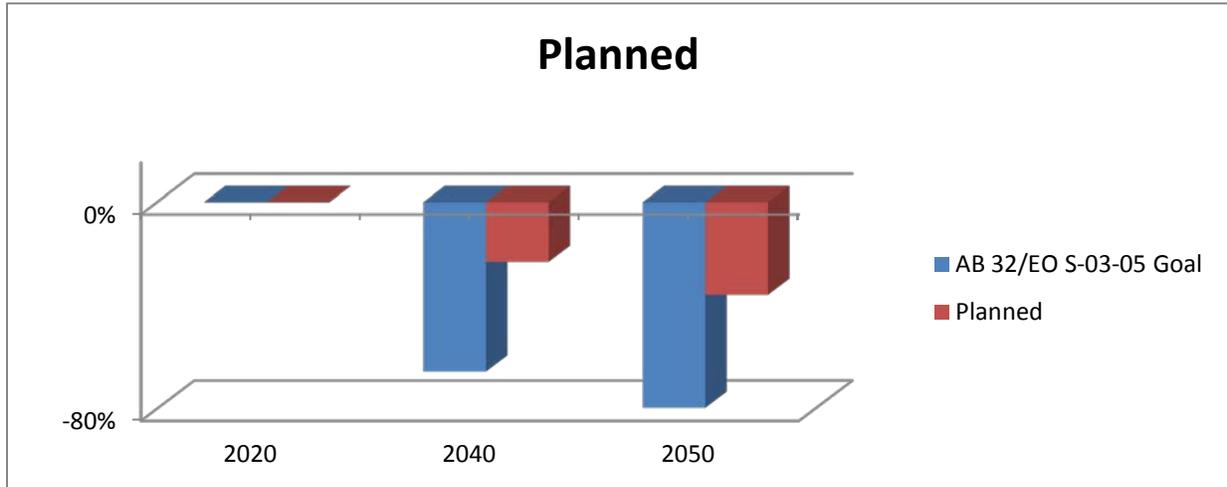


# Impacts and Analysis on Statewide Transportation Sector GHG

## Framework Fact Sheet

### Alternative 1



- **RTP Project List (Constrained)**
  - Includes projects that are funded by existing local, state and federal sources along with funding sources that are reasonably available over the horizon and as identified in the RTP
- **Caltrans' Statewide Modal Plans Project List<sup>1</sup>**
  - Aviation<sup>2</sup> – California Aviation System Plan (Oct 2011)
  - Freight – California Freight Mobility Plan (Dec 2014)
  - Transit<sup>3</sup> – California Statewide Transit Strategic Plan (June 2012)
  - Highway – Interregional Transportation Strategic Plan (June 2015)
  - Rail – California State Rail Plan (July 2013)
- **Includes vehicle and fuel technologies assumed from Advanced Clean Car and In-Use Standards (ARB Standards)**

#### Bottoms-up Approach

- This approach aggregates the effects of the Basecase elements (RTP Project List (Constrained) and Caltrans' Statewide Model Plans Project List) towards the AB 32 and Executive Order S-03-05 Climate Change Goals.

<sup>1</sup> Elements of Modal Plans are unconstrained

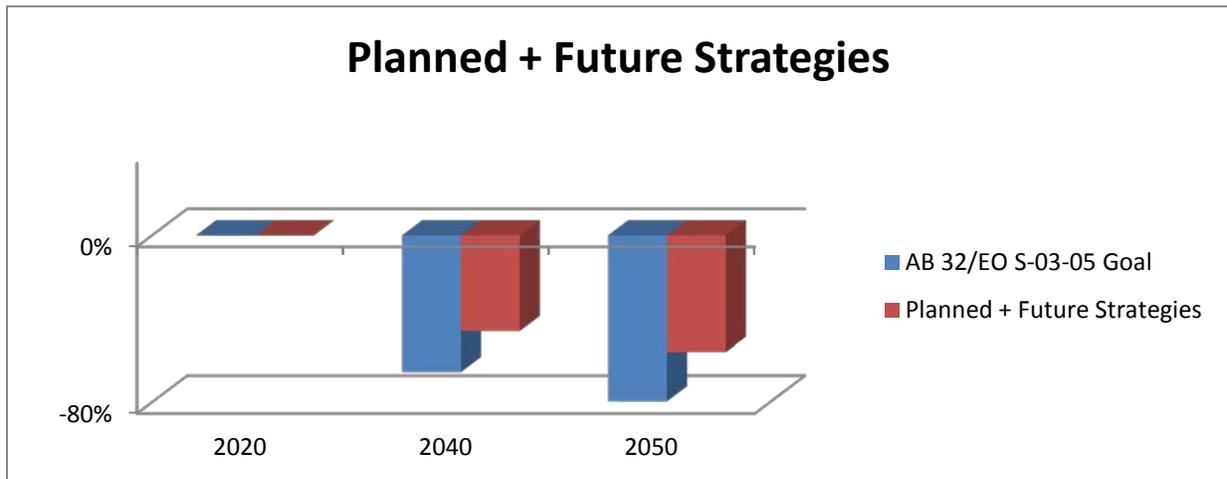
<sup>2</sup> Projects do not affect passenger travel

<sup>3</sup> Does not identify projects

## Impacts and Analysis on Statewide Transportation Sector GHG

### Framework Fact Sheet

#### Alternative 2



- **RTP Project List (Constrained)**
  - Includes projects that are funded by existing local, state and federal sources along with funding sources that are reasonably available over the horizon and as identified by the RTP
- **Caltrans' Statewide Modal Plans Project List<sup>1</sup>**
  - Aviation<sup>2</sup> – California Aviation System Plan (Oct 2011)
  - Freight - California Freight Mobility Plan (Dec 2014)
  - Transit<sup>3</sup> – California Statewide Transit Strategic Plan (June 2012)
  - Highway – Interregional Transportation Strategic Plan (June 2015)
  - Rail – California State Rail Plan (July 2013)
- **CTP Strategies**
  - VMT Moderation/Reductions per Capita
    - Vehicle Operating Costs
    - Transportation Alternatives
    - Mode Shift
  - Vehicle/System Operations
    - Operational Efficiency
  - Fuel and Vehicle Technology Infrastructure???
- **Current and Future Fuel and Vehicle Technology includes outputs from CEC Personal Vehicle Choice Model**
  - Tool to analyze varying vehicle technologies and alternative fuels

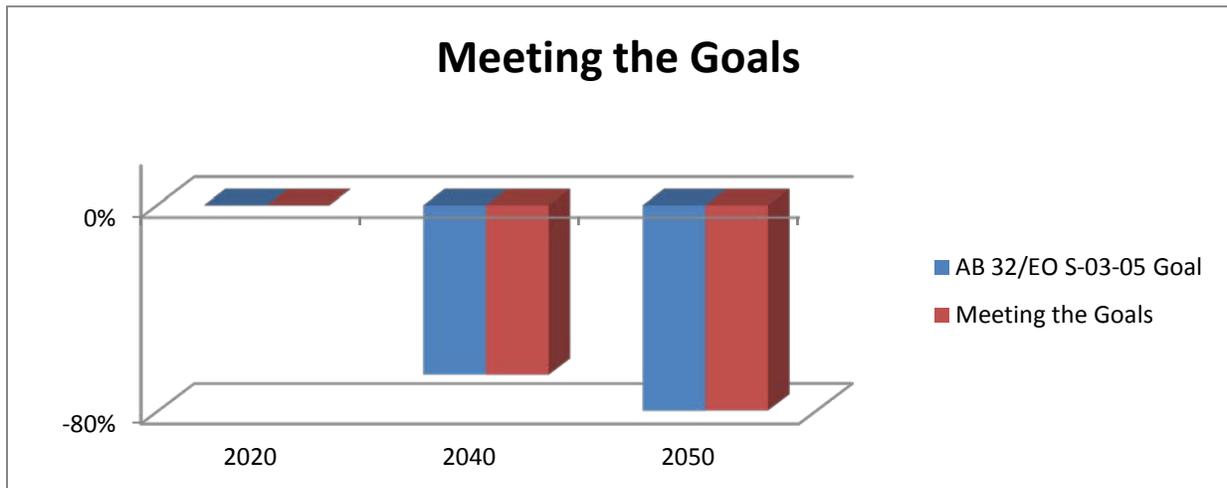
#### **Tops-Down Approach**

- This approach starts with AB 32 and Executive Order S-03-05 Climate Change Goals in the future 2020 and 2050, respectively, and works backward to base year 2010 to fill in the gap that exist from the Basecase and CTP Strategies with vehicle and fuel technology usage.

# Impacts and Analysis on Statewide Transportation Sector GHG

## Framework Fact Sheet

### Alternative 3



- **RTP Project List (Constrained)**
  - Includes projects that are funded by existing local, state and federal sources along with funding sources that are reasonably available over the horizon and as identified by the RTP
- **Caltrans' Statewide Modal Plans Project List<sup>1</sup>**
  - Aviation<sup>2</sup> – California Aviation System Plan (Oct 2011)
  - Freight - California Freight Mobility Plan (Dec 2014)
  - Transit<sup>3</sup> – California Statewide Transit Strategic Plan (June 2012)
  - Highway – Interregional Transportation Strategic Plan (June 2015)
  - Rail – California State Rail Plan (July 2013)
- **CTP Strategies**
  - VMT Moderation/Reductions per Capita
    - Vehicle Operating Costs
    - Transportation Alternatives
    - Mode Shift
  - Vehicle/System Operations
    - Operational Efficiency
  - Fuel and Vehicle Technology Infrastructure???
- **Current and Future Fuel and Vehicle Technology (advance technology beyond Alternative 2 to meet the 2050 goal)**
  - Tool to analyze varying vehicle technologies and alternative fuels

#### **Tops-down Approach**

- This approach starts with AB 32 and Executive Order S-03-05 Climate Change Goals in the future 2020 and 2050, respectively, and works backward to base year 2010 to fill in the gap that exist from the Basecase and CTP Strategies with vehicle and fuel technology usage.