Table 16. Level of Transformation by Scenario: Transportation

	Scenario 2: Strategic Use of Low-Carbon Fuels	Scenario 3: Accelerated Transition Away from Combustion	Scenario 4: Beyond 85% Reduction
Transit and Smart Growth	*High*	*High*	*Very High*
Bus Transit Service	Enhancement and expansion of bus transit, where service more than doubles in many areas of the state	Enhancement and expansion of bus transit, where service more than doubles in many areas of the state	Enhancement and expansion of bus transit, where service more than doubles in many areas of the state
Telework + TDM, Walking/Biking, Smart Growth, Rail	Expansion of telework + TDM programs, urban infrastructure, and smart growth	Expansion of telework + TDM programs, urban infrastructure, and smart growth	Further expansion of telework + TDM programs, urban infrastructure, and smart growth, Strategic investments in rail
Zero-Emission Vehicles	*High*	*Very High*	*Very High*
New Sales of LDV ZEVs	90% by 2030, 100% by 2035, 90/10 BEV/FCEV	98% by 2030, 100% by 2035, 100% BEV 10% early retirement before 2030	98% by 2030, 100% by 2035, 100% BEV 10% early retirement before 2030
New Sales of MDV ZEVs	40% by 2030, 100% by 2045, 50/50 BEV/FCEV	50% by 2030, 100% by 2045, 75/25 BEV/FCEV	50% by 2030, 100% by 2045, 75/25 BEV/FCEV
New Sales of HDV ZEVs	40% by 2030, 100% by 2045, 25/75 BEV/FCEV	40% by 2030, 100% by 2045, 50/50 BEV, FCEV	40% by 2030, 100% by 2045, 50/50 BEV, FCEV
New Sales of Bus ZEVs	100% by 2030	100% by 2030	100% by 2030
LDV ZEVs on the Road	2.7 Million by 2030, 10 Million by 2050 26% of fleet by 2030, 95% of fleet by 2050	3.4 Million by 2030, 10.1 Million by 2050 33% of fleet by 2030, 96% of fleet by 2050	3.4 Million by 2030, 10.1 Million by 2050 33% of fleet by 2030, 96% of fleet by 2050
LDV BEV Charging Flexibility	25% of vehicles charge flexibly in 2030, 50% in 2050	25% of vehicles charge flexibly in 2030, 50% in 2050	25% of vehicles charge flexibly in 2030, 50% in 2050
MHDV ZEVs on the Road	19,000 by 2030, 180,000 by 2050 8% of fleet by 2030, 77% of fleet by 2050	23,000 by 2030, 200,000 by 2050 10% of fleet by 2030, 86% of fleet by 2050	23,000 by 2030, 200,000 by 2050 10% of fleet by 2030, 86% of fleet by 2050
Bus ZEVs on the Road	10,000 by 2030, 55,000 by 2050	10,000 by 2030, 55,000 by 2050	10,000 by 2030, 55,000 by 2050
Low-Carbon Fuels	*High*	*Low*	*Medium*
Hydrogen (via electrolysis)	Used for MHDVs and freight rail	Used for MHDVs and freight rail	Used for MHDVs, freight rail, and 50% of aviation by 2050
Biomass feedstock availability	In-state + regional feedstocks incl. energy crops	None	In-state wastes and residues only
Bioenergy utilization	75% renewable diesel by 2030, 100% by 2050 100% renewable jet kerosene by 2050	None	7% renewable diesel by 2030, 100% by 2050 71% renewable jet kerosene by 2050
Non-Road Transportation	*Medium*	*Medium*	*Very High*
Aviation	Efficiency for new airplanes	Efficiency for new airplanes	Efficiency for new airplanes, 16% electrification by 2050 (short haul flights), 50% hydrogen aviation by 2050
Marine and Ports	75% renewable diesel in 2030, 100% electrification in 2050	100% electrification in 2050	7% renewable diesel in 2030, 100% electrification in 2050
Rail	90% electrification, 10% hydrogen use in 2050	90% electrification, 10% hydrogen use in 2050	90% electrification, 10% hydrogen use in 2050