* Please provide additional documentation and an explanation on how each of the input assumptions in the Proposed PATHWAYS Scenario Modeling Assumptions document were selected.
* Although the laws, reports, and executive orders that are guiding the process have been discussed in the AB 32 Scoping Plan Workshops, they are not presented in the draft 2022 scenario assumptions document. Please update the Proposed PATHWAYS Scenario Modeling Assumptions document to identify the specific law, report, or executive order associated with each of the input assumptions. This could be presented in the text section or as an additional column to the table.
* The assumption presented for LDV Zero Emission Vehicles (ZEVs) in Alternative 4 is stated as “AB 74 ITS Report: 100% of LDV sales are ZEV by 2040,” whereas Executive Order N-79-20 states that “It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035.” Please explain why the assumption for LDV Zero Emission Vehicles (ZEVs) in Alternative 4 is being considered. Is there flexibility for advancing the input assumption employed in the AB 74 ITS Report if it is inconsistent with the Executive Order?
* A more detailed project schedule is needed to provide stakeholders with more information on when they will be receiving modeling results and when the study team will be soliciting additional public input.
* Please provide opportunities to discuss strategies and policies during this stage of the study even if the modeling effort is still in progress. When the modeling results are obtained, then more useful information regarding viable strategies and policies will be available to help guide ARB in developing an implementation plan.
* While transportation pricing strategies may be viable in high density urban areas with heavy traffic, pricing strategies are not as viable in rural regions like the San Joaquin Valley for reducing Vehicle Miles Traveled (VMT). Additionally, there are equity considerations in rural areas that need to be addressed before making any recommendations or requirements for the application of pricing strategies in the San Joaquin Valley.