” structure of the CVCS-logit model. In the first stage, the shares of vehicle sales are determined among five vehicle groups: conventional, hybrid, dedicated alternative fuel, fuel cell, and electric. The second stage of the logit model subdivides each of the five groups into sales shares among the vehicle types within the each group. The conventional vehicles consist of gasoline, diesel, flex-fuel methanol and ethanol, and CNG and LPG bi-fuels. Hybrid electric vehicles contain gasoline, plug-in gasoline, and diesel hybrids. Dedicated ethanol, CNG and LPG comprise the dedicated AFV group. Fuel cell vehicles include gasoline and methanol reformers, and hydrogen based fuel cells. The fifth group is represented by electric vehicles, which may use lead-acid, Ni-MH, or Li-Ion batteries. The third level of the CVCS evaluates the value associated with the proportion of the travel in which flex or bi-fuel vehicles are using the alternative-fuel or gasoline fuel.

Several vehicle attributes are weighted and evaluated in the utility function. The following vehicle and fuel attributes are considered: vehicle price, fuel cost or cost of driving per mile (fuel price divided by fuel efficiency), vehicle range, fuel availability, battery replacement cost, acceleration from 0 to 60 miles per hour in seconds, home refueling capability, maintenance costs, luggage space, and make and model diversity or availability.

The vehicle attributes of vehicle purchase price, fuel cost, acceleration, maintenance and battery cost, and fuel availability are discussed in detail below.

Calculate vehicle purchase price in nominal dollars:

\[
PSPR_{vt,\text{FuelType,\text{class}}} = PRI_{vt,\text{FuelType,\text{class}}} \times TMC \times PGDP
\]

where,

\[vt = \text{Index referring to vehicle type (car or light truck)}\]
\[\text{FuelType} = \text{Index referring to fuel type (1-16)}\]
\[\text{class} = \text{Index referring to vehicle market class (1-6)}\]
\[PRI = \text{Aggregate vehicle price, obtained from MTCS, and constrained not to drop below gasoline vehicle price plus the high volume differential between gasoline and ATV}\]
\[TMC \_ PGDP = \text{Implicit GDP price deflator from the macroeconomic model, used to convert 1990 dollars to nominal dollars}\]

Calculate fuel costs:

\[
FLCOST_{vt,\text{FuelType,\text{class,REG}}} = \frac{FPRICE_{\text{FuelType,REG}} \times TMC \_ PGDP}{MPG_{vt,\text{FuelType,\text{class}}}}
\]
where,

\[ FLCOST = \text{Fuel operating costs for each technology, in nominal } \$ \text{ per mile} \]

\[ FPRICE = \text{Vehicle fuel price in nominal } \$ \text{ per gallon} \]

\[ REG = \text{Index referring to 9 census regions} \]

\[ MPG = \text{Aggregate vehicle fuel economy} \]

Calculate acceleration (0-60 mph) in seconds:

\[ ACCL_{vt,\text{FuelType, class}} = e^{-0.00275 \times \left( \frac{HPW_{vt,\text{FuelType, class}}}{WGT_{vt,\text{FuelType, class}}} \right)^{-0.776}} \tag{112} \]

Calculate maintenance and battery costs in nominal dollars:

\[ MAINT_{1,\text{FuelType, class, REG}} = MAINTCAR_{\text{FuelType, REG}} \times TMC\_PGDP \]

\[ \text{and} \]

\[ MAINT_{2,\text{FuelType, class, REG}} = MAINTTRK_{\text{FuelType, REG}} \times TMC\_PGDP \]

where,

\[ MAINTCAR = \text{Car maintenance and battery costs in } \$ 96, \text{ from OTT Quality Metrics 99} \]

\[ MAINTTRK = \text{Light truck maintenance and battery costs in } \$ 96, \text{ from OTT Quality Metrics 99} \]

\[ TMC\_PGDP = \text{conversion from 1996 dollars to nominal dollars} \]

**Calculate Fuel Availability (TALT2) Subroutine Methodology**

The fuel availability variable attempts to capture the dynamic associated with the increasing number of refueling stations. The premise is that the number of refueling stations is proportional to the number of vehicles. Therefore, as vehicle stocks accumulate over time, the number of refueling stations will increase as a function of a historical relationship between the number of refueling stations and vehicle stocks. Fuel availability is used in the CVCS-Logit Submodule as an input in determining the proportion of travel associated with the use of alternative-fuels in a flex or bi-fuel vehicle. Fuel availability is also used in the utility function within the CVCS-Logit Submodule to determine the proportion of sales among various vehicle types or technology groups. The final fuel availability variable is configured as an index relative to the number of gasoline refueling stations.

Calculate the vehicle stocks by the highway fuel type to determine the number of refueling stations that might be using the fuel. The mapping from engine technology fuel type to highway fuel type is shown in Table 2.
## Table 2. Engine Technology Fuel Type to Highway Fuel Type

<table>
<thead>
<tr>
<th>Engine Technology Fuel Type</th>
<th>Highway Fuel Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>Gasoline</td>
</tr>
<tr>
<td>Gasoline, plug-in gasoline, and diesel hybrid</td>
<td>Gasoline/diesel/electricity</td>
</tr>
<tr>
<td>Flex-fuel and dedicated ethanol</td>
<td>Ethanol/gasoline$^8$</td>
</tr>
<tr>
<td>Flex-fuel and fuel cell methanol</td>
<td>Methanol/gasoline$^8$</td>
</tr>
<tr>
<td>Bi-fuel and dedicated CNG</td>
<td>CNG/gasoline$^8$</td>
</tr>
<tr>
<td>Bi-fuel and dedicated LNG</td>
<td>LPG/gasoline$^8$</td>
</tr>
<tr>
<td>Dedicated electricity</td>
<td>Electricity</td>
</tr>
<tr>
<td>Hydrogen fuel cell</td>
<td>Hydrogen</td>
</tr>
</tbody>
</table>

Estimate the vehicle stock used to calculate needed refueling stations:

\[
PREDSTK_{hwy\_fuel,\ Year} = LDVSTK_{FuelType,\ Year-1} + W \times LDVSTK_{FuelType=\text{flex or bi-fuel},\ Year-1}
\]  

(114)

where,

- \( PREDSTK \) = Predicted vehicle stock used to calculate needed refueling stations
- \( LDVSTK \) = Vehicle stock, by engine technology fuel type, 1...16, using above mapping
- \( W \) = weight given to assumed proportion of flex or bi-fuel vehicle stock that refuel with alternative fuel
- \( hwy\_fuel \) = highway fuel type, 1...8

Calculate the number of new refueling stations needed to meet the requirements of the vehicle stock:
\[
ALTSTAT_{hwy\_fuel,Year} = ALTSTAT_{hwy\_fuel,Year-1} + \frac{PREDSTK_{hwy\_fuel,Year} - PREDSTK_{hwy\_fuel,Year-1}}{STARAT_{hwy\_fuel}}
\]

where,

\[ALTSTAT = \text{Total national level alternative-fuel refueling stations}\]
\[STARAT = \text{Ratio of refueling stations to vehicle stock based on history}\]

Regionalize the total refueling stations as a function of regional vehicle sales:

\[
FUELVSAL_{REG,hwy\_fuel,Year} = NCSTECH_{REG,\text{class},FuelType,Year-1} + NLTECH_{REG,\text{class},FuelType,Year-1}
\]

\[
AFVSHREG_{REG,hwy\_fuel,Year} = \frac{FUELVSAL_{REG,hwy\_fuel,Year}}{\sum FUELVSAL_{REG,hwy\_fuel,Year}}
\]

\[
ALTSTA_{REG,hwy\_fuel,Year} = ALTSTAT_{hwy\_fuel,Year} \times AFVSHREG_{REG,hwy\_fuel,Year}
\]

where,

\[MPG = \text{Vehicle fuel economy}\]
\[NCSTECH = \text{Regional car sales by engine technology fuel type}\]
\[NLTECH = \text{Regional light truck sales by engine technology fuel type}\]
\[FUELVSAL = \text{Regional vehicle sales within a highway fuel type}\]
\[AFVSHREG = \text{Regional vehicle sales shares within a highway fuel type}\]
\[ALTSTA = \text{Regional alternative-fuel refueling stations by highway fuel type}\]

Calculate the fuel availability as an index relative to the number of gasoline refueling stations on a regional basis

\[
FAVAIL_{hwy\_fuel,Year,REG} = \frac{ALTSTA_{REG,hwy\_fuel,Year}}{ALTSTA_{REG,\text{Gasoline},Year}}
\]

Re-align indices for fuel availability for engine technology fuel type

\[
FAVIL_{FuelType,REG,Year} = FAVAIL_{hwy\_fuel,Year,REG}
\]

where, the fuel type mapping is described above.

Operation of the submodule begins at the third level and progresses to the first level, because the
valuations at the lower levels are used as a part of the evaluation at the upper levels of the logit model. We start at Level three because it is the first set of calculations we make, namely, the value function for all vehicle technologies. We then calculate, at Level two, the share of technologies within each group, using the results of Level three. Next, at Level one, we compute the value function and the share of each group using the previous two level results. Finally, we calculate the market share of each vehicle technology using the shares computed in Level one and Level two.

*a) Level Three*

1) First, the CVCS calculates the share of fuel use between alternative-fuel and gasoline use within the flex and bi-fuel vehicles:

\[
X_{3132} = X_{31}^{vt, class} \times X_{23}^{vt, class} \\
BETAFA = X_{31}^{vt, class} \times \frac{BETAFA_2^{vt, class}}{X_{22}^{vt, class}}
\]

where,

\[
X_{3132} = \text{Coefficient for vehicle range; (} X_{3132} = \text{Flex methanol, } X_{3142} = \text{Flex ethanol,}
\]

\[
X_{3152} = \text{CNG Bi-fuel, and } X_{3162} = \text{LPG Bi-fuel)}
\]

\[
X_{31} = \text{Coefficient for level 3 multi-fuel generalized cost by vehicle type, } vt, \text{ and}
\]

\[
X_{23} = \text{Coefficient for logit level 2 vehicle range}
\]

\[
X_{22} = \text{Coefficient for logit level 2 fuel cost}
\]

\[
BETAFA = \text{Coefficient for fuel availability linear component}
\]

\[
BETAFA_2 = \text{Coefficient for fuel availability non-linear component}
\]

2) Utility values are estimated for the general cost function:

\[
UISUM_{FuelType} = X_{31}^{vt, class} \times FLCOST_{vt,FuelType, class, REG} + X_{3132} \times \frac{1}{VRNG_{vt,FuelType, class}} \\
+ BETAFA \times e^{BETAFA_2^{vt, class} \times FAVL_{FuelType, REG}}
\]

where,

\[
UISUM = \text{Utility Value function for vehicle attributes at multi-fuel level for fuel type and region}
\]
FLCOST = Fuel cost of driving for Alternative Vehicle fuel technology, \textit{FuelType}, in cents per mile

\text{VRNG} = \text{Vehicle range in miles}

\text{FAVL} = \text{Fuel availability indexed relative to gasoline}

\text{FuelType} = \text{Fuel technologies, gasoline, flex-fuels ethanol and methanol, and bi-fuels CNG and LPG}

3) Utility values are exponentiated and summed:

\[ E_{SUM}^{FuelType} = e^{UISUM_{fuelType}} \] (121)

\[ ETOT = \sum_{FuelType} E_{SUM}^{FuelType} \]

where,

\text{E}_{SUM} = \text{Exponentiated utility of value}

\text{ETOT} = \text{Sum of E}_{SUM} across fuel types gasoline and alternative-fuel in flex and bi-fuel vehicles

4) \text{ETOT} is sent to the general cost function to estimate third level market share values.

\[ \text{GENCOST} = \frac{1}{X31_{v,t,\text{class}}} * \log(ETOT) \] (122)

where,

\text{GENCOST} = \text{General cost function or value from third level that is used as the value of fuel cost of driving at the second level of the logit}

\textit{b) Level Two}

The second level of the CVCS calculates the market shares among the AFV technologies within each of the five first level groups. The five groups consist of: 1) conventional vehicles (gasoline, diesel, flex-fuel methanol and ethanol, and bi-fuels CNG and LPG), 2) hybrid electric vehicles (gasoline, plug-in gasoline, and diesel fueled), 3) dedicated AFVs (ethanol, CNG, and LPG fueled), 4) fuel cell vehicles (gasoline, methanol, and hydrogen fueled), and 5) electric vehicles (using lead-acid, Ni-MH, and Li-Ion batteries). Second level market shares are estimated separately for flex and bi-fueled vehicles versus shares estimated for dedicated fuel vehicles.

1) Second level logit model calculations for the flex and bi-fuel vehicles determine their share
within the conventional vehicles, which represents the first of five groups at the first level as follows:

\[
UISUM_{jt} = x_{21}^{vt, class} \cdot PSPR_{vt, FuelType, class, Year} + x_{22}^{vt, class} \cdot GEN\text{COST} \\
+ x_{24}^{vt, class} \cdot BRCOST25_{vt, FuelType, class, Year} + x_{25}^{vt, class} \cdot ACCL_{vt, FuelType, class, Year} \\
+ x_{26}^{vt, class} \cdot HFUEL_{vt, FuelType, class, Year} + x_{27}^{vt, class} \cdot MAINT_{vt, FuelType, class, Year} \\
+ x_{28}^{vt, class} \cdot LUGG_{vt, FuelType, class, Year} + x_{29}^{vt, class} \cdot \log(MMAVAIL_{vt, FuelType, class, Year}) \\
+ x_{210}^{vt, FuelType}
\]  

(123)

where,

\[
UISUM_{jt} = \text{Utility value for the } jt \text{ vehicle type at the second level within one of the five } jg \text{ groups at the first level}
\]

\[
X_{21} = \text{Coefficient for vehicle price at the second level in dollars}
\]

\[
X_{22} = \text{Coefficient for fuel cost per mile at the second level in cents per mile}
\]

\[
X_{24} = \text{Coefficient for battery replacement cost at the second level}
\]

\[
X_{25} = \text{Coefficient for vehicle acceleration time from 0 to 60 miles per hour in seconds}
\]

\[
X_{26} = \text{Coefficient for electric vehicle and PHEV home refueling capability}
\]

\[
X_{27} = \text{Coefficient for maintenance cost in dollars}
\]

\[
X_{28} = \text{Coefficient for luggage space indexed to gasoline vehicle}
\]

\[
X_{29} = \text{Coefficient for vehicle make and model diversity availability relative to gasoline}
\]

\[
X_{210} = \text{Coefficient for calibration coefficient determined in trninput.wk1 input file}
\]

\[
PSPR = \text{Vehicle price at the second level in dollars}
\]

\[
BRCOST25 = \text{Battery replacement cost at the second level}
\]

\[
ACCL = \text{Vehicle acceleration time from 0 to 60 miles per hour in seconds}
\]

\[
HFUEL = \text{Electric vehicle and PHEV home refueling capability dummy variable (0,1 value)}
\]

\[
MAINT = \text{Maintenance cost in dollars}
\]

\[
LUGG = \text{Luggage space indexed to gasoline vehicle}
\]
MMAVAIL = Vehicle make and model diversity availability relative to gasoline exogenously determined in trninput.wk1

2) Second level logit model utility values for all vehicle types except the flex and bi-fuel vehicles are calculated. These values are used to determine their share within the five groups at the first level where: jg=2 for hybrid vehicles; jg=3 for dedicated alcohol and gaseous vehicles; jg= 4 for fuel cell vehicles; and jg=5 for electric vehicles.

\[
U\text{ISUM}_{jt} = X^{21}_{vt, class} \times PSR_{vt,FuelType, class, Year} + X^{22}_{vt, class} \times FLCOST + X^{23}_{vt, class} \left( \frac{1}{VRNG_{vt, FuelType, class, Year}} \right) + X^{24}_{vt, class} \times BR\text{COST}_{25}^{vt, FuelType, class, Year} + X^{25}_{vt, class} \times ACCL_{vt, FuelType, class, Year} + X^{26}_{vt, class} \times HFUEL_{vt, FuelType, class, Year} + X^{27}_{vt, class} \times MAINT_{vt, FuelType, class, Year} + X^{28}_{vt, class} \times LUGG_{vt, FuelType, class, Year} + X^{29}_{vt, class} \times \log(MMAVAIL_{vt, FuelType, class, Year}) + X^{210}_{vt, FuelType} \times BETAFA2 \times e^{BETAFA2_{vt, class} \times FAVL_{FuelType, REG, Year}}
\]

Exponentiate the utility value for each vehicle technology and sum across all vehicle technologies within a given group.

\[
E\text{SUM}_{jt} = e^{U\text{ISUM}_{jt}}
\]

\[
E\text{TOT}_{jg} = \sum_{jg} E\text{SUM}_{jt}
\]

\[
X\text{SHARE}_{jt, jg} = \frac{E\text{SUM}_{jt}}{E\text{TOT}_{jg}}
\]

c) Level One

1) First, calculate the generalized cost function as a function of the sum of the exponentiated utility values for each group (jg)

\[
GC\text{OST}_{jg} = \frac{1}{X^{21}_{vt, class}} \times \log(E\text{TOT}_{jg})
\]

where,

\[
GC\text{OST} = \text{Generalized cost function of the group (jg)}
\]

2) Calculate the utility value based on the generalized cost function, for jg=1,5.

\[
U\text{ISUM}_{jg} = X^{11}_{vt, class} \times GC\text{OST}_{jg}
\]
3) Exponentiate the utility value, then sum up exponentiated utility values across the groups. The share of the each group is then estimated as exponentiated utility value divided by the sum of the values.

\[ ESUM_{jg} = e^{UISUM_{jg}} \]

\[ YSHARE_{jg} = \frac{ESUM_{jg}}{\sum_{jg=1}^{n} ESUM_{jg}} \]

(128)

where,

\[ XSHARE_{jg,jt} \]

\[ = YSHARE_{jg} * APSHR44_{vt,clas,REG,FuelType} \]

Note, APSHR44 is used in equation (136), the vehicle sales equation in the LDV Fleet Submodule.

**LDV Fleet Submodule**

The Light Duty Vehicle Fleet Submodule generates estimates of the stock of cars and trucks used in business, government, and utility fleets, and subsequently estimates travel demand, fuel efficiency, and energy consumption by these fleet vehicles prior to their transition to the private sector at predetermined vintages. The LDV Fleet Submodule includes a characterization of Class 2b vehicles, which are used in business and trade and are not classifiable under either the LDV Module or the Highway Freight Submodule.

Fleet Vehicles are treated separately in the transportation model because of the special characteristics of fleet light duty vehicles. The LDV Fleet Submodule generates estimates of the stock of cars and light trucks that are used in three different types of fleets, as well as VMT, fuel efficiency, and energy consumption estimates that are distinct from those generated for personal light duty vehicles in the LDV Module and LDV Stock Submodule. The primary purpose for this is not only to simulate as accurately as possible the very different sets of characteristics one would expect to see in fleet as opposed to personal vehicles but also to allow for the greater opportunity for regulation and policy-making that fleet purchases represent. Legislative mandates for AFV purchases, fleet fuel efficiencies, etc. can be incorporated through the subroutine TLEGIS, which has been set up specifically for this purpose.

The submodule uses the same variable names for cars and light trucks, which are distinguished by the value of an index designating vehicle type. Vehicles are also distinguished by the type of fleet to which they are assigned. Business, government, and utility fleets are assumed to have different operating characteristics and retirement rates. This submodule includes three stages: 1) determine total vehicle purchases, surviving fleet stocks and travel demand, 2) calculate the fuel efficiency of fleet vehicles, and 3) estimate the consequent fuel consumption.

The flowchart for the LDV Fleet Submodule is presented in Figure 7. Additional flowcharts outlining major LDV Fleet calculations in more detail are presented throughout this section.
**Figure 7. LDV Fleet Submodule**

- **Exogenous Inputs:**
  - Percent of new vehicle sales by fleet
  - Percent of fleet sales by fleet type
  - Historical AFV purchases
  - Legislative AFV mandates
  - Historical size class distribution

- **LDV Inputs:**
  - AFV technology market share

- **Exogenous Inputs:**
  - Fleet vehicle survival rates
  - Vintages at which fleet vehicles are transferred to private stock

- **Exogenous Inputs:**
  - Historical annual VMT per vehicle

- **LDV Inputs:**
  - Fleet vehicle market shares
  - New vehicle MPG’s

**LDV Inputs**:
- AFV technology market share

**Calculate total fleet sales of cars and light trucks by fleet type and technology**

**Calculate current total fleet VMT by vehicle type and technology**

**Calculate average fuel economy of existing fleet stock**

**Calculate total fuel consumption by fleet vehicles**

**Begin LDV Fleet Module**

**To LDV Stock Module:**
- Fleet retirements - transfers to private stock

**To Misc. Energy Module:**
- Total fleet VMT

**To Emissions Module:**
- Total Fleet VMT

**To Report Writer:**
- Total fleet fuel consumption
- Average fleet fuel economy
- Total fleet VMT

**To Macro Inputs:**
- Total vehicle sales

**Other Inputs:**
- fuel economy degradation factors
- Regional VMT shares (from Regional Sales Model)

**Note:** the emissions module is currently inactive.
1. Calculate Fleet Sales and Stocks

Calculate fleet acquisitions of cars and light trucks, see Figure 8:

\[
FLTSAL_{vt=1,flt,Year} = FLTCRAT_{Year} \times NEWCARS_{Year} \times FLTCSHR_{flt,Year}
\]

and

\[
FLTSAL_{vt=2,flt,Year} = FLTTRAT_{Year} \times NEWCLS12A_{Year} \times FLTTSHR_{flt,Year}
\]

where,

- \(FLTSAL\) = Sales to fleets by vehicle and fleet type
- \(FLTCRAT\) = Fraction of total car sales attributed to fleets
- \(FLTTRAT\) = Fraction of total truck sales attributed to fleets
- \(NEWCARS\) = Total new car sales in a given year
- \(NEWCLS12A\) = Total new light truck sales in a given year
- \(FLTCSHR\) = Fraction of fleet cars purchased by a given fleet type
- \(FLTTSHR\) = Fraction of fleet trucks purchased by a given fleet type

\(vt\) = Index of vehicle type: 1 = cars, 2 = light trucks

\(flt\) = Index of fleet type: 1 = business, 2 = government, 3 = utility

A new variable is then established, \(FLTECHSAL\), disaggregating AFV sales by engine technology fuel type, \(engtech\), namely (fuels, 1 to 7) ethanol flex, methanol flex, electric, cng bifuel, lpg bifuel, cng, and lpg, and (conventional fuel, 8) gasoline.

\[
FLTECHSAL_{engtech,flt,clas,Year} = FLTSAL_{flt,Year} \times FLTECHSHR_{engtech,flt} \times FLTAFSHR_{clas,flt} \times FLTSSHR_{clas,flt}
\]

(130)

where, \(FLTECHSAL\) = Fleet sales by size, technology, and fleet type

- \(FLTECHSHR\) = Alternative technology shares by fleet type

\(Engtech\) = Index of fuel types: 1-7 = alternative fuels (neat), 8 = gasoline
Figure 8. LDV New Fleet Acquisitions Submodule

Begin LDV Fleet Module

Calculate fleet acquisitions of cars and light trucks

Allocate fleet acquisitions among alternate fuel and conventional vehicles

Allocate fleet acquisition among three types: business, utility, and government

Disaggregate fleet acquisitions among 1 conventional and 5 alternate engine types

Sum sales across size classes

New fleet sales by fleet type and tech.

Inputs:
- Percent of total car and light truck sales attributed to fleets
- Percent of fleet vehicles purchased by each fleet type

Inputs:
- Historical AFV purchases by fleet type
- Legislative mandates for fleet AFV purchases

Inputs:
- Historical percentage of fleet vehicles in each size class

Inputs:
- AFV technology shares (from AFV Model)

Inputs:
- Total vehicle sales

Inputs:
- Percent of fleet vehicles purchased by each fleet type

Inputs:
- Historical AFV purchases by fleet type
- Legislative mandates for fleet AFV purchases

Inputs:
- Historical percentage of fleet vehicles in each size class

Inputs:
- AFV technology shares (from AFV Model)

Inputs:
- Total vehicle sales
Sales are then summed across market classes:

$$FLTECH_{vt,flt,engtech} = \sum_{class=1}^{6} FLTECHSAL_{vt,flt,engtech,class}$$ \hspace{1cm} (131)

where,

$$FLTECH = \text{Vehicle purchases by fleet type and technology}$$

The next step is to modify the array of surviving fleet stocks from previous years, and to add these new acquisitions, see Figure 9. This is done by applying the appropriate survival factors to the current vintages and inserting FLTECH into the most recent vintage:

$$FLTSTKVN_{vt,flt,engtech,vint,Year} = FLTSTKVN_{vt,flt,engtech,vint-1,Year-1} * SURVFLTT_{vt,vint-1}$$

and

$$FLTSTKVN_{vt,flt,engtech,vint=1,Year} = FLTECH_{vt,flt,engtech}$$ \hspace{1cm} (132)

where,

$$FLTSTKVN = \text{Fleet stock by fleet type, technology, and vintage}$$

$$SURVFLTT = \text{Survival rate of a given vintage}$$

$$vint = \text{Index referring to vintage of fleet vehicles}$$

The stocks of fleet vehicles of a given vintage are then identified, assigned to another variable, and removed from the fleet:

$$OLDFSTK_{vt,flt,engtech,vint,Year} = FLTSTKVN_{vt,flt,engtech,vint,Year}$$ \hspace{1cm} (133)

where,

$$OLDFSTK = \text{Old fleet stocks of given types and vintages, transferred to the private sector}$$

The variable OLDFSTK is subsequently sent to the LDV Stock Submodule to augment the fleet of private vehicles. The vintages at which these transitions are made are dependent on the type of vehicle and the type of fleet, as shown in Table 3.

Total surviving vehicles are then summed across vintages:

$$TFLTECHSTK_{vt,flt,engtech,Year} = \sum_{vint=1}^{6} FLTSTKVN_{vt,flt,engtech,vint,Year}$$ \hspace{1cm} (134)

where,

$$TFLTECHSTK = \text{Total stock within each technology and fleet type}$$
Figure 9. Determine Characteristics of Existing LDV Fleets

New fleet sales by fleet type and tech.

Apply survival factors to existing stock of fleet vehicles

Sum surviving vehicles across vintages and calculate technology shares for cars and light trucks

Estimate total fleet VMT by vehicle type and technology

Pass to MPG subroutine

- Inputs: Survival rates of fleet cars and light trucks
- Inputs: Vintage at which fleet vehicles are transferred to private stock
- Inputs: Historical annual VMT per vehicle, by vehicle and fleet type
### Table 3. Transfer Vintage of Fleet Vehicles

<table>
<thead>
<tr>
<th>Vehicle Type (vt)</th>
<th>Fleet Type (flt)</th>
<th>Transfer Vintage (vint) (years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (vt = 1)</td>
<td>Business (flt = 1)</td>
<td>5</td>
</tr>
<tr>
<td>Car</td>
<td>Government (flt = 2)</td>
<td>6</td>
</tr>
<tr>
<td>Car</td>
<td>Utility (flt = 3)</td>
<td>7</td>
</tr>
<tr>
<td>Light Truck (vt = 2)</td>
<td>Business</td>
<td>6</td>
</tr>
<tr>
<td>Light Truck</td>
<td>Government</td>
<td>7</td>
</tr>
<tr>
<td>Light Truck</td>
<td>Utility</td>
<td>6</td>
</tr>
</tbody>
</table>

The percentage of total fleet stock represented by each of the vehicle types and technologies is determined as follows, where the share of fleet stock is divided by the total of all surviving fleet vehicles in a given year:

\[
VFSTKPF_{vt,flt,\text{engtech},Year} = \frac{TFLTECHSTK_{vt,flt,\text{engtech},Year}}{\sum_{vt=1}^{2} \sum_{flt=1}^{3} \sum_{\text{engtech}=1}^{6} TFLTECHSTK_{vt,flt,\text{engtech},Year}}
\]  

(135)

where,

\[VFSTKPF = \text{Share of fleet stock by vehicle type and technology}\]

Vehicle sales and market shares are then adjusted on a regional basis to reflect the legislatively mandated sales of vehicles that earn zero-emission vehicle (ZEV) credits. States that currently have these legislative requirements include California, Connecticut, Massachusetts, Maine, New York, New Jersey, Oregon, Rhode Island, Vermont, and Washington.

1) Calculate regional vehicle sales for cars and light trucks, by technology and market class:

\[
VSALES_{vt=1,\text{class},REG,\text{FuelType},Year} = APSHR44_{vt=1,\text{class},REG,\text{FuelType},Year} \times NCS_{\text{REG},\text{class},Year}
\]

and

\[
VSALES_{vt=2,\text{class},REG,\text{FuelType},Year} = APSHR44_{vt=2,\text{class},REG,\text{FuelType},Year} \times NLTS_{\text{REG},\text{class},Year}
\]

(136)
where,

- \( \text{APSHR44} \) = Share calculated from equation 128
- \( \text{NCS} \) = Regional non-fleet car sales by market class, calculated in equation 106.
- \( \text{NLTS} \) = Regional non-fleet light truck sales by market class, calculated in equation 107.
- \( \text{FuelType} \) = Index which matches technologies in the CVCS to corresponding engtech fuel type
- \( \nu t \) = Index of vehicle type: 1 = cars, 2 = light trucks

2) Mandated sales of ZEV's by participating state are then calculated:

\[
\text{ZEVCD}_{rg} = \text{TTLZEV}_{Year} \times \left( \text{COEF1}_{rg} \times \text{NEWCARS}_{Year} + \text{COEF2}_{rg} \times \text{NEWCLS12A}_{Year} \right) \tag{137}
\]

where,

- \( \text{ZEVCD} \) = State-mandated sales of ZEV's, and \( \text{ZEVST} = \text{ZEVMA}, \text{ZEVNY}, \text{ZEVCA} \)
- \( rg \) = region index of participating states:
  - 1 = Maine, Massachusetts, and Vermont, Connecticut, and Rhode Island
  - 2 = New York, New Jersey (2009)
  - 9 = California, Oregon, and Washington (2009)
- \( \text{TTLZEV} \) = Total percent of mandated sales of ZEV's, from input file, trninput.wk1
- \( \text{ATPZEV} + \text{ZEV} + \text{ZFCV} \) (found in equations 140, 141, and 142, respectively)
- \( \text{NEWCARS} \) = Total new car sales
- \( \text{NEWCLS12A} \) = Total new light truck sales
- \( \text{COEF1} \) = Fraction of total new car sales by participating state
- \( \text{COEF2} \) = Fraction of total new light truck sales by participating state

3) Sum all of the sales used for gasoline hybrid, methanol fuel cell and gasoline fuel cell vehicles, based on the sales that the advanced technology vehicle (ATV) submodule calculated from the logit model equations:
\[
TOTCRED_{REG} = \sum_{vt=1}^{2} \left( VSALES_{EVGH_{vt,REG}} + VSALES_{FCM_{vt,REG}} + VSALES_{FCG_{vt,REG}} \right) \quad (138)
\]

where,

\[
VSALES_{EVGH} = \text{gasoline hybrid vehicle sales} = VSALES_{\text{FuelType}=16}, \text{summed over market classes}
\]

\[
VSALES_{FCM} = \text{methanol fuel cell vehicles sales} = VSALES_{\text{FuelType}=13}, \text{summed over market classes}
\]

\[
VSALES_{FCG} = \text{gasoline fuel cell vehicles sales} = VSALES_{\text{FuelType}=15}, \text{summed over market classes}
\]

\[
TOTCRED = \text{total ZEV sales for gasoline hybrid, methanol and gasoline fuel cell vehicles}
\]

\[
REG = \text{census region 1 (participating state MA), 2 (NY), and 9 (CA)}
\]

4) Regional vehicle sales, VSALES, are adjusted for gasoline hybrid, fuel cell, and electric vehicles, depending on meeting legislative mandates. First, set AVSALES = VSALES:

\[
AVSALES_{vt,\text{class},REG,\text{Gasoline}} = VSALES_{vt,\text{class},REG,\text{Gasoline}} \quad (139)
\]

a) If the total sale of gasoline hybrid, and fuel cell (excluding hydrogen) vehicles, TOTCRED, is less than the total maximum allowable Low Emission Vehicle Program (LEVP) sales, ZEVSALES*ATPZEV, then increase the vehicle sales to meet the mandates:

\[
AVSALES_{vt,\text{class},REG,\text{FuelType}} = AVSALES_{vt,\text{class},REG,\text{FuelType}} \times \left[ \frac{ZEVSALES_{REG,Year} \times ATPZEV_{Year}}{TOTCRED_{REG,Year} \times VSALES_{EVGH_{vt,REG}}} \right] \quad (140)
\]

where,

\[
AVSALES = \text{total vehicle sales, adjusted for gasoline hybrid and fuel cell (excluding hydrogen) vehicles}
\]

\[
ZEVSALES = \text{total ZEV sales that are mandated in census region, REG=1, 2, and 9}
\]

\[
= \text{ZEVCD}
\]

\[
= \text{ZEVR for REG=1 (states= ME, MA, VT, CT, and RI)}
\]

\[
= \text{ZEVNY for REG=2 (states= NJ and NY)}
\]

\[
= \text{ZEVCA for REG=9 (states= CA, OR, and WA)}
\]
\[ ATPZEV = \text{percent of total sales associated with sale of gasoline hybrid, methanol and gasoline fuel cell vehicles, from trninput.wk1} \]

b) If the total sale of electric vehicles, TZEVSAAL, is less than the total maximum allowable LEV Program sales, ZEVSALES \(*\) ZEV, then increase the resulting electric vehicle sales to meet these mandates:

\[
\text{AVSALES}_{\text{vt, class, REG, FuelType}} = \text{AVSALES}_{\text{vt, class, REG, FuelType}} \times \frac{\text{ZEVSALES}_{\text{REG, Year}} \times \text{ZEV}_{\text{Year}}}{\text{TZEVSAL}_{\text{REG, Year}}} \tag{141}
\]

where,

\[
\text{AVSALES} = \text{new total vehicle sales, adjusted for electric vehicles}\]

\[
\text{TZEVSAL} = \text{total available ZEV sales of electric vehicles}
\]

\[
= \text{VSALES}_\text{EV}_{\text{vt}=1, \text{REG}} + \text{VSALES}_\text{EV}_{\text{vt}=2, \text{REG}}
\]

\[
\text{VSALES}_\text{EV} = \text{electric vehicle sales} = \text{VSALES}_{\text{FuelType}=7, \text{vt}} \text{, summed over market classes}
\]

\[
\text{ZEV} = \text{percent of total sales associated with sale of electric vehicles, from trninput.wk1}
\]

c) If the total sale of hydrogen fuel cell vehicles, TZFCSAL, is less than the total maximum allowable LEV Program sales, ZEVSALES \(*\) ZFCV, then increase the resulting hydrogen fuel cell vehicle sales to meet these mandates:

\[
\text{AVSALES}_{\text{vt, class, REG, FuelType}} = \text{AVSALES}_{\text{vt, class, REG, FuelType}} \times \frac{\text{ZEVSALES}_{\text{REG, Year}} \times \text{ZFCV}_{\text{Year}}}{\text{TZFCSAL}_{\text{REG, Year}}} \tag{142}
\]

where,

\[
\text{AVSALES} = \text{new total vehicle sales, adjusted for hydrogen fuel cell vehicles}\]

\[
\text{TZFCSAL} = \text{total available ZEV sales from hydrogen fuel cell vehicles}
\]

\[
= \text{VSALES}_\text{FCH}_{\text{vt}=1, \text{REG}} + \text{VSALES}_\text{FCH}_{\text{vt}=2, \text{REG}}
\]

\[
\text{VSALES}_\text{FCH} = \text{hydrogen fuel cell vehicle sales} = \text{VSALES}_{\text{FuelType}=14, \text{vt}} \text{, summed over market classes}
\]

\[
\text{ZFCV} = \text{percent of total sales associated with the sale of hydrogen fuel cell vehicles, in trninput.wk1}
\]

5) The additional sale of vehicles resulting from increasing the above alternative fuel technology vehicle sales are subtracted from gasoline vehicle sales:

\[
\text{AVSALES}_{\text{vt, class, REG, Gasoline}} = \text{AVSALES}_{\text{vt, class, REG, Gasoline}} - \text{DEL } \_ \text{TECH}_{\text{vt, class, REG, FuelType}} \tag{143}
\]
where,

\[
\text{DEL}_{-\text{TECH}} = \text{the additional vehicle sales needed to meet the maximum}
\]

\[
= \text{AVSALES}_{vt,\text{class},\text{REG},\text{FuelType}} - \text{VSALES}_{vt,\text{class},\text{REG},\text{FuelType}}
\]

FuelType = gasoline hybrid, fuel cell, and electric engine fuel technologies

Sum the adjusted vehicle sales across technologies:

\[
\text{AVSALEST}_{vt,\text{class},\text{REG}} = \sum_{\text{FuelType}=1}^{16} \text{AVSALES}_{vt,\text{class},\text{REG},\text{FuelType}}
\]  \hspace{1cm} (144)

where,

AVSALEST = Total regional adjusted vehicle sales by market class

Calculate new absolute market shares for each vehicle technology:

\[
\text{APSHR55}_{vt,\text{class},\text{REG},\text{FuelType}} = \frac{\text{AVSALES}_{vt,\text{class},\text{REG},\text{FuelType}}}{\text{AVSALEST}_{vt,\text{class},\text{FuelType}}}
\]  \hspace{1cm} (145)

where,

APSHR55 = Absolute regional market shares of adjusted vehicle sales

6) Calculate new car and light truck sales using market shares:

\[
\text{NCSTECH}_{\text{REG},\text{class},\text{FuelType}} = \text{NCS}_{\text{REG},\text{class}} * \text{APSHR55}_{vt=1,\text{class},\text{REG},\text{FuelType}}
\]

and

\[
\text{NLTECH}_{\text{REG},\text{class},\text{FuelType}} = \text{NLTS}_{\text{REG},\text{class}} * \text{APSHR55}_{vt=2,\text{class},\text{REG},\text{FuelType}}
\]  \hspace{1cm} (146)

where,

NCSTECH = Regional new car sales by technology, within the six market classes

NLTECH = Regional light truck sales by technology, with the six market classes

2. Calculate Fleet VMT

Historical data on the amount of travel by fleet vehicles is now used to estimate total fleet VMT:

\[
\text{FLTVMYR}_{\text{Year}} = \sum_{vt=1}^{2} \sum_{flt=1}^{3} \sum_{\text{engtech}=1}^{6} \left( \text{TFLTECHSTK}_{vt,flt,\text{engtech},\text{Year}} * \text{FLTVMYR}_{flt,\text{Year},vt} \right)
\]  \hspace{1cm} (147)
where,

\[ \text{FLTVMT} = \text{Total VMT driven by fleet vehicles} \]

\[ \text{FLTVMTYR} = \text{Annual miles of travel per vehicle, by vehicle and fleet type, from trninput.wk1} \]

\[ \text{TFLTECHSTK} = \text{total stock within each technology and fleet type, calculated in equation 134} \]

Total VMT is then disaggregated by vehicle type and technology:

\[ \text{FLTVMTECH}_{vt,flt,engtech,Year} = \text{FLTVMT}_{Year} \times \text{VFSTKPF}_{vt,flt,engtech,Year} \quad (148) \]

where,

\[ \text{FLTVMTECH} = \text{Fleet VMT by technology, vehicle type, and fleet type} \]

\[ \text{VFSTKPF} = \text{Share of fleet stock, calculated in equation 135} \]

3. Calculate Fleet Stock MPG

The average efficiencies of the five non-gasoline technologies (ethanol, methanol, electric, CNG, and LPG) and conventional gasoline ICE technology are calculated as follows (see Figure 10):

\[ \text{FLTMPG}_{vt,flt,engtech} = \left[ \frac{\sum_{class=1}^{6} \text{FLTECHSAL}_{vt,flt,engtech,\text{class}}}{\sum_{class=1}^{6} \text{MPG}_{vt,FuelType,\text{class}}} \right] \quad (149) \]

where,

\[ \text{FLTMPG} = \text{New fleet vehicle fuel efficiency, by fleet type and engine technology fuel type, engtech} \]

Calculate the average fleet MPG for cars and light trucks:

\[ \text{FLTMPGTOT}_{vt} = \left[ \frac{\sum_{flt=1}^{3} \sum_{engtech=1}^{6} \text{FLTECH}_{vt,flt,engtech}}{\sum_{flt=1}^{3} \sum_{engtech=1}^{6} \text{FLTMPG}_{vt,flt,engtech}} \right] \quad (150) \]

where,

\[ \text{FLTMPGTOT} = \text{Overall fuel efficiency of new fleet cars and light trucks} \]
Figure 10. Determine Fuel Economy and Consumption for LDV Fleets

Fleet VMT by vehicle type and technology

Calculate average fuel economy for the five AFV technologies

Inputs:
- Market share of fleet cars and light trucks from AFV Model
- New AFV fuel economy, from AFV Model

Calculate average fuel economy for conventional technologies

Inputs:
- New car and light truck MPG, from MTCS Model

Apply fuel economy degradation factors to existing stock

Inputs:
- Fuel economy degradation factors

Calculate average fuel economy of existing stock by vehicle and fuel type

Inputs:
- Regional VMT shares, from Regional Sales Model

Calculate total fuel consumption by fleet vehicles, by technology and region

LDV FLEET OUTPUT:
- Total fleet fuel consumption
- Average fleet fuel economy
- Total fleet VMT

The fuel efficiency of new vehicles is then added to an array of fleet stock efficiencies by
vintage, which is adjusted to reflect the passage of time, for vintage, \( vint = 1, 2, \ldots, 7 \).

For \( vint = 1 \):

\[
\begin{align*}
\text{CMPGFSTK}_{flt,engtech,vint,Year} &= FLTMPG_{vint=1,flt,engtech,Year} \\
\text{TMPGFSTK}_{flt,engtech,vint,Year} &= FLTMPG_{vint=2,flt,engtech,Year}
\end{align*}
\]  

(151)

where,

\[
\begin{align*}
\text{CMPGFSTK} &= \text{Car fleet MPG fleet type, technology, and vintage} \\
\text{TMPGFSTK} &= \text{Light truck fleet MPG by fleet type, technology, and vintage}
\end{align*}
\]

For \( vint = 2, 3, \ldots, 7 \):

\[
\begin{align*}
\text{CMPGFSTK}_{flt,engtech,vint,Year} &= \text{CMPGFSTK}_{flt,engtech,vint-1,Year-1} \\
\text{TMPGFSTK}_{flt,engtech,vint,Year} &= \text{TMPGFSTK}_{flt,engtech,vint-1,Year-1}
\end{align*}
\]  

(152)

Average fuel efficiency by vehicle and fleet type is then calculated:

\[
\begin{align*}
\text{MPGFLTSTK}_{vint=1,flt,engtech} &= \frac{\sum_{vint=1}^{\text{Maxvint}} \text{FLTSTKVN}_{vint=1,flt,engtech,vint} \cdot \text{CMPGFSTK}_{flt,engtech,vint} \cdot CDFRFG}{\sum_{vint=1}^{\text{Maxvint}} \text{FLTSTKVN}_{vint=1,flt,engtech,vint} \cdot \text{CMPGFSTK}_{flt,engtech,vint} \cdot CDFRFG} \\
\text{MPGFLTSTK}_{vint=2,flt,engtech} &= \frac{\sum_{vint=1}^{\text{Maxvint}} \text{FLTSTKVN}_{vint=2,flt,engtech,vint} \cdot \text{TMPGFSTK}_{flt,engtech,vint} \cdot LTDFRFG}{\sum_{vint=1}^{\text{Maxvint}} \text{FLTSTKVN}_{vint=2,flt,engtech,vint} \cdot \text{TMPGFSTK}_{flt,engtech,vint} \cdot LTDFRFG}
\end{align*}
\]  

(153)

where,

\[
\begin{align*}
\text{MPGFLTSTK} &= \text{Fleet MPG by vehicle and fleet type, and technology, across vintages} \\
\text{Maxvint} &= \text{Maximum vintage index, } vint, \text{ associated with a given vehicle and fleet type} \\
\text{CDFRFG} &= \text{degradation factor for cars} \\
\text{LTDFRFG} &= \text{degradation factor for light trucks}
\end{align*}
\]

The overall fleet average MPG is finally calculated for cars and light trucks:
\[
    FLTTOTMPG_{vt} = \left[ \frac{\sum_{\text{flt}=1}^{3} \sum_{\text{engtech}=1}^{6} TFLTECHSTK_{vt, \text{flt}, \text{engtech}}}{\sum_{\text{flt}=1}^{3} \sum_{\text{engtech}=1}^{6} MPGFLTSTK_{vt, \text{flt}, \text{engtech}}} \right] \tag{154}
\]

where,

\(FLTTOTMPG\) = Fleet vehicle average fuel efficiency for cars and light trucks

4. Calculate Fuel Consumption by Fleet Vehicles

Fuel consumption is simply the quotient of fleet travel demand and fuel efficiency, which have been addressed above:

\[
    FLTLDVC_{vt, \text{flt}, \text{engtech}} = \frac{FLTVMTECH_{vt, \text{flt}, \text{engtech}, \text{Year}}}{MPGFLTSTK_{vt, \text{flt}, \text{engtech}}} * QBTU_{\text{engtech}} \tag{155}
\]

where,

\(FLTLDVC\) = Fuel consumption by technology, vehicle and fleet type

\(QBTU\) = Energy content, in Btu/Gal, of the fuel associated with each technology

Consumption is then summed across fleet types, and converted to Btu values:

\[
    FLTFCLDVBT_{U vt, \text{flt}, \text{engtech}, \text{Year}} = \frac{FLTVMTECH_{vt, \text{flt}, \text{engtech}, \text{Year}}}{MPGFLTSTK_{vt, \text{flt}, \text{engtech}}} \tag{156}
\]

where,

\(FLTFCLDVBTU\) = Fuel consumption, in Btu, by vehicle type and technology

Consumption by trucks and cars are added, and total consumption is subsequently distributed among regions:

\[
    FLTFCLDVBT_{UR REG, engtech, Year} = \sum_{vt=1}^{2} FLTFCLDVBT_{U vt, engtech, Year} * RSHR_{REG} \tag{157}
\]

where,

\(FLTFCLDVBTUR\) = Regional fuel consumption by fleet vehicles, by technology

\(RSHR\) = Regional VMT shares, from the Regional Sales Submodule

\(REG\) = Index of census regions
Class 2b Vehicle Submodule

The Class 2b Vehicle Submodule provides an accounting of sales, stocks, fuel economy, and energy use for vehicles weighting 8,500 to 10,000 pounds GVWR. The submodule tracks travel and fuel efficiency for twenty vehicle vintages. The primary purpose of this submodule is to provide a mechanism to allocate the stock and new sales of Class 2b vehicles among the various major-use groups considered in this submodule, which includes five industrial categories (e.g., agriculture, mining, construction, total manufacturing, and utility) and one household segment (e.g., personal travel or personal VMT). Historical stock numbers are derived from the Oak Ridge National Laboratory study using Polk data, and new sales are obtained from the macroeconomic model. The shares used for allocating the stock and new sales information are derived from the 1997 Vehicle Inventory and Use Survey (VIUS). VIUS provides data to use in distributing the VMT by major use group that allows estimation of the total annual miles traveled within each category.

Calculate the new Class 2b vehicle sales:

\[
NEWCLS2B_{Year} = MC\_VEHICLES_{4,Year} \times 1000
\]

where,

\[
MC\_VEHICLES_{4,Year} = \text{Sales of light trucks 8,500 to 10,000 pounds GVW, from the macroeconomic model}
\]

Update Class 2b vehicle stocks to reflect survival curve and sales by vintage, for 20 vintages, where the 20th vintage represents the stock of vehicles 20 years and older:

\[
CLTSTK_{vint=1,Year} = NEWCLS2B_{Year}
\]

and

\[
CLTSTK_{vint,Year} = CLTSTK_{vint-1,Year-1} \times CLTSURV_{vint-1}
\]

where,

\[
CLTSTK = \text{Class 2b vehicle stock, by vintage}
\]

\[
CLTSURV = \text{Percentage of previous year’s stock that gets carried over}
\]

\[
vint = \text{vintage or age of vehicle} = 2,\ldots, 20;
\]

Estimate the VMT demand for Class 2b vehicles, by vintage:

---

8 As defined in NEMS, light commercial trucks are a subset of Class 2 vehicles (vehicles weighting 6,001 to 10,000 pounds GVW) and are often referred to as Class 2b vehicles (8,500 to 10,000 pounds GVW). Class 2a vehicles (6,001 to 8,500 pounds GVW) are addressed in the Light Vehicle Module.

\[ CLTVMT_{vint,Year} = CLTSTK_{vint,Year} \times CLTVMVT_{vint,1995} \times \left( \frac{growth2_{Year}}{growth1_{Year}} \right)^{Year-1995} \]  

(160)

where,

\[ CLTVMVT = \text{Class 2b vehicle miles traveled per truck for 1995, from trninput.wk1} \]

\[ growth1 = \text{annual growth in Class 2b vehicle miles traveled} \]

\[ = \sum_{vint=1,20}(cltvmt_{vint,Year}) / \sum_{vint=1,20}(cltvmt_{vint,Year-1}) \]

\[ growth2 = \text{annual growth in industry sector output weighted by Class 2b vehicle} \]
\[ \text{travel distribution by industry, for industry groups: 1 = Agriculture; 2 =} \]
\[ \text{Mining; 3 = Construction; 4 = Trade; 5 = Utilities; 6 = Personal} \]

Estimate Class 2b vehicle fuel economy by vintage:

\[ CLTMPG_{vint,Year} = CLTMPGV_{vint,1, \cdots, 20, Year = 1995} \]

and

\[ CLTMPG_{vint,Year} = CLTMPG_{vint,Year-1}, vint = 1, Year \geq 1996 \]  

and

\[ CLTMPG_{vint,Year} = CLTMPG_{vint-1,Year-1} \times \left[ \frac{MPGT_{Gasoline,Year}}{MPGT_{Gasoline,Year-1}} \right], vint \geq 2, Year \geq 1996 \]  

(161)

where,

\[ MPGT = \text{Light-duty truck mpg (gasoline technology), from the LDV Stock Module} \]

\[ CLTMPGV = \text{Base year light-duty truck mpg (gasoline technology)} \]

Calculate fuel consumption in gallons and Btu’s for Class 2b vehicles.

\[ CLTGAL_{Year} = \sum_{vint=1}^{20} \frac{CLTVMT_{vint,Year}}{CLTMPG_{vint,Year}} \]

and

\[ CLTBTU_{Year} = CLTGAL_{Year} \times \frac{5.253}{42} \]

(162)

Calculate average fuel economy, mpg, by summing over the vintages:

\[ CLTMPGT_{Year} = \sum_{vint=1}^{20} \frac{CLTVMT_{vint,Year}}{CLTGAL_{Year}} \]  

(163)
LDV Stock Submodule

The LDV Stock Submodule takes sales and efficiency estimates for new cars and light trucks from the LDV Module, and returns the number and characteristics of the total surviving fleet of light-duty vehicles, along with regional estimates of LDV fuel consumption. The LDV Stock Submodule flowchart is presented in Figure 11.

The LDV Stock Submodule uses vintage-dependent constants such as vehicle survival and relative driving rates, and fuel economy degradation factors to obtain estimates of stock efficiency.

The LDV Stock Submodule is perhaps the most important transportation sector submodule, since the largest portion of transportation energy consumption is accounted for by light duty vehicles that are at least a year old. The LDV Stock Submodule takes the results of the LDV Module (i.e., the number and characteristics of newly purchased cars and light trucks) and integrates those into the existing stock of vehicles, taking into account vehicle retirements and vehicles that are transferred from fleets to private ownership. The result is a snapshot of the "average" car for each region.

These characteristics are passed to the VMT Submodule, which determines the average number of miles driven by each vehicle in the current year. The product then becomes the regional fuel consumption estimate.

The first step is to calculate total vehicle sales by technology for the current time period:

\[
TECHNCS_{FuelType} = \sum_{class=1}^{6} \sum_{REG=1}^{9} NCSTECH_{REG, class, FuelType}
\]

and

\[
TECHNLT_{FuelType} = \sum_{class=1}^{6} \sum_{REG=1}^{9} NLTECH_{REG, class, FuelType}
\]

where,

- \(TECHNCS\) = Total new car sales, by engine technology fuel type
- \(TECHNLT\) = Total new light truck sales, by engine technology fuel type
- \(NCSTECH\) = New car sales, by region, market class, and technology, from the CVCS
- \(NLTECH\) = New light truck sales, by region, market class, and technology, from the CVCS
- \(FuelType\) = Engine technology fuel types (1 to 16)

These variables are assigned to the first vintages of the car and light truck stock arrays, and the population of subsequent vintages is calculated:
Figure 11. LDV Stock Submodule

- **Exogenous Inputs:**
  - Vehicle survival rates
  - Average miles driven per vehicle, by vintage
  - MPG degradation factor
  - Historical VMT

- **LDV Inputs:**
  - New car and light truck sales by region

- **Exogenous Inputs:**
  - Historical VMT

- **LDV Fleet Inputs:**
  - Fleet retirements
  - Average MPGs of new cars and light trucks

- **Macro Inputs:**
  - Fuel costs
  - Per capita disposable income
  - Population

- **LDV Fleet Inputs:**
  - Total VMT by light Duty Vehicles

- **To Miscellaneous Energy Module:**
  - Total VMT by light Duty Vehicles

- **To Report Writer:**
  - Total VMT by LDVs
  - Average MPG
  - Total fuel consumption
  - Population of each vintage

- **Note:** The emissions module is currently inactive.
For \( vint = 2,3,\ldots,19 \):

\[
PASSTK_{\text{FuelType},vint,\text{Year}} = PASSTK_{\text{FuelType},vint-1,\text{Year}-1} \times SSURVP_{vint-1}
\]

and

\[
LTSTK_{\text{FuelType},vint,\text{Year}} = LTSTK_{\text{FuelType},vint-1,\text{Year}-1} \times SSURVLT_{vint-1}
\]

For \( vint = 20 \):

\[
PASSTK_{\text{FuelType},vint=20,\text{Year}} = A \times B \times C
\]

and

\[
LTSTK_{\text{FuelType},vint=20,\text{Year}} = X \times Y \times Z
\]

where,

\[
A = PASSTK_{\text{FuelType},vint=19,\text{Year}-1}
\]

\[
B = SSURVP_{vint=19} + PASSTK_{\text{FuelType},vint=20,\text{Year}-1}
\]

\[
C = SSURVP_{vint=20}
\]

\[
X = LTSTK_{\text{FuelType},vint=19,\text{Year}-1}
\]

\[
Y = SSURVP_{vint=19} + LTSTK_{\text{FuelType},vint=20,\text{Year}-1}
\]

\[
Z = SSURVP_{vint=20}
\]

\( PASSTK \) = Surviving car stock, by technology and vintage

\( LTSTK \) = Surviving light truck stock, by technology and vintage

\( SSURVP \) = Fraction of a given vintage’s cars that survive

\( SSURVLT \) = Fraction of a given vintage’s light trucks that survive

The submodule encompasses twenty vintages, with the twentieth being an aggregation of all vehicles 20 years old or older. \( SSURVP \) and \( SSURVLT \) thus each contain twenty values measuring the percentage of vehicles of each vintage that survive into the next year. These values are taken from the Alan Greenspan and Darrel Cohen study,\(^\text{10}\) which lists scrappage and survival rates for 25 vintages. Survival rates for vintages 20 through 25 were simply averaged to collapse Oak Ridge National Laboratory’s 25 vintages into the 20 used by the transportation

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model. The stock of selected vintages and technologies calculated above is then augmented by a number of fleet vehicles that are assumed to roll over into the non-fleet population after a number of years of fleet service:

The stock of selected vintages and technologies calculated above is then augmented by a number of fleet vehicles that are assumed to roll over into the non-fleet population after a number of years of fleet service:

\[
PASSTK_{FuelType, vint, Year} = PASSTK_{FuelType, vint, Year} + OLDFSTK_{car,flt,FuelType,vint,Year}
\]

\[
LTSTK_{FuelType, vint, Year} = LTSTK_{FuelType, vint, Year} + OLDFSTK_{truck,flt,FuelType,vint,Year}
\]

where,

\[
OLTFSTK = \text{Number of fleet vehicles rolled over into corresponding private categories}
\]

\[
vint = \text{Transition vintage: vintage at which vehicles of a given type are transferred}
\]

Total stocks of cars and trucks are then determined by summing over vintages and technologies:

\[
STKCAR_{Year} = \sum_{vint=1}^{20} \sum_{FuelType=1}^{16} PASSTK_{FuelType,vint,Year}
\]

\[
STKTR_{Year} = \sum_{vint=1}^{20} \sum_{FuelType=1}^{16} LTSTK_{FuelType,vint,Year}
\]

where,

\[
STKCAR = \text{Total stock of non-fleet cars}
\]

\[
STKTR = \text{Total stock of non-fleet light trucks}
\]

The share of each technology in the total LDV stock is finally calculated:

\[
VSPLDV_{FuelType,Year} = \frac{\sum_{vint=1}^{20} \left( PASSTK_{FuelType,vint,Year} + LTSTK_{FuelType,vint,Year} \right)}{STKCAR_{Year} + STKTR_{Year}}
\]

where,

\[
VSPLDV = \text{The light duty vehicle shares of each of the sixteen vehicle technologies}
\]

The above variables are then used to determine average fuel efficiencies of the current year’s stock of non-fleet vehicles.
I. Calculate Stock Efficiencies for Cars and Light Trucks

Overall fuel efficiency is calculated as the weighted average of the efficiencies of new vehicles and the efficiencies of the surviving vintages.

Sum new car and light truck sales across regions:

\[
\begin{align*}
NVSALES_{vt=1,\text{class},\text{FuelType},\text{Year}} &= \sum_{\text{REG}=1}^{9} NCSTECH_{\text{REG},\text{class},\text{FuelType},\text{Year}} \\
\text{and} \\
NVSALES_{vt=2,\text{class},\text{FuelType},\text{Year}} &= \sum_{\text{REG}=1}^{9} NLTECH_{\text{REG},\text{class},\text{FuelType},\text{Year}}
\end{align*}
\]

The average efficiencies using the harmonic mean of the fifteen non-gasoline technologies are calculated as follows:

\[
MPGC_{\text{FuelType},\text{Year}} = \left[ \frac{\sum_{\text{class}=1}^{6} NVSALES_{vt=1,\text{class},\text{FuelType},\text{Year}} \times MPG_{vt=1,\text{FuelType},\text{class}}}{\sum_{\text{class}=1}^{6} NVSALES_{vt=1,\text{class},\text{FuelType},\text{Year}}} \right]^{-1}
\]

\[
\text{and}
\]

\[
MPGT_{\text{FuelType},\text{Year}} = \left[ \frac{\sum_{\text{class}=1}^{6} NVSALES_{vt=2,\text{class},\text{FuelType},\text{Year}} \times MPG_{vt=2,\text{FuelType},\text{class}}}{\sum_{\text{class}=1}^{6} NVSALES_{vt=2,\text{class},\text{FuelType},\text{Year}}} \right]^{-1}
\]

where,

\[
MPGC = \text{New car fuel efficiency, by engine technology fuel type}
\]

\[
MPGT = \text{New light truck fuel efficiency, by engine technology fuel type}
\]

The overall fuel efficiency of cars and light trucks is then calculated across the twenty vintages addressed in the submodule. Since older vehicles are driven less than newer vehicles, it is necessary to weight the fuel efficiencies of each vintage according to the average number of miles driven. This is done by summing the total number of miles driven across all vintages and technologies.

\[\text{Initial (2003) values for on-road car and light truck fleet MPG are obtained from the Federal Highway Administration, Highway Statistics, 2006, U.S. Department of Transportation (2007).} \]

\[\text{Vehicle-miles calculated in this step are used to establish relative driving rates for the various technologies. Actual travel demand is generated by the model in a subsequent step.}\]
\[ TOTMICT_{Year} = \sum_{FuelType=1}^{16} \sum_{vint=1}^{20} PASSTK_{FuelType,vint,Year} \times PVMT_{vint} \]
and
\[ TOTMITT_{Year} = \sum_{FuelType=1}^{16} \sum_{vint=1}^{20} LTSTK_{FuelType,vint,Year} \times LVMT_{vint} \]

where,

\( TOTMICT \) = Total miles driven by cars

\( TOTMITT \) = Total miles driven by light trucks

\( PVMT \) = Average miles driven by each vintage of car, from RTECS

\( LVMT \) = Average miles driven by each vintage of light truck, from RTECS

The next step is to calculate the total energy consumed across all vintages and technologies of cars and light trucks. Since the on-road fuel efficiency of cars and trucks degrades over time, vintage fuel efficiencies must be adjusted using degradation factors:

\[ CMPGT_{Year} = \sum_{FuelType=1}^{16} \sum_{vint=1}^{20} \frac{PASSTK_{FuelType,vint,Year} \times PVMT_{vint}}{CMPGSTK_{FuelType,vint,Year} \times CDFRFG} \]
and
\[ TMPGT_{Year} = \sum_{FuelType=1}^{16} \sum_{vint=1}^{20} \frac{LTSTK_{FuelType,vint,Year} \times LVMT_{vint}}{TMPGSTK_{FuelType,vint,Year} \times LTDFRFG} \]

where,

\( CMPGT \) = Car stock MPG

\( TMPGT \) = Light truck stock MPG

\( CDFRFG \) = Car fuel efficiency degradation factor

\( LTDFRFG \) = Light truck fuel efficiency degradation factor

Stock fuel efficiency for car and light truck is then simply the ratio of total travel to total consumption for cars and light trucks:

\[ SCMPG_{Year} = \frac{TOTMICT_{Year}}{CMPGT_{Year}} \]
and
\[ STMPG_{Year} = \frac{TOTMITT_{Year}}{TMPGT_{Year}} \]
Combining the results for cars and trucks provides the average fuel efficiency for all light duty vehicles:

\[
MPGFLT_{\text{Year}} = \frac{\text{TOTMICT}_{\text{Year}} + \text{TOTMITT}_{\text{Year}}}{\text{CMPGT}_{\text{Year}} + \text{TMPGT}_{\text{Year}}}
\] (175)

Calculate the average fuel efficiency for car and light truck by technology:

\[
\begin{align*}
CMPG_{\text{IT}}_{\text{FuelType,Year}} &= \left[ \sum_{v=1}^{20} \frac{\text{PASSTK}_{\text{FuelType,v,Year}} \ast \text{PVMT}_{\text{v,year}}}{\sum_{v=1}^{20} \text{CMPGSTK}_{\text{FuelType,v,Year}} \ast \text{CDFRFG}} \right]^{-1} \\
\text{TMPG}_{\text{IT}}_{\text{FuelType,Year}} &= \left[ \sum_{v=1}^{20} \frac{\text{LTSTK}_{\text{FuelType,v,Year}} \ast \text{LVMT}_{\text{v,year}}}{\sum_{v=1}^{20} \text{TTMPGSTK}_{\text{FuelType,v,Year}} \ast \text{LTDFRFG}} \right]^{-1}
\end{align*}
\]

(176)

These fuel efficiency figures are combined with the results of the subsequent VMT Submodule to determine the actual fuel consumption by light duty vehicles.

**VMT Submodule**

The travel demand module of the NEMS transportation model is a submodule of the LDV Stock Module that uses NEMS estimates of fuel price and personal income, along with population projections to generate a projection of the demand for personal travel, expressed in vehicle-miles traveled per driver. This is subsequently combined with projections of car fleet efficiency to estimate fuel consumption.

The primary concern in projecting VMT per licensed driver in the mid to long term is to address those effects that alter historical growth trends. The factors affecting future VMT trends are the fuel cost of driving, disposable personal income, and past VMT trends.

Annual vehicle stock, VMT, and fuel consumption data is available from the Federal Highway Administration (FHWA). All macroeconomic inputs are calculated based on a chain-weighted average. This data is used to estimate the generalized difference equations in the NEMS VMT Submodule:

\[
\log(\text{VMTLD}_{\text{Year}}) - \rho \log(\text{VMTLD}_{\text{Year-1}}) = \alpha(1-\rho) + \sum_{N=1}^{3} \beta_N \left[ \log(\text{X}_{N,\text{Year}}) - \rho \log(\text{X}_{N,\text{Year-1}}) \right]
\] (177)

where,

\[
\text{VMTLD} = \text{per licensed driver travel demand for the driving age population}
\]
X_N, N = 1, 2, and 3, are the input variables.

Of greater significance is the historical VMT and stock inputs provided by FHWA. In the past, FHWA’s estimate of the number and driving patterns of 2-axle, 4-tire trucks has been interpreted as representing that of Light Duty Trucks, defined as having a weight of less than 8,500 pounds, and thus properly within the purview of the LDV Module. To further refine the submodule, a category of truck has been defined: Class 2b vehicles, which comprise all single-unit trucks in the 8,500 to 10,000 pound range. The travel demands of these trucks are now modeled separately, based on aggregate measures of industrial output from the macroeconomic model.

The generalized difference equation used to estimate the VMT per driver is given below:

\[
VMTLD_{Year} = e^{[\rho \log(VMTLD_{Year-1}) + \beta_1 (1-\rho) + \beta_2 (\log(VMTLD_{Year-1}) - \rho \log(VMTLD_{Year-2}))]} \\
\times e^{[\beta_2 (\log(INCOME_{16\ Year}) - \rho \log(INCOME_{16\ Year-1})) + \beta_1 (\log(COSTMI_{Year}) - \rho \log(COSTMI_{Year-1}))}],}
\]

where,

\[VMTLD = \text{the vehicle miles traveled per licensed driver}\]

\[COSTMI = \text{the fuel cost of driving a mile, expressed in 1996 dollars.}\]

\[INCOME_{16} = \text{the per capita income for age 16+, expressed in 1996 dollars.}\]

\[\rho = \text{the lag factor is estimated using the Cochrane-Orcutt iterative procedure and \(\rho\) and \(\beta\) are defined locally.}\]
Air Travel Module

The air travel component of the NEMS transportation model comprises two separate submodules: the Air Travel Demand Submodule and the Aircraft Fleet Efficiency Submodule. These submodules use NEMS projections of fuel price, macroeconomic activity, and population growth, as well as assumptions about aircraft retirement rates and technological improvements to generate projections of passenger and freight travel demand and the fuel required to meet that demand. The Air Travel Module receives exogenous estimates of aircraft load factors, new technology characteristics, and aircraft specifications that determine the average number of available seat-miles each plane will supply in a year.

Air Travel Demand Submodule

The Air Travel Demand Submodule produces projections of domestic, international, and Non U.S. passenger travel demand, expressed in revenue passenger-miles (RPMD, RPMI, and RPMN), and U.S. and Non U.S. air freight demand, measured in revenue ton-miles (RTM). Domestic travel means takeoff and landing are both in the U.S. (states and territories), while International travel means either takeoff or landing is in the U.S (exactly one). Non U.S. travel means both takeoff and landing are outside the U.S. RPMD and RPMI are combined into a single U.S. demand for seat-miles, and passed to the Aircraft Fleet Efficiency Submodule, which adjusts aircraft stocks to meet that demand. Aircraft stock is made up of three types of aircraft, wide body, narrow body, and regional jets.

The Air Travel Demand Submodule is based on several assumptions about consumer behavior and the structure of the airline industry. Of greatest significance is the assumption that the deregulation of the industry has substantially altered the dynamics of passenger travel; model parameters have therefore been estimated using only post-deregulation data. It is further assumed that travel demand is influenced by economic conditions.

The Air Travel Demand Submodule, as implemented in NEMS, is a series of linear equations estimated over the period 1980 to 2007. As noted above, it is assumed that domestic and international travel is motivated by economic measures and ticket prices. Key model relationships are presented below. Where numbers appear in place of variable names, parameters have been estimated statistically from historical trends. Also presented in Figure 12 is the flowchart for the Air Travel Module. The steps involved in calculating Air Travel Demand are listed below:

1) Calculate the cost of flying for domestic and international travel:

\[ YIELD_{Dom,Year} = ALPHAYD \times (1 - RHOYD) + RHOYD \times YIELD_{Dom,Year-1} + BETAUFDL \times \left( PJFTR_{Year} - RHOYD \times PJFTR_{Year-1} \right) \]

\[ \quad - \text{BETATIME} \times \left( \text{YEAR} + 11 - RHOYD \times \text{YEAR} + 10 \right) \]

and

\[ YIELD_{Intl,Year} = ALPHAYI \times (1 - RHOYI) + RHOYI \times YIELD_{Intl,Year-1} + BETAUELI \times \left( PJFTR_{Year} - RHOYI \times PJFTR_{Year-1} \right) \]

\[ \quad - \text{BETATIMEI} \times \left( \text{YEAR} + 11 - RHOYI \times \text{YEAR} + 10 \right) \]

(179)
Figure 12. Air Travel Module

Macro Inputs (Historical):
- Price of jet fuel
- Non-fuel operating costs
- Per capita GDP
- Disposable income, merchandise exports, and dedicated carrier factor

Macro Inputs:
- Price of jet fuel
- Non-fuel operating costs
- GDP and US population
- Disposable income, merchandise exports, and dedicated carrier factor

Exogenous Inputs:
- Aircraft survival curves

Exogenous Inputs:
- New technology adoption factors
- Incremental fuel efficiency gains from each technology

Estimate factors for air travel cost, air travel demand, and air freight demand equations

Tabulate total fleet size by technology, transfers to private stock

Calculate total number of U.S. and Non U.S. surviving planes

Calculate total number of U.S. and Non U.S. aircraft stock acquisitions

Determine world flow of active and parked aircraft

Calculate fuel efficiency of aircraft stock

Calculate total demand for aviation jet fuel

To Report Writer:
- Total demand for jet fuel
- Number and efficiency of aircraft stock
- Total demand for seat-miles

To Emissions Module:
- Total demand for jet fuel

Note: the emissions module is currently inactive.
where,

\[ \text{YIELD} = \text{Cost of air travel, domestic(Dom) and International(Intl), expressed in cents per RPM.} \]

\[ \text{PJFTR} = \text{Price of jet fuel, in 1996 dollars per million Btu.} \]

2) Calculate total revenue passenger-miles for domestic, international, and Non U.S. travel:

**Domestic:**

\[
\text{RPMTD} = \text{ALPHARD} \times (1 - \text{RHORD}) + \text{RHORD} \times \text{RPMTD} + \text{BETARPM} \times (\text{RPMTD} - \text{RHORD} \times \text{RPMTD}) + \text{BETAINCD} \times (\text{MC_YPDR} - \text{RHORD} \times \text{MC_YPDR}) + \text{BETADMYD} \times (\text{DUMMYD} - \text{RHORD} \times \text{DUMMYD})
\]  

(180)

where,

\[ \text{RPMTD} = \text{Total revenue passenger-miles for domestic travel.} \]

\[ \text{MC_YPDR} = \text{Personal Disposable Income in 2000 dollars.} \]

\[ \text{DUMMYD} = \text{Dummy Variable to reflect the impact of 9/11 and industry restructuring.} \]

\[ \text{WREG} = \text{World region; 1 implies U.S., 2 implies Non U.S.} \]

**International:**

\[
\text{RPMTI} = \text{ALPHARI} \times (1 - \text{RHORI}) + \text{RHORI} \times \text{RPMTI} + \text{BETARMPI} \times (\text{RPMTI} - \text{RHORI} \times \text{RPMTI}) + \text{BETAINCI} \times (\text{MC_YPDR} - \text{RHORI} \times \text{MC_YPDR}) + \text{BETADMYI} \times (\text{DUMMYI} - \text{RHORI} \times \text{DUMMYI})
\]

(181)

where,

\[ \text{RPMTI} = \text{Total revenue passenger-miles for international travel.} \]

\[ \text{DUMMYI} = \text{Dummy Variable to reflect the impact of 9/11 and industry re-structuring.} \]

**Non U.S.:**

\[
\text{RPMTN} = \text{ALPHARN} \times (1 - \text{RHORN}) + \text{RHORN} \times \text{RPMTN} + \text{BETARMNP} \times (\text{RPMTN} - \text{RHORN} \times \text{RPMTN}) + \text{BETAINCN} \times (\text{GDPNUS} - \text{RHORN} \times \text{GDPNUS}) + \text{BETADMYN} \times (\text{DUMMYN} - \text{RHORN} \times \text{DUMMYN})
\]

(182)

where,
RPMTN = Total revenue passenger-miles for international travel.

DUMMYYN = Dummy Variable to reflect the impact of 9/11 and industry re-structuring.

GDPNUS = Non U.S. GDP in billion 2000 dollars.

2A) Calculate domestic, international, and Non U.S. revenue-passenger miles by aircraft type

\[
RPMD_{atyp,Year} = RPMTD_{Year} \times SRPMD_{atyp,Year}
\]

\[
RPMI_{atyp,Year} = RPMTI_{Year} \times SRPMI_{atyp,Year}
\]

\[
RPMN_{atyp,Year} = RPMTN_{Year} \times SRPMN_{atyp,Year}
\]

where,

RPMD = Revenue passenger-miles for domestic travel by aircraft type.

SRPMD = Share of domestic travel performed by aircraft type.

RPMI = Revenue passenger-miles for international travel by aircraft type.

SRPMI = Share of international travel performed by aircraft type.

RPMD = Revenue passenger-miles for Non U.S. travel by aircraft type.

SRPMD = Share of Non U.S. travel performed by aircraft type.

3) Calculate the dedicated U.S. and Non U.S. RTM of air freight:

\[
RTM_{us,Year} = ALPHARTM - BETAPJFR \times PJFTR_{Year} + BETAXIM \times MC_\_XGR_{Year}
\]

\[
RTM_{nus,Year} = RTM_{us,Year} \times PCT\_RTM\_NUS
\]

where,

MC_XGR = Value of merchandise exports, in 1996 dollars

PCT_RTM_NUS = Non U.S. RTM based on the Current Market Outlook, 2007-2027, Boeing Commercial Services

4) Calculate the total demand for available seat-miles, incorporating the estimated load factors of domestic and international travel:
\[
\begin{align*}
\text{ASMDEMD}_{\text{typ}, \text{Year}} &= \frac{\text{RPMD}_{\text{typ}, \text{Year}}}{\text{LFDOM}_{\text{typ}, \text{Year}}} + \frac{\text{RPMI}_{\text{typ}, \text{Year}}}{\text{LFINTER}_{\text{typ}, \text{Year}}} + \frac{\text{RPMN}_{\text{typ}, \text{Year}}}{\text{LFINTER}_{\text{typ}, \text{Year}}} \\
\text{and} \\
\text{SMDEMD}_{\text{Year}} &= \sum_{\text{typ}=1}^{3} \text{ASMDEMD}_{\text{typ}, \text{Year}}
\end{align*}
\]

where,

\[
\begin{align*}
\text{ASMDEMD} &= \text{Demand for available seat-miles, by aircraft type} \\
\text{SMDEMD} &= \text{Total demand for available seat-miles.} \\
\text{LFDOM} &= \text{Exogenously determined load factor for domestic travel by aircraft type.} \\
\text{LFINTER} &= \text{Exogenously determined load factor for international travel by aircraft type.}
\end{align*}
\]

**Aircraft Fleet Efficiency Submodule**

The Aircraft Fleet Efficiency Submodule is a structured accounting mechanism that provides estimates of the number of narrow, wide-body, and regional jet aircraft available to meet passenger and freight travel demand subject to user-specified parameters. This mechanism also permits the estimation of fleet efficiency using a weighted average of the characteristics of surviving aircraft and those acquired to meet demand.

The intent of this submodule is to provide a quantitative approach for estimating aircraft fleet energy efficiency. To this end, the submodule estimates surviving aircraft stocks and average characteristics at a level of disaggregation that is supportable by available data, and projects the fuel efficiencies of new acquisitions under different sets of economic and technological scenarios. The resulting fleet average efficiencies are returned to the Air Travel Demand Submodule to support the projection of commercial passenger and freight carriers' jet fuel consumption to the year 2030.

Although the air module estimates fuel use from all types of aircraft, only commercial aircraft efficiencies are explicitly modeled. Efficiencies of general aviation aircraft and military planes are not addressed. General aviation fuel use, including jet fuel, is directly estimated, and aviation gasoline demand is projected using a time-dependent extrapolation. Military jet fuel use is estimated in another module using projections of military budgets.

Total fleet efficiency is based on separate estimates of the stock and efficiency of the three types of aircraft considered by the submodule: narrow body, wide body, and regional jets.\(^\text{13}\) The

\(^\text{13}\) Narrow body aircraft, such as the Airbus 320 and Boeing 737, have seating for approximately 120-180 passengers, and are characterized by two banks of seats separated by a center aisle. Wide body aircraft, such as the Boeing 747, carry from 200-500 passengers in three banks of seats. Regional Jets, such as the Canadair RJ-100, have seating for approximately 50-110 passengers.
development of the hub and spoke system has lead airlines to invest in smaller aircraft. In 1991, narrow body aircraft accounted for approximately 54 percent of total available seat-miles, and wide body aircraft accounted for 41 percent, with regional jets accounting for the remaining 5 percent. By 2000, narrow body aircraft accounted for approximately 60 percent of total available seat-miles, and wide body aircraft accounted for 33 percent, with regional jets accounting for the remaining 7 percent.

The submodule operates in six stages: 1) estimates the sales of new U.S. and Non-U.S. aircraft; 2) determines the total stock of aircraft by aircraft type; 3) determines the demand for commercial aircraft; 4) computes the flow of aircraft, active and parked, between US and Non-US regions to satisfy demand, supply balance; 5) calculates the fleet efficiency improvements of newly acquired aircraft; and 6) estimates fuel consumption.

1. Sales of New U.S. and Non U.S. Aircraft

First determine the sales of new aircraft, based on the growth of travel demand and economic growth. Travel demand, expressed as a demand for revenue passenger-miles, is obtained from the Air Travel Demand Submodule. New aircraft sales estimates the aircraft delivered in the current year, however there is a two to three year lag between when aircraft are ordered and delivered. Hence, sales in the current year show a strong correlation with the lagged demand for travel:

\[
\begin{align*}
STKPASS - SALES_{us, Year} &= \text{ALPHASALUS} + \text{BETARPMSUS} \times \text{RPMTOT}_{US, Year} \\
&+ \text{BETAGDPSUS} \times \text{LOG(MC - GDPR}_{Year}) + \text{BETATIMSUS} \times (Year + 9)
\end{align*}
\]

and

\[
\begin{align*}
STKPASS - SALES_{nus, Year} &= \text{ALPHASALN} + \text{BETARPMSN} \times \text{RPMTOTN}_{Year} \\
&+ \text{BETAGDPSN} \times \text{LOG(GDPNUS}_{Year}) + \text{BETATIMSN} \times (Year + 9)
\end{align*}
\]

where,

\[
\begin{align*}
STKPASS\_SALES_{us, Year} &= \text{Total U.S. Sales of New Passenger Aircraft} \\
STKPASS\_SALES_{nus, Year} &= \text{Total Non U.S. Sales of New Passenger Aircraft}
\end{align*}
\]

\[
\begin{align*}
us &= \text{index representing U.S. region} = 1 \\
nus &= \text{index representing Non U.S. region} = 2
\end{align*}
\]

Sales of new passenger aircraft are then allocated between the three aircraft types considered by the submodule. The fraction of sales attributable to each aircraft type is based on an analysis of historic trends.

\[
\begin{align*}
STK\_PASS_{wreg, atyp, age=1, Year} &= STKPASS\_SALES_{wreg, Year} \times \text{SHR\_NEW\_STK}_{wreg, atyp, Year}
\end{align*}
\]
where,

\[ STK\_PASS = \text{U.S. and Non U.S. Stock of new passenger aircraft, age} = 1, \text{by the three aircraft types.} \]

\[ SHR\_NEW\_STK = \text{Fraction of total sales attributable to each aircraft type} \]

The rate of new aircraft acquisition significantly affects the average energy intensity of the fleet, and, subsequently, the projection of energy demand. This submodule differs from other stock models in that retirements are not assumed to take place abruptly once the aircraft have reached a specified age. Instead, a logistic survival function estimates the fraction of originally delivered aircraft that survive after a given number of years.

2. Stock Estimation

The aircraft stock submodule provides an accounting for aircraft stocks and sales. The submodule tracks all passenger and cargo aircraft, and calculates the number of aircraft required to meet demand. The first step is to determine the initial stock of aircraft available. The aircraft stock in the current year is determined as equal to the previous year’s stock, plus new sales, less those aircraft that have been scrapped less initial parked aircraft.

It is important to provide an accurate portrayal of the age distribution of airplanes because of the relatively small size of the U.S. commercial fleet, in 2007, slightly fewer than eight thousand two hundred aircraft.\(^{14}\) This distribution determines the number of aircraft retired from service each year, and consequently has a strong influence on the number of new aircraft acquired to meet air travel demand. Due to the international nature of the market for aircraft, constructing a survival algorithm using only domestic deliveries and stocks is not feasible because aircraft of different vintages are regularly bought and sold on the international market and the surviving domestic stock of a given vintage may exceed the number of aircraft of that vintage that had originally been delivered domestically. The problem is mitigated by assuming that the scrappage rate of aircraft on a worldwide basis also characterizes that of domestic aircraft. The available aircraft capacity is calculated once the number of surviving aircraft by type is established. Historical data on aircraft stocks are taken from the World Jet Inventory Year publication.\(^{15}\) The stock of surviving passenger aircraft is subsequently estimated with the following equation:

\[ STK\_\_PASS\_{\text{wreg,atyp,Year}} = STK\_\_PASS\_{\text{wreg,atyp,Year} - 1} \times SURVAC\_{\text{atyp,age}} \tag{188} \]

where,

\[ STK\_PASS = \text{U.S. and Non U.S. stock of surviving passenger aircraft by aircraft type, of a given age.} \]

\[ SURVAC = \text{Survival rate (1-scrappage rate) of aircraft of a given age.} \]


The stock submodule also accounts for the stock of cargo aircraft and cargo plane retirement. The scrappage rates of cargo aircraft are derived from historical data using the following equation:

\[ \text{STK\_CARGO}_{\text{wreg\_atyp\_age\_Year}} = \text{STK\_CARGO}_{\text{wreg\_atyp\_age\_Year\_1}} \times \text{SURVAC}_{\text{wreg\_atyp\_age}} \]  \hspace{1cm} (189)

where,

\[ \text{STK\_CARGO} = \text{U.S. and Non U.S. stock of surviving cargo aircraft by aircraft type} \]

Older passenger planes are often converted for use in cargo service. Starting with passenger aircraft of vintage 25 years, the aircraft stock submodule moves aircraft into cargo service, first parked, then activated when needed. Reflecting this, the stock of cargo aircraft is defined by:

\[ \text{STK\_CARGO}_{\text{wreg\_atyp\_age\_Year}} = \text{STK\_CARGO}_{\text{wreg\_atyp\_age\_Year\_1}} + \text{STK\_PASS}_{\text{wreg\_atyp\_age\_Year}} \times \text{CARGO\_PCT}_{\text{age}} \]  \hspace{1cm} (190)

where,

\[ \text{CARGO\_PCT} = \text{Percent of passenger planes, aged 25 years or older, shifted to cargo service} \]

The stock of passenger aircraft is then adjusted for the older planes moved into cargo service as shown in the following equation:

\[ \text{STK\_PASS}_{\text{wreg\_atyp\_age\_Year}} = \text{STK\_PASS}_{\text{wreg\_atyp\_age\_Year\_1}} \left( 1 - \text{CARGO\_PCT}_{\text{age}} \right) \]  \hspace{1cm} (191)

The total stock of passenger aircraft is then computed as follows:

\[ \text{STK\_SUP\_TOT}_{\text{wreg\_atyp\_Year}} = \sum_{\text{age}} \text{STK\_PASS}_{\text{wreg\_atyp\_age\_Year}} \]  \hspace{1cm} (192)

where,

\[ \text{STK\_SUP\_TOT} = \text{Total U.S. and Non U.S. stock of passenger aircraft by aircraft type.} \]

3. Demand for Commercial Aircraft

The demand for commercial aircraft is then calculated. The demand for commercial aircraft is based on the growth of travel demand. The seat miles flown per aircraft have historically grown slowly. Available seat-miles demanded data are obtained from the Air Travel Demand Submodule, and the passenger demand for aircraft is:

\[ \text{STKPASS\_DMD}_{\text{wreg\_atyp\_Year}} = \frac{\text{ASMDDEM}_{\text{wreg\_atyp\_Year}}}{\text{ASMAC}_{\text{atyp\_Year}}} \]  \hspace{1cm} (193)
where,

\[
STKPASS\_DMD = \text{U.S. and Non U.S. passenger stock of aircraft demanded to meet travel demand, by aircraft type.}
\]

\[
\text{ASMAC} = \text{Available seat-miles flown per aircraft}
\]

The initial supply of active passenger aircraft, \( STKPASS\_ACTIVE\_wreg,\text{atyp,age,Year} \), consists of the total stock of aircraft less aircraft that are parked, and is defined as:

\[
STKPASS\_ACTIVE\_wreg,\text{atyp,age,Year} = STK\_PASS\_wreg,\text{atyp,age,Year} - STKPASS\_PARKED\_wreg,\text{atyp,age,Year}
\]  \hspace{1cm} (194)

where,

\[
STKPASS\_ACTIVE = \text{U.S. and Non U.S. Active stock of passenger aircraft, by aircraft type and age.}
\]

The total supply of active passenger aircraft, \( STKPASS\_ACTIVE\_TOT \), is then calculated:

\[
STKPASS\_ACTIVE\_TOT\_wreg,\text{atyp,Year} = \sum_{\text{age}} STKPASS\_ACTIVE\_wreg,\text{atyp,age,Year}
\]  \hspace{1cm} (195)

4. Movement of U.S. and Non U.S. Aircraft

After calculating the initial demand for active world aircraft and the initial supply of active world aircraft, the difference between supply and demand for active aircraft, \( DEL\_STKPASS \), is calculated.

\[
DEL\_STKPASS\_wreg,\text{atyp,Year} = STKPASS\_DMD\_wreg,\text{atyp,Year} - STKPASS\_ACTIVE\_TOT\_wreg,\text{atyp,Year}
\]  \hspace{1cm} (196)

Test the Difference

If the demand for U.S. aircraft is greater than the supply of U.S. aircraft then more U.S. supply is needed. Do the following.

First, consider U.S. aircraft and unpark U.S. aircraft. Keep unparking U.S. aircraft until ten percent of the stock is left or until all aircraft demanded is available. If more aircraft is needed, then import Non U.S. aircraft.

Next, consider Non U.S. aircraft. If Non U.S. supply is greater than Non U.S. demand, import active Non U.S. aircraft into the U.S. until either no more U.S. aircraft is needed or no more Non U.S. active aircraft is available. After active Non U.S. aircraft is used, and if still more U.S. aircraft is needed, unpark Non U.S. aircraft and import to U.S. until no more is needed or is available.

If supply of U.S. aircraft is greater than demand, then less U.S. supply of active aircraft is needed. Do the following.
First, check if there is a Non U.S. need for aircraft. If so, export active U.S. aircraft until either all aircraft needed is supplied or all available active U.S. aircraft is used.

Next, if no more active U.S. aircraft is available, but aircraft is still needed, then unpark U.S. aircraft and export to fulfill Non U.S. demand. If the U.S. runs out of parked aircraft and still more is needed, unpark Non U.S. aircraft.

Finally, park the remaining U.S. and Non U.S. aircraft. That is, if supply of U.S. aircraft is greater than the demand for U.S. aircraft, park the remaining U.S. aircraft. If the supply of Non U.S. aircraft is greater than the demand for Non U.S. aircraft, park the remaining Non U.S. aircraft.

5. Fleet Efficiency Improvements

Efficiency improvements of newly acquired aircraft are determined by technology choice that is dependent on the year acquired, the type of aircraft and the price of fuel. There are six advanced technologies, $ifx = 1,2,...,6$, to choose from, including four engine related improvements, advanced aerodynamics, and weight-reducing composite materials. In order to model a smooth transition from old to new technologies, the efficiencies of the four engine technologies are based on TRIGYEAR, or the year the technology is introduced, and the improved efficiency gains of each technology over the previous generation of technology. Each generation replaces the previous one, and the penetrations are based on a logistic function. The efficiencies of the aerodynamic and weight reducing technologies are additive and are based on several logistic functions that reflect the commercial viability of each technology. The two arguments, the time effect (TIMEFX) and the price effect (COSTFX), are based on the assumption that the rate of technology incorporation is determined not only by the length of time the technology has been commercially viable, but also by the magnitude of a given technology's price advantage as shown in the following:

$$TIMEFX_{ifx,atyp,Year} = TIMEFX_{ifx,atyp,Year-1} + (TIMECONST_{atyp} * TPN_{ifx,atyp} * TYRN_{ifx,atyp})$$  \hspace{1cm} (197)$$

where,

$TIMEFX$ = Factor reflecting the length of time an aircraft technology improvement has been commercially viable, by aircraft type.

$TIMECONST$ = User-specified scaling constant, reflecting the importance of the passage of time.

$TPN$ = Binary variable (0,1) that tests whether current fuel price exceeds the considered technology’s trigger price.

$TYRN$ = Binary variable that tests whether current year exceeds the considered technology's year of introduction.

$ifx$ = Index of technology improvements (1-6).

The cost effect is now calculated:
where,

\[ \text{COSTFX} = \text{Factor reflecting the magnitude of the difference between the price of jet fuel and the trigger price of the considered technology, by aircraft type.} \]

\[ \text{TPJFGAL} = \text{Price of jet fuel.} \]

\[ \text{TRIGPRICE} = \text{Price of jet fuel above which the considered technology is assumed to be commercially viable.} \]

\[ \text{TPZ} = \text{Binary variable that tests whether implementation of the considered technology is dependent on fuel price.} \]

Thus the overall effect of time and fuel price on implementing technology improvements is defined by the equation:

\[ \text{TOTALFX}_{\text{ifx,atyp,Year}} = \text{TIMEFX}_{\text{ifx,atyp,Year}} + \text{COSTFX}_{\text{ifx,atyp,Year}} - \text{BASECONST} \]

where,

\[ \text{BASECONST} = \text{Adjustment that anchors the logistic curve, thus ensuring that technologies are not incorporated prior to their commercial viability.} \]

For each technology, a technology penetration function is defined as:

\[ \text{TECHPEN}_{\text{ifx,atyp,Year}} = \left[ 1 + e^{-\text{TOTALFX}_{\text{ifx,atyp,Year}}} \right]^{-1} \]

The fractional fuel efficiency improvement is calculated for each aircraft type using the following equation:

\[ \text{FRACIMP}_{\text{atyp,Year}} = 1.0 + \sum_{i=1}^{6} \text{EFFIMP}_{\text{ifx = i,atyp,Year}} \cdot (\text{TECHPEN}_{\text{ifx = 1,atyp,Year}} - \text{TECHPEN}_{\text{ifx = 2,Year}}) \]

and

\[ \text{FRACIMP}_{\text{WB,Year}} = 1.0 + \sum_{i=1}^{6} \text{EFFIMP}_{\text{ifx = i,TECHPEN}_{\text{ifx, WB,Year : ifx \neq 2}}} \]

where,

\[ \text{FRACIMP} = \text{Fractional efficiency improvement for the three aircraft types.} \]

\[ \text{EFFIMP} = \text{Fractional improvement associated with a given technology, ifx.} \]
atyp = Narrow Body and Regional Jet Aircraft.

WB = Wide Body Aircraft.

Given the variety of non-exclusive technologies, some assumptions must be made: 1) technologies enter the mix as they become viable and cost competitive; 2) the inclusion of a technology with a higher trigger price is dependent on the prior use of those technologies with lower trigger prices; and 3) efficiency gains attributable to each technology are directly proportional to the level of penetration of that technology.

Fleet efficiency in seat-mpg is estimated using a series of simplifying assumptions. First, the new stock efficiency is determined for each type of aircraft and for domestic and international travel, using the following equation:

\[ \text{ASMPGD}_{\text{atyp,age=1,Year}} = \text{ASMPGD}_{\text{atyp,age=1,Year=2005}} \times \text{FRACIMP}_{\text{atyp,Year}} \]

and

\[ \text{ASMPGI}_{\text{atyp,age=1,Year}} = \text{ASMPGI}_{\text{atyp,age=1,Year=2005}} \times \text{FRACIMP}_{\text{atyp,Year}} \]

where,

ASMPGD = Domestic aircraft fuel efficiency in available seat-mpg.

ASMPGI = International aircraft fuel efficiency in available seat-mpg.

Second, stock efficiency is assumed to remain unchanged over time and is defined as:

\[ \text{ASMPGD}_{\text{atyp,age,Year}} = \text{ASMPGD}_{\text{atyp,age=1,Year=1}} \]

and

\[ \text{ASMPGI}_{\text{atyp,age,Year}} = \text{ASMPGI}_{\text{atyp,age=1,Year=1}} \]

Total available seat mpg, ASMPGT\textsubscript{Year}, is computed as the harmonic average of domestic fuel efficiency and international fuel efficiency, weighted by domestic and international available seat-miles.

5. Estimating Fuel Consumption

The total seat-miles demanded is estimated by combining the demand for passenger seat miles and the revenue ton-miles which is converted to seat miles as follows:

\[ \text{SMD\_TOT}\textsubscript{Year} = \text{SMDEMD}\textsubscript{Year} + \text{RTM}\textsubscript{Year} \times \text{EQSM} \]

where,

SMD\_TOT = Total seat-miles demanded

EQSM = Factor that converts Revenue Ton Miles to Seat-miles
The demand for jet fuel is then defined by:

\[ JFGAL_{Year} = \frac{SMDTOT_{Year}}{ASMPGT_{Year}} \]  

(205)

The demand for aviation gasoline is defined as:

\[ AGD_{Year} = BASEAGD + GAMMA \times e^{-KAPPA \times (Year-1979)} \]  

(206)

where,

- \( AGD \) = Demand for aviation gasoline, in gallons
- \( BASEAGD \) = Baseline demand for aviation gasoline
- \( GAMMA \) = Baseline adjustment factor
- \( KAPPA \) = Exogenously-specified decay constant

Jet fuel demand is converted from gallons into Btu using the following relationships:

\[ JFBTU_{Year} = JFGAL_{Year} \times \frac{5.670 MMBtu/bbl}{42 gal/bbl} \]

\[ AGDBTU_{Year} = AGD_{Year} \times \frac{5.048 MMBtu/bbl}{42 gal/bbl} \]

(207)

Jet fuel and aviation gasoline demand by region is estimated by the following:

\[ QJETR_{REG,Year} = JFBTU_{Year} \times SEDSHR_{JetFuel,REG,Year} \]

\[ QAGR_{REG,Year} = AGDBTU_{Year} \times SEDSHR_{AvGas,REG,Year} \]

(208)

where,

- \( SEDSHR \) = Regional shares of fuel (jet fuel or aviation gasoline) demand, from the State Energy Data System.
Freight Transport Module

The freight module of the NEMS transportation model addresses the three primary modes of freight transport: truck, rail, and marine. This module uses NEMS projections of real fuel prices, trade indices, coal production, and projections of selected industries' output from the macroeconomic model to estimate travel demand for each freight mode, and the fuel required to meet that demand. The carriers in each of these modes are characterized, with the possible exception of trucks, by very long operational lifetimes, and the ability to extend these lifetimes through retrofitting. This results in a low turnover of capital stock and the consequent dampening of improvement in average energy efficiency. Given the long projection horizon, however, this module will provide estimates of modal efficiency growth, driven by assumptions about systemic improvements modulated by fuel price projections.

Projections are made for each of the modes of freight transport: trucks, rail, and ships. In each case, travel projections are based on the industrial output of specific industries, travel growth in most cases being directly proportional to increases in value of goods produced. Rail additionally uses NEMS coal projections to account for part of the travel. This is then converted to energy demand using the average energy intensity for the mode in question. Total energy demand is subsequently shared out to the various types of fuel used for freight transport, under the assumption that relative shares remain constant. As each mode, except trucks, is considered in the aggregate, no distinction is drawn between classes of carriers.

The Freight Transport Module developed for NEMS incorporates additional levels of detail. This is accomplished by stratifying the trucking sector according to market class and developing a stock adjustment model for each market class and fuel type. Parameters relating industrial output tonnage to changes in value of goods produced have been explicitly incorporated.

The NEMS Freight Transport Module aggregates the value of output from various industries into a reduced classification scheme, relating the demand for transport to the growth in the value of output of each industrial category. The relationships used for truck, rail, and waterborne freight are presented in sequence below. The flowchart for the Freight Transport Module is presented in Figure 13.

Freight Truck Stock Adjustment Submodule (FTSAS)

This section describes the methodology of the FTSAS that has been integrated into the Transportation Demand Sector Model of the NEMS. The FTSAS allows for manipulation of a number of important parameters, including the market penetration of existing and future fuel-saving technologies as well as alternatively-fueled heavy-duty vehicles. The FTSAS uses NEMS projections of real fuel prices and selected industries’ output from the macroeconomic model to estimate freight truck travel demand, and purchases. Projections of retirements of freight trucks, important truck stock characteristics such as fuel technology market share and fuel economy, and fuel consumption come from the transportation model.
Figure 13. Freight Transport Module

1. Begin Freight Transport Module
   - Exogenous Inputs:
     - Coefficient relating growth of value added to growth of each freight transport mode
   - Macro Inputs:
     - Value of output of each industry

2. Calculate total ton-miles traveled for each freight transport mode
   - Exogenous Inputs:
     - Travel share allocated to each size class for trucks and domestic freighters

3. Allocate ton-miles traveled among size classes for trucks and domestic freighters
   - Exogenous Inputs:
     - Energy efficiency of each transport mode for each year (determined exogenously)

4. Calculate total energy consumption by each transport mode, by size class
   - Exogenous Inputs:
     - Base year consumption of each fuel (rail and freighters), share of VMT allocated to each size class (trucks)

5. Allocate total energy demand among various fuels, by size class
   - Macro Inputs:
     - Demand for each fuel in previous year
     - Change in Gross trade

6. Calculate total demand for each fuel in international marine shipping sector

7. Calculate total demand for each fuel from freight transport sector

8. Sum across size classes to determine total demand for each fuel

9. To Report Writer:
   - Total freight VMT and TMT
   - Total fuel consumption

10. To Misc. Energy Module:
    - Total demand for each fuel

11. To Emissions Module:
    - Total demand for each fuel
Projections are made for three modes of freight transport: trucks, rail, and ships. In each case, travel projections are based on the industrial output of specific industries, travel growth in most cases being directly proportional to increases in value of goods produced. Rail additionally uses NEMS coal projections to account for part of the travel. The Rail and Ship submodules then convert ton miles traveled to energy demand using the average energy intensity for the mode in question. Total energy demand is subsequently shared out to the various types of fuel used for freight transport. The FTSAS utilizes vintage, market class, sector, and fuel technology-specific freight truck fuel economies to derive energy demand.

The FTSAS projects the consumption of diesel fuel, motor gasoline, liquefied petroleum gas (LPG), and CNG accounted for by freight trucks in each of twelve industrial sectors. Twenty truck vintages, three truck market classes and two fleet types are tracked throughout the submodule, each having its own average fuel economy and average number of miles driven per year. The three truck market classes are defined as follows: Class 3 trucks 10,001 to 14,000 pounds GVWR, Classes 4-6 trucks 14,001 to 26,000 pounds GVWR, and Classes 7-8 trucks > 26,000 pounds GVWR. This section presents and describes the methodology used by the submodule to project each of these important variables. See Figure 14 for the flow chart of the Highway Freight Submodule.

There are six main procedures that are executed during each year of the model run to produce estimates of fuel consumption. In the first, fuel economies of the incoming class of new trucks are estimated through market penetration of existing and new fuel-saving technologies. Relative fuel economies are used in the second routine to determine the market share of each fuel technology in the current year’s truck purchases. The third routine determines the composition of the existing truck population, utilizing the characteristics of the current year’s class of new trucks along with exogenously estimated vehicle scrappage and fleet transfer rates. New truck sales data from the macroeconomic model are used to determine new truck purchases in the fourth routine. In the fifth routine, VMT demand is allocated among truck types and divided by fuel economy to determine fuel consumption. Finally, the truck stocks are rolled over into the next vintage, and the module is prepared for the next year’s run.

1. Estimate New Truck Fuel Economies

The first step in the FTSAS is to determine the characteristics of the incoming class of truck purchases. Estimates of new light, medium heavy, and heavy truck fuel economies are generated endogenously and depend on the market penetration of specific fuel-saving technologies. Currently existing fuel-saving technologies are based on the report, *Heavy- and Medium-Duty Truck Fuel Economy and Market Penetration Analysis for the NEMS Transportation Sector Model*, Argonne National Laboratory and include drag reduction and advanced tires. Currently existing technologies gain market share via time-dependent exponential decay functions with exogenously determined maxima and minima, based on historical trends.

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Figure 14. Highway Freight Submodule

Begin Freight Transport Module

Inputs:
- Total freight traffic in base year, by industry
- Value of industry's output
- Coefficient relating growth of value added to growth of freight

Calculate total demand for highway freight in ton-miles, by industry

Inputs:
- Fuel prices
- Time coeff. for efficiency improvements (exog.)
- Price coeff. for efficiency improvement (hist.)
- Base year truck MPG

Calculate fuel efficiency for each truck class

Calculate share of each technology in total truck sales

Calculate share of each technology in total truck sales

Calculate total demand for highway freight in ton-miles, by industry

Convert ton-miles traveled and sum over all industries

Calculate total freight VMT for each size class

Allocate VMT for each size class among fuel technologies

Allocate VMT for each size class among fuel technologies

Calculate total fuel use by trucks

Go to Rail Freight Model

Inputs:
- Base year tech. share
- Factor to account for changes in tech. shares

Allocate VMT for each size class among fuel technologies

Calculate total fuel use by trucks

Go to Rail Freight Model

Inputs:
- Share of VMT allocated to each of three truck size classes

Calculate total freight VMT for each size class

Calculate total fuel use by trucks

Go to Rail Freight Model
Future technologies are adapted from *The Potential Effect of Future Energy Efficiency and Emissions Improving Technologies on Fuel Consumption of Heavy Trucks*, Argonne National Laboratory, and include advanced transmissions, lightweight materials, synthetic gear lube, advanced drag reduction, advanced tires, electronic engine controls, turbo-compounding, hybrid power trains, and port-injection. Place holders allow for the introduction of four additional technologies. Future technologies can enter the market at various times throughout the submodule run depending on the year in which they become commercially available and on the level of fuel prices relative to a calculated cost-effective fuel price (based on capital costs) at which the technology becomes economically viable. Because prices vary by fuel type, the market shares of fuel-saving technologies are specified separately for diesel, gasoline, LPG and CNG trucks.

EPA has adopted strict new emission standards for on-road heavy-duty vehicles that take effect beginning in 2007. Under these new standards, both NO\textsubscript{x} and PM emissions must be ten times lower than current (2004) levels, and the 2007 standards represent a 25-fold reduction compared to emission standards in the early 1990s. Thus, emissions from 2007 model year and later trucks will be dramatically lower than most trucks currently in use today. To meet these standards, truck engine manufacturers will need to use exhaust after-treatment devices for the first time, much like the catalytic converters currently found on automobiles. Note, however, that the emission standards apply only to new vehicles in the year of their manufacture; there are no emission standards that apply to in-use vehicles, other than some state regulations on exhaust smoke opacity.

The emission control devices that will allow engine manufacturers to meet these new standards typically cannot tolerate high sulfur levels in fuel. EPA has adopted companion standards for diesel fuel sulfur levels. Since late last year, on-road diesel fuel must have no more than 0.15 parts per million (ppm) sulfur (ultra-low sulfur), compared to the old standard of 500 ppm. This ultra-low sulfur diesel (ULSD) will be required for off-road applications (such as locomotives and port cargo handling equipment) by 2010.

The first step the submodule executes in each year is to calculate the average fuel price over the previous three years:

\[
CFAVPC_{\text{Year,Frt\_Fuel}} = \frac{\text{PRICE}_{\text{Year,Frt\_Fuel}} + \text{PRICE}_{\text{Year-1,Frt\_Fuel}} + \text{PRICE}_{\text{Year-2,Frt\_Fuel}}}{3}
\]  

(209)

where,

\[
\text{Frt\_Fuel} = \text{Index referring to fuel type, where Frt\_Fuel=1 refers to diesel, Frt\_Fuel=2 refers to gasoline, Frt\_Fuel=3 refers to LPG and Frt\_Fuel=4 refers to CNG}
\]

\[
CFAVPC = \text{Average price of fuel over three year period, in $ per MBtu}
\]

\[
\text{PRICE} = \text{Price of each fuel, in $ per MBtu}
\]
The next step is to calculate the fuel trigger price at which the technology becomes economically viable:

\[
TGPRCXG_{SC,Frt\_Fuel,Frt\_Tech} = \frac{CAPCXG_{SC,Frt\_Fuel,Frt\_Tech}}{\sum_{IP=1}^{\text{PAYBKXG_{Frt\_Tech}}} MBTUTKXG_{SC} * MPGIPXG_{SC,Frt\_Fuel,Frt\_Tech} \frac{MPGIPXG_{SC,Frt\_Fuel,Frt\_Tech}}{1 + (0.01 * DISCRTXG)^{IP}}}
\]

(210)

where,

\begin{align*}
\text{PAYBKXG} &= \text{Exogenous payback period for a given technology and market class, in years} \\
TGPRCXG &= \text{Fuel trigger price at which a technology, Frt\_Tech, becomes economically viable} \\
CAPCXG &= \text{Capital cost of a technology} \\
MBTUTKXG &= \text{Exogenously determined fuel usage} \\
MPGIPXG &= \text{Exogenously determined incremental fuel improvement} \\
DISCRTXG &= \text{Exogenously determined discount rate} \\
IP &= \text{Index for payback periods} \\
Frt\_Tech &= \text{Freight truck technologies} \\
SC &= \text{Market class}
\end{align*}

Whether a future technology enters the market during a particular year depends on the cost effective price of that technology relative to the average price of each fuel over the past three years.

Technology market penetration depends on the level of fuel prices relative to the technology’s cost effective price. For each technology that has entered the market, and for existing technologies, the effect of fuel prices on market penetration is determined for the current year by the equation:

\[
PREFF_{\text{Year,SC,Frt\_Fuel,Frt\_Tech}} = 1 + \frac{PRVRXG_{SC,Frt\_Fuel,Frt\_Tech}}{TGPRCXG_{SC,Frt\_Fuel,Frt\_Tech}} \left[ \frac{CFAVPC_{\text{Year,Frt\_Fuel}}}{TGPRCXG_{SC,Frt\_Fuel,Frt\_Tech}} - 1 \right]
\]

(211)

where,

\begin{align*}
\text{PREFF} &= \text{Effect of fuel price on market penetration rates for each freight technology}
\end{align*}
PRVRXG = Exogenously determined fuel price sensitivity parameter for each freight technology, representing the percent increase in technology market share if fuel price exceeds cost effective price by 100 percent

For each available technology, including existing technologies, each market class, and each fuel the submodule determines its share of the available market in the current year.

For each market class and technology, the market penetration over time is calculated, as an S-shaped logistical equation defined as follows:

\[ PEN_{Year} = MINP + (MAXP - MINP) \frac{1}{1 + e^{(Year - STYEAR - MIDPT) / COEFF}} \]  \hspace{1cm} (212)

where,

\[ PEN = \text{Market penetration, by year} \]
\[ MAXP = \text{Exogenously determined market penetration parameter: final market share of freight technology} \]
\[ MINP = \text{Exogenously determined market penetration parameter: market share of technology in 1992} \]
\[ MIDPT = \text{Exogenous parameter for existing technologies} \]
\[ COEFF = \text{Market penetration curve for existing technologies} \]
\[ STYEAR = \text{First year technology is available} \]

If this is an emission control technology, or if the fuel price has reached the trigger price, then the technology share is as defined by the following:

\[ TECHSHR_{Year, SC, Frt_Fuel, Frt_Tech} = PREFF_{Year, SC, Frt_Fuel, Frt_Tech} \times PEN_{Year} \]  \hspace{1cm} (213)

where,

\[ TECHSHR = \text{Market share of fuel-saving technology, Frt_Tech, for market class, SC, and fuel type, Frt_Fuel} \]

However, if this is a fuel efficiency technology, and if the fuel price has not reached the trigger price, but the previous year’s technology market share is non-zero, then the current year’s market share grows at the same rate as the market penetration price sensitivity multiplier as follows:

\[ TECHSHR_{Year, SC, Frt_Fuel, Frt_Tech} = TECHSHR_{Year-1, SC, Frt_Fuel, Frt_Tech} \times \frac{PREFF_{Year, Frt_Fuel, Frt_Tech}}{PREFF_{Year-1, Frt_Fuel, Frt_Tech}} \]  \hspace{1cm} (214)
Finally, if this is a fuel efficiency technology, and if the fuel price has not reached the trigger price, and the previous year’s technology market share is zero, then the current year’s market share is as follows:

\[ \text{TECHSHR}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} = \text{MINP} \]  \hspace{1cm} (215)

If technology A is superseded by another mutually exclusive technology B at any time during the submodule run, technology A’s market share must be adjusted to reflect the smaller pool of vehicles in its base market according to the relationship:

\[ \text{TECHSHR}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} = \text{TECHSHR}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} \times \left(1 - \text{SPRSDEFF}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} \right) \]  \hspace{1cm} (216)

where, \( \text{SPRSDEFF} \) = Superseding effect, equal to the market share of the superseding technology.

Once the market shares in a given year are established, the effects of the technologies on the base fuel cost are tallied and combined to form a vector of “MPG Effects”, which is used to augment the base fuel economy of new trucks of each market class and fuel type as defined by:

\[ \text{MPGEFF}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}} = \prod_{\text{Frt}, \text{Tech}=1}^{40} \left(1 - \text{MPGIPXG}_{\text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} \times \text{TECHSHR}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}, \text{Frt}, \text{Tech}} \right) \]  \hspace{1cm} (217)

where, \( \text{MPGEFF} \) = Total effect of all fuel-saving technologies on new truck fuel economy in a given year.

\( \text{MPGIPXG} \) = Exogenous factor representing percent improvement in fuel economy due to each technology.

Fuel economy of new vintage, \( \text{AGE} = 1 \), freight trucks by market class can finally be determined as:

\[ \text{CFMPG}_{\text{Year}, \text{SC}, \text{AGE}=1, \text{Frt}, \text{Fuel}} = \frac{\text{BSMPGXG}_{\text{SC}, \text{Frt}, \text{Fuel}}}{\text{MPGEFF}_{\text{Year}, \text{SC}, \text{Frt}, \text{Fuel}}} \]  \hspace{1cm} (218)

where, \( \text{BSMPGXG} \) = Fuel economy of new freight trucks with no fuel-saving technologies.

2. Determine the Share of Each Fuel Type in Current Year’s Class of New Trucks

Another major characteristic of the current year’s class of new trucks, the market share of each fuel type, is calculated in the second FTSAS routine. Market penetration of alternative fuel freight trucks is more likely to be driven by legislative and/or regulatory action than by strict economics. For this reason, separate trends are incorporated for fleet vehicles, which are
assumed to be more likely targets of future legislation, and non-fleet vehicles. The fuel
technology routine described below is intended to simulate economic competition among fuel
types after the creation of a market for alternative fuel trucks by government action. The user
specifies the market share alternative fuel trucks are likely to achieve if they have no cost
advantage over conventional technologies. The inherent sensitivity of each fuel technology to
the cost of driving is also specified exogenously. The latter parameter represents the commercial
potential of each fuel technology over and above what is mandated by government, and serves to
modify the exogenous trend based on relative fuel prices and fuel economies. Additional user-
specified parameters include the year in which the market penetration curves are initiated and the
length of the market penetration cycle.

The first step in this process is to calculate the fuel cost for new trucks of each market class and
fuel type that is defined as:

$$FCOST_{Year,SC,Frt\_Fuel} = \frac{CFAVPC_{Year,Frt\_Fuel}}{CFMPG_{Year,SC,Frt\_Fuel}} \times HTRATE$$  \hspace{1cm} (219)

where,

- FCOST = Fuel cost of driving a truck of fuel type Frt_Fuel, in dollars per mile
- HTRATE = Heat rate of gasoline, in million Btu per gallon
- Frt_Fuel = 1, 3, 4 = non-gasoline trucks

\textbf{a) Market Share of AFVs}

The fuel cost of driving diesel trucks (Frt_Fuel=1) relative to AFVs (LPG and CNG vehicles) is
then calculated as:

$$DCOST_{Year,SC,Frt\_Fuel} = 1 - PRAFDFXG_{SC,Frt\_Fuel} \times \left[ \frac{FCOST_{Year,SC,Frt\_Fuel}}{FCOST_{Year,SC,Frt\_Fuel=1}} - 1 \right]$$  \hspace{1cm} (220)

where,

- DCOST = Fuel cost per mile of diesel relative to LPG and CNG
- PRAFDFXG = Exogenously determined parameter representing inherent variation in
  AFV market share due to difference in fuel prices
  
  \hspace{1cm} = 1, for LPG and CNG vehicles

\hspace{1cm} Frt_Fuel = 3, 4

The market penetration curve parameters are determined during a user-specified trigger year and
determined by the equations:
After the market penetration of alternative fuel trucks has been triggered, the AFV market trend is determined through a logistic function as follows:

\[
MPATH_{Year,SC,Frt,_{Fuel},FLT} = X \cdot Y
\]  \hspace{1cm} (222)

where,

\[
X = DCOST_{Year,SC,Frt,_{Fuel}}
\]

\[
Y = \left[ BFSHXG_{SC,Frt,_{Fuel},Flt} + \frac{EFSHXG_{SC,Frt,_{Fuel},Flt} - BFSHXG_{SC,Frt,_{Fuel},Flt}}{1 + e^{-SLOPE_{SC,Frt,_{Fuel},Flt} \cdot (Year-MIDYR_{SC,Frt,_{Fuel},Flt})}} \right]
\]

BFSHXG = Base year (1997) market share of each fuel type

EFSHXG = Exogenously determined final market share of each fuel type

\[
Frt,_{Fuel} = 3, 4
\]

The market share of alternative fuel trucks is assumed never to dip below the historical level in each sector. The actual AFV market share is thus calculated as the maximum of historical and projected shares as follows:

\[
FSHFLT_{Year,SC,Frt,_{Fuel},FLT} = \max\left[BAFSHXG_{SC,Frt,_{Fuel},Flt}, MPATH_{Year,SC,Frt,_{Fuel},FLT}\right]
\]  \hspace{1cm} (223)
where,

\[ BAFSHXG = \text{Exogenously determined base year (1997) share of alternative fuels in truck purchases} \]

\[ Frt\_Fuel = 3, 4 \]

**b) Market Share of Diesel Trucks**

The share of diesel, \( Frt\_Fuel = 1 \), in conventional truck sales is projected through a time-dependent exponential decay function based on historical data that is defined by:

\[
MPATH_{Year, SC, Frt\_Fuel=1, FLT} = BFSHXG_{SC, Frt\_Fuel=1, FLT} + \\
\left[ EFSHXG_{SC, Frt\_Fuel=1, FLT} - BFSHXG_{SC, Frt\_Fuel=1, FLT} \right] \left[ 1 - e^{-CSTDXG_{SC, FLT} + CSTDVXG_{SC, FLT} \times Year} \right]
\]  

(224)

where,

\[ CSTDXG, CSTDVXG = \text{Exogenously determined market penetration curve parameters for diesel trucks} \]

Because of the potential for any fuel type to exceed the user-specified “maximum” due to cost advantages over other technologies, market penetration must be capped at one hundred percent.

Diesel market share is calculated as the projected share of diesel in conventional truck sales multiplied by the share occupied by conventional trucks:

\[
FSHFLT_{Year, SC, Frt\_Fuel=1, FLT} = \min\left[ 1 - \sum_{Frt\_Fuel=3}^4 FSHFLT_{Year, SC, Frt\_Fuel=FLT} \right] \cdot MPATH_{Year, SC, Frt\_Fuel=1, FLT}
\]

(225)

The remainder of truck purchases is assumed to be gasoline, \( Frt\_Fuel=2 \) and are defined by:

\[
FSHFLT_{Year, SC, Frt\_Fuel=2, FLT} = 1 - \sum_{Frt\_Fuel=1, 3, 4} FSHFLT_{Year, SC, Frt\_Fuel=FLT}
\]

(226)

**3. Determine Composition of Existing Truck Stock**

Once the characteristics of the incoming class of new trucks are determined, the next step is to determine the composition of the stock of existing trucks. Scrappage rates are applied to the current truck population based on:

\[
TRKSTK_{Year, SC, AGE, Frt\_Fuel, FLT} = TRKSTK_{Year-1, SC, AGE-1, Frt\_Fuel, FLT} \cdot \left( 1 - SCRAP_{SC, AGE-1} \right)
\]

(227)

where,

\[ TRKSTK = \text{Existing stock of trucks} \]
SCRAP = Exogenously determined factor which consists of the percentage of trucks of each vintage that are scrapped each year

AGE = 2, 20; AGE = 1 refers to new truck sales

A number of trucks are transferred in each year from fleet to non-fleet ownership. Note, only gasoline and diesel fuel vehicles are transferred. Transfers of conventional trucks are based on exogenously determined transfer rates that are defined as:

\[ TRF_{Year,SC,AGE,Frt,Fuel} = TFFXGRT_{SC,AGE} \times TRKSTK_{Year,SC,AGE,Frt,Fuel,FLT=2} \]  \tag{228}

where,

TRF = Number of trucks transferred from fleet to non-fleet populations, if no restrictions are placed on the transfer of alternative-fuel trucks

TFFXGRT = Exogenously determined percentage of trucks of each vintage to be transferred from fleets to non-fleets

The new existing population of trucks is simply the existing population (after scrappage) modified by fleet transfers:

\[ TRKSTK_{Year,SC,AGE,Frt,Fuel,FLT=2} = TRKSTK_{Year,SC,AGE,Frt,Fuel,FLT=2} - TRF_{Year,SC,AGE,Frt,Fuel} \]

and

\[ TRKSTK_{Year,SC,AGE,Frt,Fuel,FLT=1} = TRKSTK_{Year,SC,AGE,Frt,Fuel,FLT=1} - TRF_{Year,SC,AGE,Frt,Fuel} \]  \tag{229}

4. Calculate Purchases of New Trucks

New truck purchases are based on class 3 truck sales and on the macroeconomic models projections of classes 4-8 truck sales that is split between truck classes 4-6 and classes 7-8 as defined at the beginning of this section on the FTSAS:

\[ NEWTRUCKS_{SC=1} = MC\_VEHICLES_{S,Year} \times 1000 \]
\[ NEWTRUCKS_{SC=2} = NEWCLS46_{Year} \times NEWTRUCKS\_TOT_{Year} \]
\[ NEWTRUCKS_{SC=3} = (1 - NEWCLS46_{Year}) \times NEWTRUCKS\_TOT_{Year} \]  \tag{230}

where,

NEWTRUCKS\_TOT = Total new truck sales for classes 4-8, from the macroeconomic model.

NEWCLS46 = Truck classes 4-6 share of total truck sales.

MC\_VEHICLES_{S,Year} = Sales of class 3 trucks from the macroeconomic model

SC = 1 refers to class 3; SC = 2 refers to class 4-6; SC = 3 refers to class 7-8
The next step is to calculate the new truck sales, $AGE = 1$, as:

$$TRKSTK_{Year,SC,AGE=1,Frt \_Fuel} = NEWTRUCKS_{SC} * FSHFLT_{Year,SC,Frt \_Fuel,FLT}$$  \hspace{1cm} (231)

5. Calculate Fuel Consumption

The next stage of the submodule takes the total miles driven by trucks of each market class, fuel type and age and divides by fuel economy to determine fuel consumption.

The aggregate VMT growth by economic sector, $SEC$, is estimated. First, calculate Freight Adjustment coefficient, $FOUT$, which represents the relationship between the value of industrial output and freight demand in terms of VMT. It is used to factor industry growth to get VMT growth. $FOUT$ is defined by:

$$FOUT_{SEC} = FAC_{SEC} T0 + \frac{1 - FAC_{SEC} T0}{1 + e^{FAC_{SEC} K (FAC T5 - Year)}}$$  \hspace{1cm} (232)

where,

$FAC_{T0}$ = Base year freight adjustment coefficient, by sector, exogenously determined

$FAC_{K}$ = $\log(9.0) / (FAC_{T9} - FAC_{T5})$

$FAC_{T5}$ = Year of 50 percent freight adjustment coefficient decay = 2002

$FAC_{T9}$ = Year of 90 percent freight adjustment coefficient decay = 2007

Now calculate the adjustment VMT per truck as:

$$VMTADJ_{Year} = \frac{\sum_{SEC=1}^{12} VMTDMD_{Year-1,SEC} * (1 + OUTPUT_{Year,SEC}) * FOUT_{SEC} \sum_{SC,AGE,Frt \_Fuel,FLT} ANNVMT_{SC,AGE,Frt \_Fuel} * TRKSTK_{Year,SC,AGE,Frt \_Fuel,FLT}}$$  \hspace{1cm} (233)

where,

$VMTDMD$ = Annual sectoral VMT based on base year FHWA estimates of VMT

$ANNVMT$ = Base year VMT per truck by 3 freight market classes.

Finally, adjust VMT to obtain VMT across all sectors using the equation:

$$VMTFLT_{Year,SC,AGE,Frt \_Fuel,FLT} = ANNVMT_{SC,AGE,Frt \_Fuel} * VMTADJ_{Year} * TRKSTK_{Year,SC,AGE,Frt \_Fuel,FLT}$$  \hspace{1cm} (234)

Fuel consumption, in gallons of gasoline equivalent, is finally calculated by dividing VMT by on-road fuel economy.
\[
FUELDMD_{Year,SC,Frt._Fuel,FLT} = \sum_{AGE=1}^{20} \frac{VMTFLT_{Year,SC,AGE,Frt._Fuel,FLT}}{CFMPG_{Year,SC,AGE,Frt._Fuel}}
\]  
(235)

where,

\[FUELDMD = \text{Total freight truck fuel consumption by market class and fuel type, in gallons of gasoline equivalent}\]

\[CFMPG = \text{Fuel economy of freight trucks, by market class, fuel, and vintage}\]

Converting from gasoline equivalent to trillion Btu only requires multiplying by the heat rate of gasoline as shown here:

\[
FUELBTU_{Year,SC,Frt._Fuel,FLT} = FUELDMD_{Year,SC,Frt._Fuel,FLT} \times HEATRATE \times 10^{-12}
\]  
(236)

where,

\[FUELBTU = \text{Total fleet truck fuel consumption by market class and fuel type, trillion Btu}\]

**Rail Freight Submodule**

Rail projections represent a simplification of the freight truck approach, in that only one class of freight rail and vehicle technology is considered. Projections of energy use by rail are driven by projections of coal production and of ton-miles traveled for each of the industrial categories used in the trucking sector. See Figure 15. The algorithm used to estimate energy consumption of rail freight is similar to the one used for trucks and is calculated in the following steps.

First, calculate ton-miles traveled for coal as follows:

\[
COALT_{Year} = \sum_{Coal_.Reg=1}^{2} \text{COALP}_{Coal_.Reg,Year} \times \text{COALD}_{Coal_.Reg}
\]  
(237)

where,

\[COALT = \text{Total ton-miles traveled for coal in region, Coal_Reg, (east/west) in a given year}\]

\[COALP = \text{The production of coal in region, Coal_Reg, in a given year in tons}\]

\[COALD = \text{Distance coal has to travel in region, Coal_Reg.}\]

Ton-miles traveled are calculated as follows:

\[
RTMT_{ISIC,Year} = RTMT_{ISIC,Year_0} \times FACR_{ISIC} \times \frac{OUTPUT_{ISIC,Year}}{OUTPUT_{ISIC,Year_0}}
\]  
(238)
Figure 15. Rail Freight Submodule

Begin Rail Freight Model

Calculate total ton-miles traveled for rail freight sector

Calculate total energy consumption by rail freight sector

Allocate total energy consumption among various fuels

Go to Waterborne Freight Model

Inputs:
- Value of output of each industry
- Coefficient relating growth of value added to growth of rail transport
- Total historical TMT

Inputs:
- Rail freight energy efficiency (determined exogenously)

Inputs:
- Base year consumption of each fuel
where,

\[ RTMT = \text{Total rail ton-miles traveled for industry, ISIC}=1,10, \text{ in year, Year} \]

\[ OUTPUT = \text{Value of output of industry ISIC, in base year, Year}_0, \text{ dollars} \]

\[ FACR = \text{Coefficient relating growth of value of goods produced with growth of rail transport.} \]

Calculate aggregated rail ton-miles traveled, RTMTT, as follows:

\[
RTMTT_{Year} = RTMT - C_{ISIC=10,Year} + 0.1 \cdot RTMT_{ISIC=10,Year} + 0.9 \cdot RTMT_{ISIC=10,Year} \cdot \frac{COALT_{Year}}{COALT_{Year_0}} \tag{239}
\]

\[
RTMTT_{Year} = RTMT - C_{ISIC=10,Year} + \sum_{ISIC=1}^{10} RTMT_{ISIC,Year} \tag{240}
\]

Energy consumption is then estimated using the projected rail energy efficiency as follows:

\[
TQRAILT_{Year} = FERAL_{Year} \cdot RTMTT_{Year} \tag{241}
\]

where,

\[ TQRAILT = \text{Total energy consumption by freight trains} \]

\[ FERAL = \text{Exogenously determined rail energy efficiency} \]

Rail efficiency gains resulting from technological development and increased system efficiency are based on an exogenous analysis of trends.

This aggregate energy demand is used to estimate the demand for the various fuels used for rail transport, adjusting the previous year's demand for a given fuel by the fractional increase in overall energy requirements. This is defined by the following:

\[
TQRAIL_{Rail, Fuel, Year} = TQRAIL_{Rail, Fuel, Year-1} \cdot \frac{TQRAILT_{Year}}{TQRAILT_{Year-1}} \tag{242}
\]

where,

\[ TQRAIL = \text{Total demand for each fuel by rail freight sector in year, Year} \]

This approach is based on the assumption that the relative shares of each fuel remain constant across the projection horizon, and that there is little or no room for fuel substitution as prices vary.

Fuel consumption is then allocated to each region by:
\[ TQRAIL_{\text{Rail, Fuel, REG, Year}} = TQRAIL_{\text{Rail, Fuel, Year}} \times SEDSHRX_{\text{REG, Year}} \]  

where,

- \( TQRAIL \) = Total regional fuel consumption for each technology
- \( SEDSHRX \) = Regional share of rail freight fuel consumption, from SEDS, by fuel, \( XX=\text{DS (distillate)}, XX=\text{RS (residual)}, XX=\text{EL (electricity)} \)

The submodule then calculates the fractional change in fuel efficiency as follows:

\[ XRAILEFF_{\text{Year}} = \frac{FERAIL_{\text{Year}}}{FERAIL_{\text{Year}_0}} \]

where,

- \( XRAILEFF \) = Growth in rail efficiency from base year, \( \text{Year}_0 \)

**Waterborne Freight Submodule**

Two classes of waterborne transit are considered in this submodule: domestic marine traffic and freighters conducting foreign trade. This is justified on the grounds that vessels that comprise freigther traffic on rivers and in coastal regions have different characteristics than those which ply international waters. See Figure 16.

**Domestic Marine**

The estimate of total domestic waterborne travel demand is driven by projections of industrial output as defined by:

\[ STMTT_{\text{Year}} = \sum_{ISIC=1}^{10} \left[ STMT_{\text{ISIC, Year}_0} \times FACS_{\text{ISIC, Year}_0} \times \frac{OUTPUT_{\text{ISIC, Year}}}{OUTPUT_{\text{ISIC, Year}_0}} \right] \]

where,

- \( STMT \) = Total ton-miles of waterborne freight for industry, ISIC, in year, \( \text{Year} \).
- \( OUTPUT \) = Value of output of industry, ISIC, in base year dollars
- \( FACS \) = Exogenous determined coefficient relating growth of value added with growth of shipping transport
- \( \text{Year}_D \) = Year of most recent data update
Figure 16. Waterborne Freight Submodule

Begin Waterborne Freight Model

Calculate total ton-miles traveled for domestic waterborne freight sector

Allocate ton-miles traveled among domestic freighter classes

Calculate total energy consumption by domestic freighters, by size class

Allocate total energy demand among various fuels, by size class

Sum across size classes to determine total demand for each fuel

Calculate total energy demand for each fuel from freight transport sector

Calculate total demand for each fuel from international marine shipping sector

Macro Inputs:
- Demand for each fuel in previous year
- Change in Gross trade, from Macro Model

Exogenous Inputs:
- Water freight energy efficiency for each year (determined exogenously)

Exogenous Inputs:
- Base year consumption of each fuel

Inputs:
- Travel share allocated to vessels in each freighter class: domestic and international

Inputs:
- Value of output of each industry
- Coefficient relating growth of value added to growth of domestic shipping
- Total historical TMT

Exogenous Inputs:
- Demand for each fuel in previous year
- Change in Gross trade, from Macro Model

Freight Output:
- Total demand for each fuel
Fuel use is subsequently estimated, using average energy efficiency as defined by:

\[ SFDT_{Year} = FESHIP_{Year} \times STMTT_{Year} \]  \hspace{1cm} (246)

where,

\[ SFDT = \text{Domestic ship energy demand} \]

\[ FESHIP = \text{Average fuel efficiency} \]

Estimated changes in energy efficiency are exogenous. The next step the submodule takes is allocating total energy consumption among three fuel types (distillate fuel, residual fuel oil and gasoline), which is defined by:

\[ SFD_{Ship \_Fuel,Year} = SFDT_{Year} \times SFSHARE_{Ship \_Fuel,Year} \]  \hspace{1cm} (247)

where,

\[ SFD = \text{Domestic ship energy demand, by fuel} \]

\[ SFSHARE = \text{Domestic shipping fuel allocation factor} \]

\[ \text{Ship\_Fuel} = \text{Index referring to the three shipping fuel types} \]

The factor that allocates energy consumption among the three fuel types is based on 2004 data\(^{18}\) and is held constant throughout the run period.

Total energy demand is then regionalized as follows:

\[ TQSHIPR_{Ship \_Fuel,REG,Year} = SFD_{Ship \_Fuel,Year} \times SEDSHR_{Ship \_Fuel,REG,Year} \]  \hspace{1cm} (248)

where,

\[ TQSHIPR = \text{Total regional energy demand by domestic freighters} \]

\[ SEDSHR = \text{Regional shares of fuel demand, from SEDS} \]

The fractional change in domestic ship travel and fuel efficiency is then calculated as:

\[ XSHIPEFF_{Year} = \frac{FESHIP_{Year}}{FESHIP_{Year_{0}}} \]  \hspace{1cm} (249)

where,

\hspace{1cm}

\[^{18}\text{Oak Ridge National Laboratory, Transportation Energy Data Book Edition 26, June 2007.}\]
\[ XSHIPEFF = \text{Growth in ship efficiency from base year, } Year_0 \]

**International Marine**

Fuel demand in international marine shipping is directly estimated, linking the level of international trade with the lagged consumption of the fuel in question as follows:

\[
ISFDT_{Year} = ISFDT_{Year-1} + 0.5 \times ISFDT_{Year-1} \times \left( \frac{GROSST_{Year}}{GROSST_{Year-1}} - 1 \right)
\]  \hspace{1cm} (250)

where,

\[ ISFDT = \text{Total international shipping energy demand in year, } Year \]

\[ GROSST = \text{Value of Gross Trade (imports + exports), from macroeconomic model} \]

Total energy demand is then allocated among the various fuels by the following:

\[
ISFD_{Ship \_Fuel,Year} = ISFDT_{Year} \times ISFSHARE_{Ship \_Fuel,Year}
\]  \hspace{1cm} (251)

where,

\[ ISFD = \text{International freighter energy demand, by fuel} \]

\[ ISFSHARE = \text{International shipping fuel allocation factor} \]

Regional fuel consumption is then calculated as:

\[
TQISHIPR_{Ship \_Fuel, REG,Year} = ISFD_{Ship \_Fuel,Year} \times SEDSHR_{Ship \_Fuel, REG,Year}
\]  \hspace{1cm} (252)

where,

\[ TQISHIPR = \text{Total regional energy demand by international freighters} \]

\[ SEDSHR = \text{Regional shares of fuel demand, from SEDS}. \]
Miscellaneous Energy Demand Module

The Miscellaneous Energy Demand (MED) module addresses the projection of demand for several transportation fuels and sums total energy demand from all end-use categories. These categories include military operations, mass transit (passenger rail and buses), recreational boating, and lubricants used in all modes of transportation. Figure 17 presents the flowchart for the MED Module.

Military Demand Submodule

See Figure 18 for flowchart of Military Demand Submodule. Fuel demand for military operations is considered to be proportional to the projected military budget. The fractional change in the military budget is first calculated as follows:

\[
MILTARGR_{\text{Year}} = \frac{TMC_{\text{GFML,Year}}}{TMC_{\text{GFML,Year-1}}} \quad (253)
\]

where,

\[
\text{MILTARGR} = \text{The growth in the military budget from the previous year}
\]

\[
TMC_{\text{GFML}} = \text{Total defense budget in year, Year, from the macroeconomic model in NEMS}
\]

Total consumption of each of four fuel types is then determined by:

\[
MFD_{\text{Mil_Fuel,Year}} = MFD_{\text{Mil_Fuel,Year-1}} \times MILTARGR_{\text{Year}} \quad (254)
\]

where,

\[
MFD = \text{Total military consumption of the considered fuel in year, Year}
\]

\[
\text{Mil_Fuel} = \text{Index of military fuel type: 1=Distillate, 2=Jet Fuel(Naptha), 3=Residual, 4=Jet Fuel(Kerosene)}
\]

Consumption is finally distributed among the nine census regions by the following equation:

\[
Q\text{MILTR}_{\text{Mil_Fuel,REG,Year}} = MFD_{\text{Mil_Fuel,Year}} \times MILTRSHR_{\text{Mil_Fuel,REG}} \quad (255)
\]

where,

\[
Q\text{MILTR} = \text{Regional fuel consumption, by fuel type, in Btu}
\]

\[
\text{MILTRSHR} = \text{Regional consumption shares, from 1991 data, held constant}
\]
Figure 17. Miscellaneous Energy Demand Module

Start with Begin Misc. Energy Demand Module

Macro Inputs (Historical):
- Defense budget in run year and previous year

Other Inputs:
- Regional military fuel consumption in previous year
- Regional consumption shares (exogenous)

Calculate total regional fuel consumption by military sector

Inputs from Other Modules:
- LDV vehicle miles traveled
- Fuel economy by vehicle type (Freight Module)
- Regional population (Macro)

Calculate total regional fuel consumption by mass transit rail, commuter rail, and intercity rail

Other Inputs:
- Transit, Commuter and Intercity rail passenger miles
- Transit, Commuter and Intercity rail efficiencies

Calculate total regional fuel consumption by mass transit

Exogenous Inputs:
- Average passenger per LDV
- Base year BTU per vehicle mile
- Coeff. mass transit to LDV travel

Macro Inputs:
- Total disposable personal income
- Regional population forecasts

Calculate total regional fuel consumption by recreational boating sector

Exogenous Inputs:
- Coefficient relating income to fuel demand for recreational boating sector

Inputs from Other Modules:
- LDV vehicle miles traveled
- Freight truck VMT
- Fleet vehicle VMT

Calculate total regional demand for lubricants

Exogenous Inputs:
- Coefficient relating highway travel to lubricant demand
- Regional shares of gasoline and diesel consumption

To Report Writer:
Regional fuel consumption for military, mass transit, recreational boating, and regional lubricant demand

To Emissions Module:
Regional fuel consumption for military, mass transit, and recreational boating

Note: the emissions module is currently inactive
Figure 18. Military Demand Submodule

Begin Misc. Energy Demand Module

- **Inputs:**
  - Total defense budget in run year and previous year from Macro Model

  Calculate fractional change in military budget

  - **Inputs:**
    - Total consumption for fuels by military sector in year prior to run year

  Calculate total military energy consumption by fuel in run year

  - **Inputs:**
    - Regional consumption shares for military sector

  Distribute military consumption among nine census regions

  Go to Mass Transit Model
Mass Transit Demand Submodule

See Figure 19 for flowchart of Mass Transit Demand Submodule. The growth of passenger-miles in each mode of mass transit is assumed to be proportional to the growth of passenger-miles in light duty vehicles. This is determined from the output of the VMT submodule and the load factor for LDV’s, held constant at 1989 levels. Changes have been made to the Mass Transit Model to reflect passenger travel and energy demand by Census Division in the regional transit rail, regional commuter rail, and the regional intercity rail models. For each of these rail transit modes, the passenger miles traveled, historic efficiencies, travel demand log of income are read in. The sum of the three rail modes is captured by the following equation:

\[ QMTRR_{\text{fuel,region,Year}} = TRED_{\text{region,Year}} + CREDE_{\text{region,Year}} + IREDER_{\text{region,Year}} \]  \hspace{1cm} (256)

where,

- \( QMTRR \) = Passenger rail energy demand by fuel by region
- \( TRED \) = Transit Rail Energy Demand by census division
- \( CREDE \) = Commuter Rail Energy Demand by census division
- \( IREDER \) = Intercity Rail Energy Demand by census division

The following equations describe the bus segment of the model:

\[ TMOD_{IM,Year} = TMOD_{IM,Year-1} \times \left[ \frac{VMTEE_{Year}}{VMTEE_{Year-1}} \right]^{BETAMS} \]  \hspace{1cm} (257)

where,

- \( TMOD \) = Passenger-miles traveled, by mode
- \( VMTEE \) = LDV vehicle-miles traveled, from the VMT submodule
- \( BETAMS \) = Coefficient of proportionality, relating mass transit to LDV travel
- \( IM \) = Index of transportation mode: 1 = Transit bus, 2 = Intercity Bus, 3 = School bus
Figure 19. Mass Transit Demand Submodule

1. **Begin Mass Transit Model**
2. **Calculate total regional fuel consumption by mass transit rail, commuter rail, and intercity rail**
   - **Other Inputs:** Transit, Commuter and Intercity rail passenger miles, Transit, Commuter and Intercity rail efficiencies
3. **Calculate passenger-miles traveled for LDVs**
   - **Inputs from Other Modules:**
     - LDV vehicle miles traveled from LDV Module
     - Average number of passengers per LDV
4. **Calculate passenger-miles traveled for seven mass transit modes**
5. **Calculate mass transit fuel efficiencies, by mode in BTU per vehicle-mile**
6. **Calculate total regional fuel consumption by mass transit vehicle**
7. **Go to Recreational Boating Module**

**Inputs:**
- Coefficient relating mass transit to LDV travel
- Base year mass transit BTU per vehicle mile
- Fuel efficiency by vehicle type from Freight Module
- Regional population forecasts from Macro Module

**Outputs:**
- Mass transit demand submodule results
Fuel efficiencies, in Btu per vehicle-mile, are obtained from the Freight Module for buses and rail; and mass transit efficiencies, in Btu per passenger-mile, are calculated as:

\[ TMEFF_{IM, Year} = TMEFF_{IM, Year-1} \times \frac{FTMPG_{IM, Year-1}}{FTMPG_{IM, Year}} \]  \hspace{1cm} (258)

where,

\[ TMEFF = \text{Btu per passenger-mile, by mass transit mode} \]

\[ FTMPG = \text{Freight mpg, by vehicle type, from the Freight Module} \]

Total fuel consumption is calculated and distributed among regions according to their populations based on the following:

\[ QMODR_{IM, REG, Year} = TMOD_{IM, Year} \times TMEFF_{IM, Year} \times \frac{MC_{NP} \_ REG, Year}{\sum_{REG=1}^{9} MC_{NP} \_ REG, Year} \]  \hspace{1cm} (259)

where,

\[ QMODR = \text{Regional consumption of fuel, by mode} \]

\[ MC_{NP} = \text{Regional population projections, from the macroeconomic model} \]

**Recreational Boating Demand Submodule**

See Figure 20 for flowchart of Recreational Boating Demand Submodule. The growth in fuel use by recreational boats is related to the growth in disposable personal income. Initially the recreational boating fuel consumption per capita is estimated for all years and is used subsequently to determine the national and regional fuel consumption for this activity. The following equations describe the model used:

\[ RBEDPC_{Fuel, Year} = X1_{Fuel} + X2_{Fuel} \times \text{LOG}(INCOME00_{Year}) + X3_{Fuel} \times PRICE04_{Fuel} \]  \hspace{1cm} (260)

where,

\[ RBEDPC = \text{Recreational fuel consumption per capita in year, Year, Fuel (where 1= Gasoline and 2 = Diesel)} \]

\[ X1 = \text{Energy demand constant term for the above fuel types} \]

\[ X2 = \text{Energy demand log of income for the above fuel types} \]

\[ X3 = \text{Energy demand fuel cost in 2004 dollars for the above fuel types} \]
Figure 20. Recreational Boating Demand Submodule

Inputs:
- Total disposable personal income from Macro Module
- Coefficient relating income to fuel demand for boats

Calculate total diesel and gasoline consumption by recreational boats

Inputs:
Regional population forecasts from Macro Module

Calculate total regional diesel and gasoline consumption by recreational boats

Go to Lubricant Demand Module
INCOME00 = Per capita income in 2000 dollars

PRICE04 = Fuel price in 2004 dollars for the above fuel types

This value is then used to estimate the national recreational fuel consumption for each year with the following equation:

\[ RECFD_{Fuel,Year} = RBEDPC_{Fuel,Year-1} \times \sum_{REG=1}^{9} MC_{NP,REG,Year} \]  \hspace{1cm} (261)

where,

RECFD = National recreational fuel consumption in year, Year, Fuel (where 1=Gasoline and 2 = Diesel)

Following this the regional consumption is calculated according to population, as with mass transit. It is defined by:

\[ QRECR_{Fuel,REG,Year} = RECFD_{Fuel,Year} \times \frac{MC_{NP,REG,Year}}{\sum_{REG=1}^{9} MC_{NP,REG,Year}} \]  \hspace{1cm} (262)

where,

QRECR = Regional fuel consumption by recreational boats in year, Year, Fuel where 1=Gasoline and 2 = Diesel

**Lubricant Demand Submodule**

See Figure 21 for flowchart of Lubricant Demand Submodule. The growth in demand for lubricants is considered to be proportional to the growth in highway travel by all types of vehicles. Total highway travel is first determined as:

\[ HYWAY_{Year} = VMTEE_{Year} + FTVMT_{Year} + FLTVMT_{Year} \]  \hspace{1cm} (263)

where,

HYWAY = Total highway VMT

FTVMT=Total freight truck VMT, from the Freight Module

FLTVMT = Total fleet vehicle VMT, from the Fleet Submodule
Figure 21. Lubricant Demand Submodule

Inputs:
- Total LDV VMT from LDV Module
- Total freight truck VMT from Freight Module
- Total fleet VMT from Fleet Module

Calculate total highway VMT

Calculate total demand for lubricants

Allocate demand among the nine Census regions

End of Misc. Energy Demand Module
Lubricant demand is then estimated based on the following:

\[ LUBFD_{Year} = LUBFD_{Year-1} \left( \frac{HYWAY_{Year}}{HYWAY_{Year-1}} \right)^{BETALUB} \]  \hspace{1cm} (264)

where,

\( LUBFD \) = Total demand for lubricants in year, Year

\( BETALUB \) = Constant of proportionality, relating highway travel to lubricant demand

The lubricant demand is allocated to regions by a regional weighting of all types of highway travel as shown in the following:

\[ QLUBR_{REG,Year} = LUBFD_{Year} \left( \frac{VMTEE_{Year} + FLTVMY_{Year}}{HYWAY_{Year}} \cdot SHRMG_{REG,Year} + FTVMT_{Year} \cdot SHRDS_{Year} \right) \]  \hspace{1cm} (265)

where,

\( QLUBR \) = Regional demand for lubricants in year, Year, in Btu

\( SHRMG \) = Regional share of motor gasoline consumption, from SEDS

\( SHRDS \) = Regional share of diesel consumption, from SEDS
Appendix A. Model Abstract

Model Name
Transportation Sector Module

Model Acronym
TRAN

Description
The Transportation Sector Module is part of the NEMS and incorporates an integrated modular design that is based upon economic, engineering, and demographic relationships that model transportation sector energy consumption at the nine Census Division level of detail. It comprises the following modules: Light Duty Vehicles, (including Light Duty Fleet Vehicles, Light Duty Stock, and Commercial Light Trucks), Air Travel, Freight Transport (truck, rail, and marine), and Miscellaneous Energy (military, mass transit, and recreational boats). The model provides sales estimates of 2 conventional and 14 alternative-fuel light duty vehicles, and consumption estimates of 12 fuel types.

Purpose of the Model
As a component of the National Energy Modeling System, the transportation model generates projections (through 2030) of transportation sector energy consumption. The transportation model facilitates policy analysis of energy markets, technological development, environmental issues, and regulatory development as they impact transportation sector energy consumption.

Most Recent Model Update
October, 2006

Model Interfaces
Receives inputs from the Electricity Market Model, Petroleum Market Model, Natural Gas Transmission and Distribution Model, and the Macroeconomic Activity Model

Documentation

Energy System Described
Domestic transportation sector energy consumption.

Coverage
- Geographic: Nine Census Divisions: New England, Mid Atlantic, East North Central, West North Central, South Atlantic, East South Central, West South Central, Mountain, and Pacific.
- Time Unit/Frequency: Annual, 1995 through 2030.
- Products: Motor gasoline, aviation gasoline, diesel/distillate, residual oil, electricity, jet fuel, LPG, CNG, methanol, ethanol, hydrogen, lubricants, pipeline fuel, and natural gas.
- Economic Sectors: Projections are produced for personal and commercial travel, freight trucks, railroads, domestic and international marine, aviation, mass transit, and military use.

**Independent Expert Reviews Conducted**


Report of Findings, NEMS Freight Transport Model Review, April 4, 2001, by Mike Lawrence, Laurence O’Rourke, Jack Faucett Associates


**Status of Evaluation Efforts by Sponsor:**

None.

**DOE Input Sources:**

- Macroeconomic Model Inputs: New vehicle sales, economic and demographic indicators, and defense spending.

**Non-DOE Input Sources:**

- National Energy Accounts
- U.S. Department of Transportation, Federal Aviation Administration: Airport Capacity Benchmark Report, 2004
- U.S. Department of Transportation, Bureau of Transportation Statistics: Air Carrier Summary Data, 2007
- Federal Highway Administration, Highway Statistics, FHWA-PL-01-1011, 2006
- Oak Ridge National Laboratory, Transportation Energy Data Book Ed. 27, ORNL-6973, 2008
- Oak Ridge National Laboratory, Stacy C. Davis and Lorena F. Truett, Fleet Characteristics and Data Issues, January 2003
- State of California, California Air Resources Board, California LEV Regulations with amendments effective August 14, 2004
## Appendix B. Acronyms

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<td>GDP</td>
<td>Gross Domestic Product</td>
</tr>
<tr>
<td>GVWR</td>
<td>Gross Vehicle Weight Rating</td>
</tr>
<tr>
<td>ICE</td>
<td>Internal Combustion Engine</td>
</tr>
<tr>
<td>RPMI</td>
<td>International Revenue Passenger Miles</td>
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<tr>
<td>LDV</td>
<td>Light-Duty Vehicle</td>
</tr>
<tr>
<td>LPG</td>
<td>Liquefied Petroleum Gas</td>
</tr>
<tr>
<td>LEV</td>
<td>Low Emission Vehicle</td>
</tr>
<tr>
<td>MTCS</td>
<td>Manufacturers Technology Choice Submodule</td>
</tr>
<tr>
<td>MPG</td>
<td>Miles Per Gallon</td>
</tr>
<tr>
<td>MEDM</td>
<td>Miscellaneous Energy Demand Module</td>
</tr>
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<td>NEMS</td>
<td>National Energy Modeling System</td>
</tr>
<tr>
<td>Ni-MH</td>
<td>Nickel Metal Hydride</td>
</tr>
<tr>
<td>RPM</td>
<td>Revenue Passenger Miles</td>
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<tr>
<td>RTM</td>
<td>Revenue Ton-Miles</td>
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<tr>
<td>SMD</td>
<td>Seat Miles Demanded</td>
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<tr>
<td>TMT</td>
<td>Ton Miles Traveled</td>
</tr>
<tr>
<td>ULEV</td>
<td>Ultra Low Emission Vehicle</td>
</tr>
<tr>
<td>VIUS</td>
<td>Vehicle and Inventory Use Survey</td>
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<tr>
<td>VMT</td>
<td>Vehicle-Miles Traveled</td>
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<tr>
<td>VMITS</td>
<td>Vehicle Miles Traveled Submodule</td>
</tr>
<tr>
<td>ZEV</td>
<td>Zero Emission Vehicle</td>
</tr>
</tbody>
</table>
Appendix C. Details of Subroutines used in the Model

A flowchart of the calls made by the Transportation Demand Model (TRAN) is provided Figure 22. The figure shows the first level subroutines on the left side and the subsequent calls made by the first level subroutine in the second, third, and fourth levels. A description of each of these subroutines, in the order presented in Figure 22, is also provided in this section. TRAN is a subroutine that is called by the NEMS main module several times. To optimize the convergence time for the solution some of the subroutines that provide data for TRAN module are only called once. These include subroutines such as READNHTSA and READHIST.
Figure 22. Flowchart of Calls made by TRAN Subroutine
SUBROUTINE: TRAN

Description: The NEMS transportation model encompasses a series of semi-independent models that address different aspects of the transportation sector. Projections are generated through separate consideration of energy consumption within the various modes of transport, including: private and fleet light-duty vehicles; aircraft; marine, rail, and truck freight; and various modes with minor overall impacts, such as mass transit and recreational boating. The model also provides projections of selected intermediate values that are generated in order to determine energy consumption. These elements include estimates of passenger travel demand by light vehicle, air, or mass transit; estimates of the efficiency with which that demand is met; projections of vehicle stocks and the penetration of new technologies; and estimates of the demand for freight transport that are linked to projections of industrial output. The NEMS transportation model consists of four modules developed to represent a variety of travel modes that are very different in design and utilization, save for their intended purpose of conveying passengers and/or freight. The four modules include: Light-Duty Vehicle, Air Travel, Freight Transport (Heavy Truck, Rail, and Marine), and Miscellaneous Energy Use.

Called by: NEMS Main Module; Emissions Module

Calls: TRANLBLS; READWK1; TMAC; NEWLDV; TMPGNEW; TFLTVMTS; TSMOD; TMPGSTK; TCURB; TFLTMPGS; TFLTCONS; TRANFRT; TVMT; TMPGAG; TCOMMCL_TRK; TRAIL; TSHIP; TAIRT; TAIREFF; TMISC; TCONS; TINTEG; TBENCHMARK; TEMISS; TREPORT; TOUTPUT

Equations: 1-275

SUBROUTINE: READWK1

Description: Reads the spreadsheet input file TRNINPUT.WK1.

Called by: TRAN

Calls: None

Equations: None

SUBROUTINE: TMAC

Description: Reassigns MACRO data to TRAN model local variables.

Called by: TRAN

Calls: None

Equations: None
SUBROUTINE: NEWLDV
Description: Segments new light vehicle sales by cars, light trucks less than 8,500 pounds GVWR, and light trucks between 8,500 pounds GVWR and less than 10,000 pounds GVWR.
Called by: TRAN
Calls: None
Equations: None

SUBROUTINE: TMPGNEW
Description: Starts the fuel economy model, AFV model, and loads data inputs. After completion, the average price of vehicles is computed.
Called by: TRAN
Calls: READNHTSA; READHIST; AFVADJ; FEMCALC; TREG; TLDV; CAFECALC; CAFETEST
Equations: 1-185

SUBROUTINE: READNHTSA
Description: Reads the NHTSA calibration data file.
Called by: TMPGNEW
Calls: None
Equations: None

SUBROUTINE: READHIST
Description: Reads data for 1990 through the year prior to the MTCS base year from the historical data file. These data are required to support output beginning in 1990. This subroutine assigns historic attribute data to report writer variables, historic technology penetration data to report writer variables, and historic ATV offsets to report writer variables. AFVADJ is called to calibrate current year ATV attributes using current year gasoline data.
Called by: TMPGNEW
Calls: AFVADJ
Equations: None
SUBROUTINE: AFVADJ

Description: Establishes alternate fuel vehicle (AFV) characteristics relative to conventional gasoline. This is an initialization subroutine and calculates the price, weight, fuel economy and horsepower for the AFVs for all historic years through the base year in the MTCS. Most of these are set relative to the gasoline vehicle values. All of the incremental adjustments used for alternative fuels have been exogenously determined and are included in the data input file, trninput.wk1. Sixteen vehicle and fuel types are represented and include conventional gasoline, turbo direct-injection diesel, flex-fuel methanol, flex-fuel ethanol, dedicated ethanol, dedicated CNG, dedicated LPG, CNG bi-fuel, LPG bi-fuel, dedicated electric, diesel/electric hybrid, plug-in gasoline/electric hybrid, gasoline/electric hybrid, methanol fuel cell, hydrogen fuel cell, and gasoline fuel cell.

Called by: TMPGNEW; READHIST

Calls: EVCALC; FCCALC

Equations: 1-13

SUBROUTINE: FEMCALC

Description: The cost effective market shares of technologies for each vehicle class are determined in this subroutine. The resulting fuel economy, weight, horsepower, and price are calculated. The subroutine then calculates possible market share in the absence of any engineering notes and the basic incremental technology cost by incorporating learning/volume production cost effects. It also determines number of years into production for scientific and design learning and the probabilistic cost change due to scientific learning. The subroutine tracks cumulative penetration as surrogate for cumulative production. It calculates manufacturing cost adjustments and volume production cost adjustments. The mandatory and supersedes engineering notes are then applied to calculate annual horsepower adjustment due to technology introduction alone. Electric hybrid vehicles have an additional price adjustment to account for battery cost. The adjustment is based on the adjusted cost for a midsize gasoline car and is scaled in accordance with the ratio of the weight of the gasoline version of the current vehicle to the weight of a midsize gasoline car. Additional learning curve adjustments are based on the learning curves of Ni-MH, PHEV’s, and Li-Ion batteries. Consumer performance demand is adjusted downward as HP/Weight ratio increases so that performance gains cannot continue indefinitely. The subroutine calculates the horsepower demand required to maintain a minimum HP/Weight ratio and adjusts fuel economy up or down in accordance with the sum of consumer driven horsepower adjustment and any horsepower giveback.

Called by: TMPGNEW

Calls: NOTE_SUPER; EVCALC; FCCALC; FEMRANGE; CALIBNHTSA;
Equations: 1-185

**SUBROUTINE: NOTE_SUPER**

Description: This subroutine ensures that related technologies do not exceed a specific cumulative penetration. Although individual technology penetrations are controlled via the basic allowable maximum penetrations, the combined penetrations of two or more technologies are controlled here. Accordingly, this subroutine will never add market penetration, but can subtract excess penetration initially allocated to a superseded technology. The maximum allowable market penetration for a related technology chain is taken as the greater of the maximum penetrations for each component technology and can thus be adjusted externally through the maximum market penetration matrix in the TRNINPUT.WK1 file. Even though the maximum penetration for the chain may exceed that of an individual technology, no problems arise since the penetration of that individual technology is constrained by its specific maximum in the individual technology market penetration algorithms. This subroutine starts the fuel economy model, AFV model, and loads data inputs. After completion, the average price of vehicles is computed.

Called by: TRAN

Calls: None

Equations: None

**SUBROUTINE: EVCALC**

Description: Calculates battery costs and related quantities for electric vehicles. Applies learning curves to battery prices and aggregates battery price based on Lead acid, Ni-MH, and Li-Ion market share and adds to vehicle price. The subroutine also calculates vehicle weight as a function of battery weight and market share, and vehicle fuel economy as a function of vehicle weight.

Called by: FEMCALC

Calls: None

Equations: 1-13

**SUBROUTINE: FCCALC**

Description: Calculates several parameters that include: base fuel cell cost, and input fuel cell costs in $/kW, base cost of an onboard battery to start the vehicle, and retail price of the fuel cell and battery at 1.75 times cost plus $1,500 amortization cost. The vehicle price is then adjusted to include price of the fuel cell and battery. The routine also estimates fuel cell vehicle fuel economy using estimates of gallons per mile per 1000 pounds of vehicle weight.

Called by: FEMCALC
Calls: None
Equations: 1-13

**SUBROUTINE: CALIBNHTSA**

Description: Called to calibrate factors that are based on historical NHTSA data through the last available data year. All ATV calibration factors are set to equal corresponding gasoline vehicle calibration factors to preserve the differential relationships between gasoline vehicles and ATVs.

Called by: FEMCALC

Calls: None
Equations: None

**SUBROUTINE: FEMRANGE**

Description: Vehicle range estimates are calculated in this subroutine.

Called by: FEMCALC

Calls: None
Equations: 1-185

**SUBROUTINE: CGSHARE**

Description: This subroutine calculates light duty vehicle size class shares, average horsepower, and weight for cars and light trucks.

Called by: FEMCALC

Calls: None
Equations: 1-185

**SUBROUTINE: TREG**

Description: This subroutine estimates the regional values for fuel demand, fuel cost, VMT demand, VMT shares, and sales of non-fleet vehicles. It calculates regional shares of fuel, regional income, regional driving demand, regional VMT shares, and regional sales of non-fleet cars and light trucks.

Called by: TMPGNEW
SUBROUTINE: TLDV

Description: This subroutine initiates the vehicle choice routine

Called by: TMPGNEW

Calls: TATTRIB; TALT2; TALT2X; TFLTSTKS; TLEGIS

Equations: 1-185

SUBROUTINE: TATTRIB

Description: This subroutine adjusts the LDV attributes such as MPG, price, range, and horsepower so they can be used throughout the model. The LDV attributes for gasoline are calculated in the subroutine CGSHARE. The subroutine determines vehicle price of ATVs to reflect differing price structures depending on whether they are in low or high volume production. As production moves from low to high volume, prices will decline. It estimates the ATV production volume price point using BASE year price differentials, constrained at both ends by high and low production volume prices (i.e., price can never drop below high production volume price or rise above low volume production price). It then combines domestic & import ATV attributes. The routine assumes the same domestic versus import sales shares as gasoline to provide for an equitable comparison of attributes across vehicle types. It takes into account the EPACT Tax incentives which began in 1994, hybrid vehicle income tax deduction, and the 2005 EPACT Tax Incentives. It bypasses the EPACT routine when PSPR equals zero to ensure that "non-allowable" vehicle classes do not end up with negative prices. All non-zero prices should be larger than the maximum credit, so an abort switch is also included that is activated in any other instances where the vehicle price goes negative.

Called by: TLDV

Calls: FLEXSHR

Equations: 1-185

SUBROUTINE: FLEXSHR

Description: Subroutine FLEXSHR calculates the VMT shares for flex-fuel and bi-fuel vehicles. After parameters for minimum alternative fuel use in flex-fuel and bi fuel vehicles are set, it calculates an arithmetic average methanol price. It then calculates regional price ratio for minimum alternative fuel use which is used to fill alternative fuel station availability array. The subroutine uses an alternative fuel choice logit model based on fuel price and fuel availability. It
can also set an aggressive E-85 penetration with no consideration regarding fuel availability. It then calculates the national average alternative fuel use percentage for flex and bi fuel vehicles. Weighted MPG and VMT shares for PHEV’s are then calculated. Since the MPG for the gasoline engine and the electric motor are very different VMT shares are weighted with the MPGs.

Called by: TATTRIB
Calls: None
Equations: 1-185

**SUBROUTINE: TALT2**

Description: This subroutine calculates regional fuel availability for highway fuels that include gasoline, diesel, ethanol, methanol, CNG, LPG, electricity, and hydrogen. Estimates the vehicle stocks used to calculate the number of refueling stations by weighting flex-fuel and bi-fuel at 25%. Calculates the total number of refueling stations needed based on an historic ratio of vehicle stock per refueling station. Regionalizes the predicted stations by regional vehicle sales and estimates fuel availability.

Called by: TLDV
Calls: None
Equations: 1-185

**SUBROUTINE: TALT2X**

Description: This subroutine calculates Level 1 and Level 2 light vehicle market penetration estimates in the AFV model. Increases flex fuel make/model availability when E-85 is price competitive. Fuel availability and range are calculated in call statements.

Called by: TLDV
Calls: TALT313; TALT314; TALT315; TALT316
Equations: 1-185

**SUBROUTINE: TALT313**

Description: This subroutine calculates fuel cost, vehicle range, and fuel availability for methanol flex vehicles

Called by: TALT2X
Calls: None
SUBROUTINE: TALT314

Description: This subroutine calculates fuel cost, vehicle range, and fuel availability for ethanol flex vehicles.

Called by: TALT2X
Calls: None
Equations: 1-185

SUBROUTINE: TALT315

Description: This subroutine calculates fuel cost, vehicle range, and fuel availability for CNG bi-fuel vehicles.

Called by: TALT2X
Calls: None
Equations: 1-185

SUBROUTINE: TALT316

Description: This subroutine calculates fuel cost, vehicle range, and fuel availability for LPG bi-fuel vehicles.

Called by: TALT2X
Calls: None
Equations: 1-185

SUBROUTINE: TFLTSTKS

Description: This subroutine calculates sales and stocks of fleet vehicles used in business, government, and utility. It calculates the fleet acquisitions for cars and light trucks. It combines Federal and State EPACT regulations (EPACTREG) into one government mandate for both by averaging based on stocks from each. It calculates fleet stock by fleet type, technology, and vintage and assigns fleet vehicles of retirement vintage to another variable, prior to removal from the fleet. It uses: 1) business = 5 years 2) government = 6 years, and 3) utilities = 7 years. The total surviving vehicles, by vehicle, fleet type, and engine technology are calculated.

Called by: TLDV
Calls: None
Energy Information Administration / NEMS Model Documentation 2008: Transportation Sector Module

Equations: 1-185

SUBROUTINE: TLEGIS

Description: This subroutine adjusts vehicle sales and market shares to reflect legislative mandates on sales of ZEVs and ULEVs. The vehicle group-average technology penetration rate (%) and cost are calculated and summed across domestic and imports to produce market penetration rate (%) and average cost tables, but only for gasoline vehicles. It then calculates regional vehicle sales, by technology, within 6 market classes. The subroutine then calculates mandated sales of ZEVs by participating states including Massachusetts, Maine, Vermont, Connecticut, Rhode Island, New York, New Jersey, California, and Washington. It then calculates ZEV legislative alternative sales by region. Additional ATV shares based on maximum allowable ZEV hybrid credits are also calculated including hybrid vehicles, fuel cell gasoline, and fuel cell methanol vehicles. After estimating the total adjusted vehicle sales calculations are made for new absolute market shares for each vehicle technology.

Called by: TLDV

Calls: None

Equations: 1-185

SUBROUTINE: CAFECALC

Description: This subroutine combines fuel economies from all vehicles and checks if the combined car and light truck MPG is greater than the CAFE standard.

Called by: TMPGNEW

Calls: None

Equations: 1-185

SUBROUTINE: CAFETEST

Description: This subroutine ensures that CAFE standards are met by increasing the sales of hybrid (gasoline and diesel) and diesel cars and light trucks if the CAFEMEET switch is set.

Called by: TMPGNEW

Calls: None

Equations: 1-185

SUBROUTINE: TFLTVMNTS
Description: This subroutine calculates VMT for fleets.

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TSMOD

Description: This subroutine calculates light vehicle stocks by technology type. Total new vehicle sales by technology and fraction of a given vintage vehicles that survive are calculated. The routine adds retired fleet vehicles to the appropriate vintage of the non-fleet population and calculates total stocks of cars and light trucks. Vehicle stock by fuel type and LDV shares of each technology are also calculated.

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TMPGSTK

Description: This subroutine calculates light vehicle stock MPG by technology and also calculates new car and light truck sales for 6 market classes. It computes the average MPG of the 14 AFVs technologies, average new car and light truck MPG, and stock MPG for cars and light trucks. It also calculates total miles driven by each type of vehicle (cars and light trucks) by vintage, household vehicle stock MPG for cars and light trucks, average MPG of light duty vehicles, average vehicle MPG by technology, and average car and light truck MPG by technology.

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TCURB

Description: This subroutine calculates the stock average weight (by vintage) of cars and light trucks.

Called by: TRAN

Calls: None

Equations: 1-185
**SUBROUTINE: TFLTMPGS**

Description: This subroutine calculates MPG for new cars and light trucks as well as fleet stock. It adjusts the vintage array of fleet stock efficiencies to account for new additions. The routine then calculates overall fleet average MPG by fuel technology.

Called by: TRAN

Calls: None

Equations: 1-185

**SUBROUTINE: TFLTCONS**

Description: This subroutine calculates fuel consumption of fleet vehicles by regions.

Called by: TRAN

Calls: None

Equations: 1-185

**SUBROUTINE: TRANFRT**

Description: This subroutine calculates fuel consumption for freight trucks, classes 3-8. The subroutine applies scrappage rates to truck populations, excluding new trucks. It then calculates stock transfers from fleet to non fleet ownership and processes new trucks sales from the macroeconomic model and distributes new truck sales into market classes and ownership classes. It then estimates fuel shares of new truck sales under technology penetration assumptions. Aggregate VMT and per truck VMT are estimated and used to calculate fuel demand by sector and vintage.

Called by: TRAN

Calls: TFRTRPT; INIT; CFFUELS; CFFSHR;WR_FSHFLT; TRUCK_VMT; TRUCK_FUEL

Equations: 219-273

**SUBROUTINE: TFRTRPT**

Description: Report writing subroutine that supports the freight model.

Called by: TRANFRT

Calls: None

Equations: None
**SUBROUTINE: INIT**

Description: The subroutine initializes variables in TRANFRT and assigns variables for each run. Copies inputs for prices and macroeconomic output from NEMS global data call for each year. Summarizes Economic Output into 12 Sectors
1) chemicals, rubber and plastic 2) primary metals 3) processed food 4) paper products 5) petroleum products 6) stone, clay, glass, and concrete 7) metal durables 8) other manufacturing 9) agriculture 10) mining 11) utility 12) government.

Called by: TRANFRT

Calls: CFREAD; CFTRIG

Equations: 219-273

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**SUBROUTINE: CFREAD**

Description: Reads input for the freight model from spreadsheet input file afstock.wk1 including variables such as fleet stocks by fuel and vintage, non-fleet VMT per truck by fuel and vintage, new truck sales, Class 4-6 shares of Class 4-8 trucks etc.

Called by: INIT

Calls: None

Equations: 219-273

---

**SUBROUTINE: CFTRIG**

Description: Determines the trigger price at which each technology is considered viable. For all emission technologies, the trigger price is set negative so it will penetrate.

Called by: INIT

Calls: None

Equations: 219-273

---

**SUBROUTINE: CFFUELS**

Description: Implements fuel-saving technologies that include various technologies that are adopted when commercially available and are cost effective. The subroutine sets a market penetration price sensitivity factor and applies penetration criteria such as: 1) technology availability, 2) technology applicability to the fuel/market class, and 3) economical trigger price or required by regulation. It subtracts the effects of technologies being superseded by more advanced
technologies. It calculates combined market share of the chosen technology and more advanced technologies that are competing with it. It then reduces market share of next less advanced technology due to penetration of competing higher technologies. In other words, the market share of a less advanced technology is assumed to apply to that part of the market not yet taken by the more advanced technologies. Determines combined MPG improvement of fuel-saving technologies by weighting each technology’s improvement by its market share. In the frozen technology scenario (assumes that regulated efficiency changes due to changes in emission standards) technology adoption is stopped after 2010.

Called by: TRANFRT
Calls: PEN
Equations: 219-273

**SUBROUTINE: PEN**

Description: Market penetration equation: s-shaped logistical equation to estimate market penetration over time. Outputs market penetration fraction

Called by: CFFUELS
Calls: None
Equations: 219-273

**SUBROUTINE: CFFSHR**

Description: Determine the share of each fuel for new truck sales. The results of this subroutine can be altered by 1) changing the trigger year, 2) changing the slope, or 3) altering the base year or end year share. Cost of diesel per mile relative to other fuels is considered to derive a logistic penetration curve parameter.

Called by: TRANFRT
Calls: None
Equations: 219-273

**SUBROUTINE: CFMKTCRV**

Description: Returns SLOPE and Mid-Point on Logistic penetration curve

Called by: CFFSHR
Calls: None
Equations: 219-273

**SUBROUTINE: WR_FSHFLT**

Description: Calculate fuel shares of the entire truck stock, excluding new trucks, for comparison with the fuel shares assigned in subroutine CFFSHR

Called by: TRANFRT
Calls: None
Equations: 219-273

**SUBROUTINE: TRUCK_VMT**

Description: Estimates aggregate VMT growth by economic sector by factoring VMT per truck such that the total VMT of the stock, including new trucks, matches the aggregate across sectors. Calculates aggregate VMT growth based on growth in real economic output by sector.

Called by: TRANFRT
Calls: FAC
Equations: 219-273

**SUBROUTINE: FAC**

Description: Calculates the Freight Adjustment Coefficient which represents the relationship between the value of industrial output and freight demand in terms of VMT.

Called by: TRUCK_VMT
Calls: None
Equations: 219-273

**SUBROUTINE: TRUCK_FUEL**

Description: Calculate fuel demand from VMT and MPG by market class, fuel and fleet/nonfleet. This subroutine is called by TRANFRT during history years. It determines fuel consumption in gallons gasoline equivalent and passes VMT to TRAN for benchmarking.

Called by: TRANFRT
Calls: None
SUBROUTINE: TVMT

Description: This subroutine calculates total personal light vehicle VMT. Calculates cost of driving per mile, unadjusted VMT per licensed driver, total VMT for light duty vehicles, VMT for personal travel, and VMT by technology

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TMPGAG

Description: This subroutine summarizes personal and fleet light vehicle sales and MPG by technology. It combines fleet and non-fleet cars and fleet and non-fleet light trucks and calculates total sales. Sales shares for each technology within cars and light trucks are calculated and summed. A harmonically averaged new car and light truck MPG is calculated separately. It also calculates fleet average stock car and light truck MPG, fleet average stock vehicle MPG, and fuel economy and sales separately for personal and fleet vehicles.

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TCOMML_TRK

Description: Calculates fuel consumption by Class 2b vehicles (8,500 to 10,000 lbs GVWR). Distributes historical stock values across vintages and updates stocks to reflect scrappage and new sales and calculate total Class 2b stocks, vehicle miles traveled, and growth in travel (which is estimated as the weighted average growth of industry sector output for 1) agriculture, 2) mining, 3) construction, 4) manufacturing, 5) utilities, and 6) personal travel). It then calculates aggregate sales weighted new commercial light truck MPG and VMT weighted commercial light truck stock average MPG.

Called by: TRAN

Calls: None

Equations: 1-185

SUBROUTINE: TRAIL
Description: Calculates energy consumption by rail by region and fractional change in fuel efficiency.

Called by: TRAN

Calls: None

Equations: 219-213

**SUBROUTINE: TSHIP**

Description: This subroutine calculates energy use for shipping. It calculates the international shipping fuel use split by the 2 fuel types: distillate and residual. It calculates ton-miles traveled for domestic shipping and the fractional change in fuel efficiency.

Called by: TRAN

Calls: None

Equations: 219-273

**SUBROUTINE: TAIRT**

Description: This subroutine calculates total seat miles demanded for domestic and international air travel as well as revenue ton miles for air freight. After initializing aircraft sales, active aircraft, and stock for narrow body, wide body, and regional jets, it calculates the yield (ticket price), load factors, revenue passenger miles for domestic and international by aircraft type. It also calculates dedicated revenue ton miles of air freight, available seat-miles demanded-domestic and international, demand for available seat-miles, and revenue ton miles.

Called by: TRAN

Calls: None

Equations: 186-218

**SUBROUTINE: TAIREFF**

Description: This subroutine calculates aircraft sales, stocks, new technology penetration, efficiency improvement, and energy use for air travel. It calculates total fuel efficiency improvements for aircraft for domestic & international combined. It calculates seat-miles demanded incorporating revenue ton-miles, jet fuel demand in gallons, aviation gas demand, and regionalizes commercial jet fuel and aviation gasoline.

Called by: TRAN
Calls: None
Equations: 186-273

**SUBROUTINE: TMISC**

Description: This subroutine calculates miscellaneous transportation energy use from the military, mass transit (buses and rail), recreational boating, and lubricant demand. It also calculates bus efficiency in BTU/Passenger Miles, bus energy demand by segment, and regionalizes commuter bus energy demand by regional population. It also calculates demand growth and regional recreational boat demand by population. It calculates regional lubricant demand by summing VMT shares for freight and light duty vehicles.

Called by: TRAN
Calls: None
Equations: 219-273

**SUBROUTINE: TCONS**

Description: This subroutine combines VMT and efficiencies by technology to estimate fuel consumption for light duty vehicles by fuel type. It calculates gasoline, methanol, ethanol, CNG, and LPG consumption as well as electric, liquid hydrogen and diesel consumption. It sums total consumption of all fuels.

Called by: TRAN
Calls: None
Equations: 1-185

**SUBROUTINE: TINTEG**

Description: This subroutine calculates total transportation energy consumption by fuel type for all modes.

Called by: TRAN
Calls: None
Equations: 1-185

**SUBROUTINE: TBENCHMARK**

Description: This subroutine is used for benchmarking transportation specific consumption variables. It benchmarks consumption by fuel type for various transport modes including light duty vehicles, commercial light trucks, freight trucks by fuel type and market class, domestic shipping, international shipping, rail, military,
and mass transit. It also is used to benchmark commercial fleet vehicle consumption by fuel type and VMT by technology for commercial fleet, commercial light trucks, and freight truck as well as TMT for rail and ship.

Called by: TRAN
Calls: None
Equations: 1-185

**SUBROUTINE: TEMISS**

Description: This subroutine calculates vehicle emissions by the three criteria pollutants: hydrocarbons, carbon-monoxide, and nitrous oxides. The routine sums up total VMT across market classes, reads emission factors in grams per mile and initializes emissions. It aggregates emissions by age (or vintage) for report writer by converting the weight of emissions in grams to million metric tons.

Called by: TRAN
Calls: TRANFRT
Equations: 1-273

**SUBROUTINE: TREPORT**

Description: This subroutine generates the parameters used in the report writer. It generates tables for total freight truck VMT and energy efficiency index. It calculates energy use by fuel type within light duty vehicles.

Called by: TRAN
Calls: None
Equations: None

**FUNCTION: FUNCMAX**

Description: This function returns the maximum possible market share given previous period values. It is intended to reflect institutional factors leading to production lags.

Called by: FEMCALC
Calls: None
Equations: 1-185

**FUNCTION: HARMONIC_MEAN**
Description: This function computes a harmonic mean, used for averaging fuel economy measured in miles per gallon. The calculation essentially takes the reciprocal of MPG, or efficiency and computes the quantity weighted average and then converts the result back to a miles-per-gallons by taking the reciprocal.

Called by: TRANFRT; TFRTRPT

Calls: None

Equations: 219-273
### Appendix D. Input/Output Variables in Transportation Model

<table>
<thead>
<tr>
<th>Variable Name</th>
<th>Variable Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation specific macro variables</strong></td>
<td></td>
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<tr>
<td>TMC_PGDP</td>
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<td>INC00$NPT</td>
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**LDV Stock Accounting Submodule**

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<td>VMTLD</td>
<td>VMT per licensed driver</td>
</tr>
<tr>
<td>LICDRIVER</td>
<td>Licensed drivers</td>
</tr>
<tr>
<td>LICRATE</td>
<td>Licensing rate of population 16+</td>
</tr>
<tr>
<td>VMTLTDV</td>
<td>Total LDV (&lt;8,500 lbs. GVWR) VMT</td>
</tr>
<tr>
<td>VMTEE</td>
<td>Total household LDV VMT</td>
</tr>
<tr>
<td>COSTMI</td>
<td>Fuel cost of driving 1 mile (2004 cents per gallon)</td>
</tr>
<tr>
<td>VMTECH</td>
<td>Total VMT by vehicle type (16)</td>
</tr>
</tbody>
</table>

**Commercial light truck Submodule**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLTVMTDIST</td>
<td>Distribution of VMT by Industry</td>
</tr>
<tr>
<td>CLTMPGV</td>
<td>Class 2b fuel economy by vintage</td>
</tr>
<tr>
<td>CLTVMTV</td>
<td>Class 2b vehicle travel by vintage</td>
</tr>
<tr>
<td>CLSTKIN</td>
<td>Initial CLT stock by year, 1990;2000</td>
</tr>
<tr>
<td>CLTSURV</td>
<td>Survival fraction from prior year by vintage</td>
</tr>
<tr>
<td>CLTVINTSHR</td>
<td>Base year (2000) stocks by vintage as shares</td>
</tr>
<tr>
<td>CLTSTK</td>
<td>CLT stocks by vintage, cur/lag year</td>
</tr>
<tr>
<td>CLTSIC</td>
<td>SIC output averaged across 6 categories</td>
</tr>
<tr>
<td>CLTVMT</td>
<td>VMT by vintage, cur/lag year</td>
</tr>
<tr>
<td>CLTBUTUT</td>
<td>Total CLT consumption by Btu</td>
</tr>
<tr>
<td>CLTGAL</td>
<td>CLT consumption in gals</td>
</tr>
<tr>
<td>CLTMPG</td>
<td>CLT stock mpg by vintage, cur/lag year</td>
</tr>
<tr>
<td>BCLTBTVU</td>
<td>Regional CLT fuel consumption Btu</td>
</tr>
<tr>
<td>CLTVMTT</td>
<td>Total CLT VMT</td>
</tr>
<tr>
<td>CLTVMTVA</td>
<td>VMT by vintage, cur/lag year</td>
</tr>
<tr>
<td>NEWCLS2B</td>
<td>New Class 2b vehicles</td>
</tr>
</tbody>
</table>

**AIR DEMAND MODULE**

**Air Energy Use**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>QJETR</td>
<td>Total jet fuel demand (quads)</td>
</tr>
<tr>
<td>JFBTU</td>
<td>Jet fuel demand (Btu)</td>
</tr>
<tr>
<td>AGDBTU</td>
<td>General aviation gasoline demand</td>
</tr>
</tbody>
</table>

**Aircraft Efficiency**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMPGD</td>
<td>2002 domestic aircraft efficiency. By type and vintage</td>
</tr>
<tr>
<td>SMPGI</td>
<td>2002 international aircraft efficiency. By type and vintage</td>
</tr>
<tr>
<td>Variable</td>
<td>Description</td>
</tr>
<tr>
<td>---------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NEW_SMPG</td>
<td>New aircraft efficiency by type</td>
</tr>
<tr>
<td>SMPG</td>
<td>Average efficiency by aircraft type and vintage</td>
</tr>
<tr>
<td>SMPG_AVG</td>
<td>Average efficiency by aircraft type</td>
</tr>
<tr>
<td>ASMPGT</td>
<td>Aircraft efficiency after technology ad (1 = new, 2 = Stock)</td>
</tr>
<tr>
<td>ASMAC</td>
<td>ASM per aircraft by type</td>
</tr>
<tr>
<td>TRIGYEAR</td>
<td>Year of technology introduction by aircraft type</td>
</tr>
<tr>
<td>TRIGPRICE</td>
<td>Jet fuel price in $/gal necessary for cost effectiveness</td>
</tr>
<tr>
<td>EFFIMP</td>
<td>Fractional improvement associated w/ a given technology</td>
</tr>
<tr>
<td>TIMECONST</td>
<td>Time constant</td>
</tr>
<tr>
<td>BASECONST</td>
<td>Base constant</td>
</tr>
<tr>
<td>RPMD</td>
<td>Domestic revenue passenger miles by aircraft type</td>
</tr>
<tr>
<td>RPMI</td>
<td>International revenue passenger miles by aircraft type</td>
</tr>
<tr>
<td>RPMMTD</td>
<td>Total domestic revenue passenger miles</td>
</tr>
<tr>
<td>RPMTI</td>
<td>Total international revenue passenger miles</td>
</tr>
<tr>
<td>RPMTOT</td>
<td>Total revenue passenger miles (domestic + international)</td>
</tr>
<tr>
<td>SRPMD</td>
<td>Domestic share-RPM</td>
</tr>
<tr>
<td>SRPMI</td>
<td>International share-RPM</td>
</tr>
<tr>
<td>DUMMYDY</td>
<td>DUMMY array - independent variable for domestic RPM</td>
</tr>
<tr>
<td>DUMMYIY</td>
<td>DUMMY array - independent variable for int RPM</td>
</tr>
<tr>
<td>RPM_MAXCAP</td>
<td>Infrastructure constraint</td>
</tr>
<tr>
<td>MC_COMMFLSP_REF</td>
<td>Common floor space, miscellaneous includes airports</td>
</tr>
<tr>
<td>LFDOM</td>
<td>Load factor for domestic travel by aircraft type</td>
</tr>
<tr>
<td>LFINTER</td>
<td>Load factor for international travel by ac type</td>
</tr>
<tr>
<td>LFDOMAVG</td>
<td>Average load factor for domestic travel</td>
</tr>
<tr>
<td>LFINTAVG</td>
<td>Average load factor for international travel</td>
</tr>
<tr>
<td>ASMD_DOM</td>
<td>Domestic ASM by aircraft type</td>
</tr>
<tr>
<td>ASMD_INT</td>
<td>International ASM by aircraft type</td>
</tr>
<tr>
<td>ASMDEMD</td>
<td>Total ASM by aircraft type</td>
</tr>
<tr>
<td>ASM_DOM</td>
<td>Total domestic available seat miles</td>
</tr>
<tr>
<td>ASM_INT</td>
<td>Total international available seat miles</td>
</tr>
<tr>
<td>SMDEMD</td>
<td>Total available seat miles</td>
</tr>
<tr>
<td>SMD_TOT</td>
<td>Total available seat miles + revenue ton miles</td>
</tr>
</tbody>
</table>

**Aircraft Technology Penetration**

**Revenue Passenger Miles (RPM)**

**Load Factors**

**Available Seat Miles (ASM)**
### Aircraft Sales

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCTAC_SALES</td>
<td>Aircraft sales growth factor (0.8)</td>
</tr>
<tr>
<td>SHR_NEW_STK</td>
<td>Share of new aircraft sales by type</td>
</tr>
</tbody>
</table>

### Aircraft Stocks

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>STKAC2002</td>
<td>2002 passenger aircraft stock by type and vintage</td>
</tr>
<tr>
<td>STKCAC2002</td>
<td>2002 cargo aircraft stock by type and vintage</td>
</tr>
<tr>
<td>STKAC_PARKED2002</td>
<td>2002 parked aircraft stock by type and vintage</td>
</tr>
<tr>
<td>STKCAC_PARKED2002</td>
<td>2002 parked cargo aircraft stock by type and vintage</td>
</tr>
<tr>
<td>STK_PASS</td>
<td>Passenger aircraft stock by aircraft type and vintage</td>
</tr>
<tr>
<td>STK_PASS_TOT</td>
<td>Passenger aircraft stock total by aircraft type</td>
</tr>
<tr>
<td>STKPASS_ACTIVE_TOT</td>
<td>Passenger aircraft total active stock by aircraft type</td>
</tr>
<tr>
<td>STKPASS_PARKED_TOT</td>
<td>Passenger aircraft total parked stock by aircraft type</td>
</tr>
<tr>
<td>STK_CARGO_TOT</td>
<td>Total aircraft cargo stock by aircraft type</td>
</tr>
<tr>
<td>STK_SUP</td>
<td>Aircraft stock (passenger + cargo) by aircraft type and vintage</td>
</tr>
<tr>
<td>STK_SUP_TOT</td>
<td>Aircraft stock (passenger + cargo) total by aircraft type</td>
</tr>
<tr>
<td>SURVAC</td>
<td>Aircraft survival curves by aircraft type</td>
</tr>
<tr>
<td>PCT_PARKED</td>
<td>Percent of aircraft parked by type vintage</td>
</tr>
</tbody>
</table>

### Air Freight

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTM</td>
<td>Total revenue ton miles</td>
</tr>
<tr>
<td>RTMD</td>
<td>Demand for revenue ton miles</td>
</tr>
<tr>
<td>SRTMD</td>
<td>Demand share - rtm</td>
</tr>
<tr>
<td>RTMAC</td>
<td>RTM per aircraft by type</td>
</tr>
<tr>
<td>RTM_FAC</td>
<td>Revenue ton miles growth factor</td>
</tr>
<tr>
<td>EQSM</td>
<td>Factor to convert rtm to equivalent seat miles</td>
</tr>
</tbody>
</table>

### Yield

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>YIELD</td>
<td>Revenue per passenger mile</td>
</tr>
<tr>
<td>LCPMD</td>
<td>Domestic yield lower bound</td>
</tr>
<tr>
<td>LCPMI</td>
<td>International yield lower bound</td>
</tr>
</tbody>
</table>

### Coefficients for air model

#### Domestic yield

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHAYD</td>
<td>Beta constant</td>
</tr>
<tr>
<td>RHODY</td>
<td>Rho coefficient</td>
</tr>
<tr>
<td>BETAFAUDELD</td>
<td>Beta fuel price</td>
</tr>
<tr>
<td>BETATIMED</td>
<td>Beta time</td>
</tr>
</tbody>
</table>

#### International yield

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHAYI</td>
<td>Beta constant</td>
</tr>
<tr>
<td>RHOYI</td>
<td>Rho coefficient</td>
</tr>
<tr>
<td>BETAFAUDELI</td>
<td>Beta fuel price</td>
</tr>
<tr>
<td>BETATIMEI</td>
<td>Beta time</td>
</tr>
</tbody>
</table>
### Domestic RPM demand

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHARD</td>
<td>Beta constant</td>
</tr>
<tr>
<td>RHORD</td>
<td>Rho coefficient</td>
</tr>
<tr>
<td>BETARPM</td>
<td>Beta RPM</td>
</tr>
<tr>
<td>BETAINC</td>
<td>Beta income</td>
</tr>
<tr>
<td>BETAYLD</td>
<td>Beta yield</td>
</tr>
<tr>
<td>BETADMY</td>
<td>Beta dummy</td>
</tr>
</tbody>
</table>

### International RPM demand

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHARI</td>
<td>Beta constant</td>
</tr>
<tr>
<td>RHORI</td>
<td>Rho coefficient</td>
</tr>
<tr>
<td>BETARPM</td>
<td>Beta RPM</td>
</tr>
<tr>
<td>BETAINC</td>
<td>Beta income</td>
</tr>
<tr>
<td>BETAYLD</td>
<td>Beta yield</td>
</tr>
<tr>
<td>BETADMY</td>
<td>Beta dummy</td>
</tr>
</tbody>
</table>

### New aircraft sales

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHASAL</td>
<td>Beta constant</td>
</tr>
<tr>
<td>BETARPM</td>
<td>Beta RPM</td>
</tr>
<tr>
<td>BETAGDP</td>
<td>Beta GDP</td>
</tr>
<tr>
<td>BETATIM</td>
<td>Beta time</td>
</tr>
</tbody>
</table>

### Revenue ton miles (rtm) demanded

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALPHARTM</td>
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</tr>
<tr>
<td>RHORTM</td>
<td>Rho coefficient</td>
</tr>
<tr>
<td>BETAPJR</td>
<td>Beta fuel price</td>
</tr>
<tr>
<td>BETAXIM</td>
<td>Beta export/import</td>
</tr>
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### FREIGHT TRANSPORT MODULE

**Rail Freight Model**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FACR</td>
<td>Rail freight adjustment factors</td>
</tr>
<tr>
<td>RTMTT88</td>
<td>Billion ton-miles traveled 1988</td>
</tr>
<tr>
<td>TSICGR</td>
<td>Industrial output growth</td>
</tr>
<tr>
<td>FERAIL</td>
<td>Freight rail efficiency (1000 Btu/ton-mile)</td>
</tr>
<tr>
<td>RTMTT</td>
<td>Travel (billion ton-miles)</td>
</tr>
<tr>
<td>TQRAILT</td>
<td>Total energy demand</td>
</tr>
<tr>
<td>TQRAIL</td>
<td>Energy demand by fuel type (1-diesel, 2-residual, 3-electric)</td>
</tr>
<tr>
<td>TQRAILR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BTQRAIL</td>
<td>Benchmarked energy demand</td>
</tr>
<tr>
<td>BRTMTT</td>
<td>Benchmarked travel demand</td>
</tr>
<tr>
<td>XRAILEFF</td>
<td>Percent change in freight rail efficiency</td>
</tr>
</tbody>
</table>

### Waterborne Freight Submodule

**Domestic Waterborne**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>FACS</td>
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</tr>
<tr>
<td>STMTT89</td>
<td>Billion ton-miles traveled 1989</td>
</tr>
<tr>
<td>FESHIP</td>
<td>Vessel efficiency</td>
</tr>
<tr>
<td>STMTT</td>
<td>Travel (billion ton-miles)</td>
</tr>
<tr>
<td>SFD</td>
<td>Energy demand by fuel type (1-diesel, 2-</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>QDSHIPR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BSTMTT</td>
<td>Benchmarked travel demand</td>
</tr>
<tr>
<td>BTQDSHIPR</td>
<td>Benchmarked energy demand</td>
</tr>
<tr>
<td>XSHIEFF</td>
<td>Percent change in efficiency</td>
</tr>
<tr>
<td>TQDSHIPR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BSTMTT</td>
<td>Benchmarked travel demand</td>
</tr>
<tr>
<td>BTQDSHIPR</td>
<td>Benchmarked energy demand</td>
</tr>
<tr>
<td>GROSST</td>
<td>Gross tons shipped</td>
</tr>
<tr>
<td>ISFD</td>
<td>Energy demand by fuel type (1-diesel, 2-residual)</td>
</tr>
<tr>
<td>TQISHIPR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BTQISHIPR</td>
<td>Benchmarked energy demand</td>
</tr>
<tr>
<td>PMGTR04$</td>
<td>Regional gasoline price 2004$</td>
</tr>
<tr>
<td>PDSTR04$</td>
<td>Regional diesel price 2004$</td>
</tr>
<tr>
<td>MILTRSHR90</td>
<td>Military regional consumption shares by fuel region</td>
</tr>
<tr>
<td>TRCON</td>
<td>Travel demand constant term</td>
</tr>
<tr>
<td>TRINC</td>
<td>Travel demand log of income</td>
</tr>
<tr>
<td>TRFC</td>
<td>Travel demand fuel cost 2004$</td>
</tr>
<tr>
<td>TRDUM</td>
<td>Travel demand dummy</td>
</tr>
<tr>
<td>TRRPM</td>
<td>Transit rail passenger miles traveled</td>
</tr>
<tr>
<td>TRRPMHIST</td>
<td>Historic transit rail passenger miles traveled</td>
</tr>
<tr>
<td>TREFF</td>
<td>Transit rail efficiency (Btu/passenger mile)</td>
</tr>
<tr>
<td>TREFFHIST</td>
<td>Historic transit rail efficiency</td>
</tr>
<tr>
<td>TRED</td>
<td>Transit rail energy demand by CD</td>
</tr>
<tr>
<td>TREDHIST</td>
<td>Historic transit rail energy use</td>
</tr>
<tr>
<td>CRRP</td>
<td>Travel demand constant term</td>
</tr>
<tr>
<td>CRINC</td>
<td>Travel demand log of income</td>
</tr>
<tr>
<td>CRFC</td>
<td>Travel demand fuel cost 2004$</td>
</tr>
<tr>
<td>CRDUM</td>
<td>Travel demand dummy</td>
</tr>
<tr>
<td>CRRP</td>
<td>Commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CRRP</td>
<td>Commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CRRPMHIST</td>
<td>Historic commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CREFF</td>
<td>Commuter rail efficiency (Btu/passenger mile)</td>
</tr>
<tr>
<td>CREFFHIST</td>
<td>Historic commuter rail efficiency</td>
</tr>
<tr>
<td>CRED</td>
<td>Commuter rail energy demand by CD</td>
</tr>
<tr>
<td>CREDD</td>
<td>Commuter rail diesel demand by CD</td>
</tr>
<tr>
<td>CREDE</td>
<td>Commuter rail electricity demand by CD</td>
</tr>
<tr>
<td>CREDDHIST</td>
<td>Historic commuter rail diesel demand</td>
</tr>
<tr>
<td>CREDEHIST</td>
<td>Historic commuter rail electricity demand</td>
</tr>
<tr>
<td>CREDDSJR</td>
<td>Share of commuter rail energy demand that is diesel</td>
</tr>
</tbody>
</table>

**International Waterborne**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TQDSHIPR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BSTMTT</td>
<td>Benchmarked travel demand</td>
</tr>
<tr>
<td>BTQDSHIPR</td>
<td>Benchmarked energy demand</td>
</tr>
<tr>
<td>GROSST</td>
<td>Gross tons shipped</td>
</tr>
<tr>
<td>ISFD</td>
<td>Energy demand by fuel type (1-diesel, 2-residual)</td>
</tr>
<tr>
<td>TQISHIPR</td>
<td>Regional energy demand by fuel type</td>
</tr>
<tr>
<td>BTQISHIPR</td>
<td>Benchmarked energy demand</td>
</tr>
</tbody>
</table>

**MISCELLANEOUS TRANSPORTATION ENERGY DEMAND MODULE**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMGTR04$</td>
<td>Regional gasoline price 2004$</td>
</tr>
<tr>
<td>PDSTR04$</td>
<td>Regional diesel price 2004$</td>
</tr>
<tr>
<td>MILTRSHR90</td>
<td>Military regional consumption shares by fuel region</td>
</tr>
</tbody>
</table>

**Transit Rail Submodule**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRCON</td>
<td>Travel demand constant term</td>
</tr>
<tr>
<td>TRINC</td>
<td>Travel demand log of income</td>
</tr>
<tr>
<td>TRFC</td>
<td>Travel demand fuel cost 2004$</td>
</tr>
<tr>
<td>TRDUM</td>
<td>Travel demand dummy</td>
</tr>
<tr>
<td>TRRPM</td>
<td>Transit rail passenger miles traveled</td>
</tr>
<tr>
<td>TRRPMHIST</td>
<td>Historic transit rail passenger miles traveled</td>
</tr>
<tr>
<td>TREFF</td>
<td>Transit rail efficiency (Btu/passenger mile)</td>
</tr>
<tr>
<td>TREFFHIST</td>
<td>Historic transit rail efficiency</td>
</tr>
<tr>
<td>TRED</td>
<td>Transit rail energy demand by CD</td>
</tr>
<tr>
<td>TREDHIST</td>
<td>Historic transit rail energy use</td>
</tr>
</tbody>
</table>

**Commuter Rail Submodule**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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<tbody>
<tr>
<td>CCON</td>
<td>Travel demand constant term</td>
</tr>
<tr>
<td>CRINC</td>
<td>Travel demand log of income</td>
</tr>
<tr>
<td>CRFC</td>
<td>Travel demand fuel cost 2004$</td>
</tr>
<tr>
<td>CRDUM</td>
<td>Travel demand dummy</td>
</tr>
<tr>
<td>CRRP</td>
<td>Commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CRRP</td>
<td>Commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CRRPMHIST</td>
<td>Historic commuter rail passenger miles traveled</td>
</tr>
<tr>
<td>CREFF</td>
<td>Commuter rail efficiency (Btu/passenger mile)</td>
</tr>
<tr>
<td>CREFFHIST</td>
<td>Historic commuter rail efficiency</td>
</tr>
<tr>
<td>CRED</td>
<td>Commuter rail energy demand by CD</td>
</tr>
<tr>
<td>CREDD</td>
<td>Commuter rail diesel demand by CD</td>
</tr>
<tr>
<td>CREDE</td>
<td>Commuter rail electricity demand by CD</td>
</tr>
<tr>
<td>CREDDHIST</td>
<td>Historic commuter rail diesel demand</td>
</tr>
<tr>
<td>CREDEHIST</td>
<td>Historic commuter rail electricity demand</td>
</tr>
<tr>
<td>CREDDSJR</td>
<td>Share of commuter rail energy demand that is diesel</td>
</tr>
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</table>
## Intercity Rail Submodule

<table>
<thead>
<tr>
<th>Variable</th>
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<tr>
<td>IRINC</td>
<td>Travel demand log of income</td>
</tr>
<tr>
<td>IRPMCL</td>
<td>Lag of travel demand per capita</td>
</tr>
<tr>
<td>IRFC</td>
<td>Travel demand fuel cost 2004$</td>
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<tr>
<td>IRPMPC</td>
<td>Passenger miles per capita (16+)</td>
</tr>
<tr>
<td>IRPMPCHIST</td>
<td>Historic passenger miles per capita (16+)</td>
</tr>
<tr>
<td>IRRPM</td>
<td>Intercity rail passenger miles traveled</td>
</tr>
<tr>
<td>IRRPMPHIST</td>
<td>Historic intercity rail passenger miles traveled</td>
</tr>
<tr>
<td>IREFF</td>
<td>Intercity rail efficiency (Btu/passenger mile)</td>
</tr>
<tr>
<td>IREFFHIST</td>
<td>Historic intercity rail efficiency</td>
</tr>
<tr>
<td>IRED</td>
<td>Intercity rail energy demand</td>
</tr>
<tr>
<td>IREDD</td>
<td>Intercity rail diesel demand</td>
</tr>
<tr>
<td>IREDE</td>
<td>Intercity rail electricity demand</td>
</tr>
<tr>
<td>IREDDSHR</td>
<td>Diesel share of total demand</td>
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<tr>
<td>IRREGSHR</td>
<td>Fuel shares by region</td>
</tr>
<tr>
<td>IREDDR</td>
<td>Intercity rail diesel demand by CD</td>
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<td>IREDER</td>
<td>Intercity rail electricity demand by CD</td>
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## Bus Mass Transit

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<tr>
<td>TMODINIT</td>
<td>Historic bus passenger miles</td>
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<td>Bus passenger miles</td>
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<td>TMEFFINIT</td>
<td>Historic bus efficiency (Btu/passenger mile)</td>
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<td>TMEFF</td>
<td>Bus efficiency (Btu/passenger mile)</td>
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<td>QMODFSHR</td>
<td>Bus fuel shares</td>
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<tr>
<td>QMODFSHRH</td>
<td>Historic bus fuel shares</td>
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<td>National bus energy demand</td>
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## Recreational Boating Submodule

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<tr>
<td>RECFD</td>
<td>Energy demand by fuel type (gasoline, diesel)</td>
</tr>
<tr>
<td>RBCON</td>
<td>Energy demand constant term</td>
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<td>RBINC</td>
<td>Energy demand log of income</td>
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<td>RBFC</td>
<td>Energy demand fuel cost 2004$</td>
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<td>Energy demand per capita by fuel type</td>
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## Miscellaneous Transportation Energy Variables

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<td>QMILTR</td>
<td>Military energy demand by fuel by region</td>
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<tr>
<td>QMTTRR</td>
<td>Passenger rail energy demand by fuel by region</td>
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<tr>
<td>QMTBR</td>
<td>Bus energy demand by fuel by region</td>
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<tr>
<td>QRECR</td>
<td>Recreational boat energy demand by region</td>
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<td>QLUBR</td>
<td>Lubricant energy demand by region</td>
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## Car light truck sales shares

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<th>Description</th>
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<tr>
<td>CARLTSHR</td>
<td>Historical car share of LDV sales</td>
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<tr>
<td>CARSHARE</td>
<td>Projected car share of LDV sales</td>
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<td>DUMM</td>
<td>Car share dummy</td>
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<td><strong>STEO BENCHMARKING</strong></td>
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<td>----------------------</td>
<td>--------------------------------------------------</td>
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<tr>
<td>STMGTR</td>
<td>STEO History + forecast for motor gasoline, shared to regions</td>
</tr>
<tr>
<td>STJFTR</td>
<td>STEO History + forecast for jet fuel, shared to regions</td>
</tr>
<tr>
<td>STDSTR</td>
<td>STEO History + forecast for distillate, shared to regions</td>
</tr>
<tr>
<td>STRSTR</td>
<td>STEO History + forecast for residual, shared to regions</td>
</tr>
<tr>
<td>PRAT</td>
<td>AFV price ratios to gasoline</td>
</tr>
<tr>
<td>MRAT</td>
<td>AFV mpg ratios to gasoline</td>
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<tr>
<td>RRAT</td>
<td>AFV range ratios to gasoline</td>
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<tr>
<td>FUELTAX</td>
<td>Incremental petroleum fuel tax - nominal $/million Btu</td>
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<tr>
<td>FUELTAX87</td>
<td>Incremental petroleum fuel tax - in 1987$</td>
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<td>FTYPELABEL</td>
<td>Fueling type labels based on index scheme one</td>
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<td>NHTSASAL</td>
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<td>NHTSAHP</td>
<td>NHTSA horsepower</td>
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<td>NHTSAFE</td>
<td>NHTSA fuel economy</td>
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<td>NHTSAWGT</td>
<td>NHTSA weight</td>
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<tr>
<td>NHTSALYR</td>
<td>Last year of NHTSA data</td>
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<td>FEM fuel economy data for report writer</td>
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<td>FEMHP</td>
<td>FEM horsepower data for report writer</td>
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<td>FEM low volume price data for report writer</td>
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<td>FEMPRIH</td>
<td>FEM high volume price data for report writer</td>
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<td>FEM weight data for report writer</td>
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<td>FEMRNG</td>
<td>FEM range data for report writer</td>
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<td>FEMTSZ</td>
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<td>FEM volume data for report writer</td>
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<tr>
<td>FEMPEN</td>
<td>FEM technology penetration data for report writer</td>
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<tr>
<td>SALESHR</td>
<td>Car and light truck sales shares by group</td>
</tr>
<tr>
<td>PASSHRR</td>
<td>Car market shares by class</td>
</tr>
<tr>
<td>LTSHRR</td>
<td>Light truck market shares by class</td>
</tr>
<tr>
<td>NCSTSC</td>
<td>Car sales by class</td>
</tr>
<tr>
<td>NLTSTSC</td>
<td>Light truck sales by class</td>
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<tr>
<td>AHP CAR</td>
<td>Average car horsepower</td>
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<tr>
<td>AHP TRUCK</td>
<td>Average light truck horsepower</td>
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<tr>
<td>AWTCAR</td>
<td>Average car weight</td>
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<tr>
<td>AWTRUCK</td>
<td>Average light truck weight</td>
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<tr>
<td>TLDVMPC</td>
<td>On-road stock fuel economy for all cars, light trucks, total</td>
</tr>
<tr>
<td>PCTAF</td>
<td>Percent alt. Fuel for flex and bi vehicles</td>
</tr>
<tr>
<td>SCMPG</td>
<td>On-road stock mpg household cars</td>
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<tr>
<td>STMPG</td>
<td>On-road stock mpg household light trucks</td>
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<tr>
<td>PassNo</td>
<td>Controls two passes for high and low volume sales.</td>
</tr>
<tr>
<td>PARAMETERS IN TRANFRT MODULE</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------------------</td>
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</tr>
<tr>
<td>AGE</td>
<td>Number of vintages for truck stocks</td>
</tr>
<tr>
<td>HRATE</td>
<td>Btu/Gallon ratio to Gasoline</td>
</tr>
<tr>
<td>SEC</td>
<td>Number of Industrial sectors: 1 - Chemicals, Rubber, and Plastic, 2 - Primary Metals, 3 - Processed Food, 4 - Paper Products, 5 - Petroleum Products, 6 - Stone, Clay, Glass, Concrete, 7 - Metal Durables, 8 - Other Manufacturing, 9 - Agriculture, 10 - Mining, 11 - Utility, 12 - Government</td>
</tr>
<tr>
<td>SC</td>
<td>Number of Truck Market classes: 1 - Medium Light, Class 3, 2 - Medium Heavy, Classes 4-6, 3 - Heavy, Classes 7-8</td>
</tr>
<tr>
<td>MDL</td>
<td>Market class of vehicle: medium light, Class 3</td>
</tr>
<tr>
<td>MDH</td>
<td>Market class of vehicle: medium heavy, Classes 4-6</td>
</tr>
<tr>
<td>HV</td>
<td>Market class of vehicle: heavy, Classes 7-8</td>
</tr>
<tr>
<td>FUEL</td>
<td>Number of fuel types: 1 - Diesel, 2 - Gasoline, 3 - LPG, 4 - CNG</td>
</tr>
<tr>
<td>FNEW</td>
<td>NEW VEHICLE for reporting variables</td>
</tr>
<tr>
<td>FSTK</td>
<td>FREIGHT STOCK for reporting variables</td>
</tr>
<tr>
<td>EMISTECH</td>
<td>Emission Technologies are for technologies - 24(to 40)</td>
</tr>
<tr>
<td>TK</td>
<td>Truck</td>
</tr>
<tr>
<td>NFT</td>
<td>Truck: Non fleet</td>
</tr>
<tr>
<td>FLT</td>
<td>Truck: fleet</td>
</tr>
<tr>
<td>TECH</td>
<td>New technologies available: 1 - Aero Dynamics I, 2 - Aero Dynamics II, 3 - Aero Dynamics III, 4 - Aero Dynamics IV: pneumatic blowing, 5 - Tires I: radials, 6 - Tires II, 7 - Tires III, 8 - Tires IV, 9 - Transmission: lock-up, 10 - Diesel Engine I, 11 - Diesel Engine II, 12 - Diesel Engine III, 13 - Diesel Engine IV, 14 - Diesel Engine V, 15 -</td>
</tr>
<tr>
<td>RGN</td>
<td>Regions</td>
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<tr>
<td>-----------</td>
<td>----------------------------------------------</td>
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<tr>
<td>BSYR_VMT</td>
<td>NEMS year index of base year for VMT data, 10 is 1999</td>
</tr>
<tr>
<td>BSYR_STK</td>
<td>NEMS year index of base year for Truck Stock data, 11 is 2000 (Stock data as of 2000)</td>
</tr>
<tr>
<td>CUR</td>
<td>Current and Lag year subscripts</td>
</tr>
</tbody>
</table>

**Subscripts**

| IAGE      | Index for vintage                          |
| IFUEL     | Index for fuel type                        |
| IFLT      | Index for fleet                            |
| ISC       | Index for market class or ship region       |
| IMODE     | Index for Transportation Mode TK,RL,SP      |
| ISEC      | Index for industrial sector                |
| IYR       | Index for year                             |
| ITECH     | Index for Technology                       |
| ITR       | NEMS iteration                             |
| IR        | Census division                            |

**Variables**

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
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<tbody>
<tr>
<td>CAVLXG</td>
<td>1st year technologies commercially available</td>
</tr>
<tr>
<td>CYAFVXG</td>
<td>Logistic Market penetration curve parameter # of years, AFV</td>
</tr>
<tr>
<td>FLAPLXG</td>
<td>10's Mapping technologies to trucks by fuel type</td>
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<tr>
<td>PAYBKXG</td>
<td>Payback period</td>
</tr>
<tr>
<td>TRGSHXG</td>
<td>Logistics parameter: 1/2 way to maximum Market penetration</td>
</tr>
<tr>
<td>ANNVMT</td>
<td>Average annual VMT per vehicle</td>
</tr>
<tr>
<td>BAVSHXG</td>
<td>Market penetration curve parameter: Market share of technology in 1992</td>
</tr>
<tr>
<td>BFSHXG</td>
<td>Base year(92) Market share of each fuel</td>
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<tr>
<td>BSMPGXG</td>
<td>Fuel economy for medium/heavy trucks w/ no fuel saving technology's</td>
</tr>
<tr>
<td>CAPCXG</td>
<td>Exogenous capital cost of a technology</td>
</tr>
<tr>
<td>CFAVPC</td>
<td>Average price of fuel over 3 years</td>
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<tr>
<td>CFMPG</td>
<td>Fuel economy in mpg miles/cubic CNG</td>
</tr>
<tr>
<td>CFPRCXG</td>
<td>Price of fuel, in $ per MBtu</td>
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<tr>
<td>COEFTXG</td>
<td>Market penetration curve for existing technologies</td>
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<tr>
<td>CSTCXG</td>
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<td>CSTDXG</td>
<td>Market penetration curve parameter for diesel</td>
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<tr>
<td>CSTDVXG</td>
<td>Market penetration curve parameter for diesel</td>
</tr>
<tr>
<td>CYLXG</td>
<td>Exogenous parameter: num of years to maximum penetration</td>
</tr>
<tr>
<td>DISCRTXG</td>
<td>Discount rate</td>
</tr>
<tr>
<td>EAVSHPXG</td>
<td>Market penetration curve parameter: Final Market share of technology</td>
</tr>
<tr>
<td>preff</td>
<td>Market Penetration Price sensitivity multiplier</td>
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<td>prefflag</td>
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<td>Variable</td>
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<tr>
<td>EFSHXG</td>
<td>Final market share of each fuel</td>
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<td>ENDSHXG</td>
<td>Market penetration parameter: final market share technology</td>
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<tr>
<td>FAC_K</td>
<td>Constant associated w/ F.A.C. function</td>
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<tr>
<td>FAC_T0</td>
<td>Initial factors</td>
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<td>FOR FACTORS IN YEAR 5: Variables can be use</td>
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<td>FAC_T9</td>
<td>FOR FACTORS IN YEAR 9: to shape FAC curve</td>
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<td>Function Output Variable</td>
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<tr>
<td>FSHFLT</td>
<td>Fuel shares for New trucks by market class, fleet/non fleet</td>
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<tr>
<td>FSHFLT_STK</td>
<td>Fuel shares for the entire stock of trucks</td>
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<tr>
<td>FUELBTU</td>
<td>Total truck fuel consumption in trillion Btu</td>
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<tr>
<td>FUELDMD</td>
<td>Freight truck fuel consumption: gallons of gasoline equivalent?</td>
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<tr>
<td>HTRTXG</td>
<td>Heat rate: Btu per gallon (conversion factor)</td>
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<td>OUTPUT</td>
<td>Economic output of each sector</td>
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<tr>
<td>MBTUTKXG</td>
<td>Average truck fuel usage</td>
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<tr>
<td>USFUEL</td>
<td>Temporary summing variable for fuel</td>
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<td>MPGEFF</td>
<td>Total effect of all fuel-saving technology on new truck fuel efficiency</td>
</tr>
<tr>
<td>MPGIPXG</td>
<td>% Improvement fuel economy by technology</td>
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<tr>
<td>PRAFDFXG</td>
<td>Parameter: variation AFV Market share due to different fuel prices</td>
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<td>PRVRXG</td>
<td>Fuel price sensitivity parameter for each technology</td>
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<tr>
<td>SCRAP</td>
<td>Truck scrappage rate</td>
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<td>SPRSDEFF</td>
<td>Market shares of superseding technology</td>
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<td>Symbol</td>
<td>Description</td>
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<tr>
<td>SPRSDMTXG</td>
<td>The 2nd technology supercedes the 1st technology</td>
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<tr>
<td>TGPRCXR</td>
<td>Exogenous fuel price where a technology becomes economical</td>
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<tr>
<td>TRF</td>
<td>Trucks trans fleet to non-fleet w/ no restrictions</td>
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<tr>
<td>TRKSTK</td>
<td>Truck population (current/lag year, market class, vintage, fuel, fleet/non-fleet)</td>
</tr>
<tr>
<td>TFFXGRT</td>
<td>Exogenous % of trucks/vintage transferred from fleet to non-fleet</td>
</tr>
<tr>
<td>VMTFLT</td>
<td>VMT at its most detailed</td>
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<tr>
<td>STKCLS3FL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 3, fleet</td>
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<tr>
<td>STKCLS3NFL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 3, nonfleet</td>
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<td>STKCLS46FL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 4-6, fleet</td>
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<td>STKCLS46NFL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 4-6, non-fleet</td>
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<tr>
<td>STKCLS78FL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 7-8, fleet</td>
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<td>STKCLS78NFL</td>
<td>Truck stock 2000 from ORNL-processed Polk data, class 7-8, non-fleet</td>
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<tr>
<td>VMTCLS3V</td>
<td>VMT per truck by fuel and vintage, class 3</td>
</tr>
<tr>
<td>VMTCLS46V</td>
<td>VMT per truck by fuel and vintage, class 4-6</td>
</tr>
<tr>
<td>VMTCLS78V</td>
<td>VMT per truck by fuel and vintage, class 7-8</td>
</tr>
<tr>
<td>NEWCLS46</td>
<td>Share of truck sales in class 4-8 that are class 4-6, by year</td>
</tr>
<tr>
<td>VMTDMD</td>
<td>Aggregate VMT by sector</td>
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<tr>
<td>FUELDMD_FAS_T</td>
<td>Summation of fuel demand by (F)leet (A)GE (S)ECTORS</td>
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<td>FTMPG</td>
<td>MPG by size, and fuel</td>
</tr>
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<td>FTMPG_S</td>
<td>MPG by market class</td>
</tr>
<tr>
<td>Variable</td>
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<tr>
<td>FHWA_VMT</td>
<td>Annual VMT through BSYR_VMT from FHWA</td>
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<tr>
<td>FHWA_VMT_SC</td>
<td>Annual VMT through BSYR_VMT from FHWA, allocated to market class</td>
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<td>VMT_BY_SEC</td>
<td>Shares of VMT by Sector</td>
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<tr>
<td>NEWTRUCKS</td>
<td>Sales of new trucks by market class and fleet/non-fleet + total</td>
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<td>NEWTRUCKS_TOT</td>
<td>Temporary for new truck sales from macro</td>
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<td>NEW_CLASS_3</td>
<td>Temporary new Class 3 sales</td>
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<tr>
<td>HARMONIC_MEAN</td>
<td>Function to calculate average mpg weighted by VMT</td>
</tr>
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Appendix E. Bibliography


The Transportation Energy Module is documented along with a series of model documentation reports, available on the Internet at http://www.eia.doe.gov/bookshelf/docs.html. Most of the references in the Bibliography refer to the documentation reports and their publication numbers at this website. The model documentation reports listed below are those available or expected to be updated to reflect modeling changes for the AEO2008.


