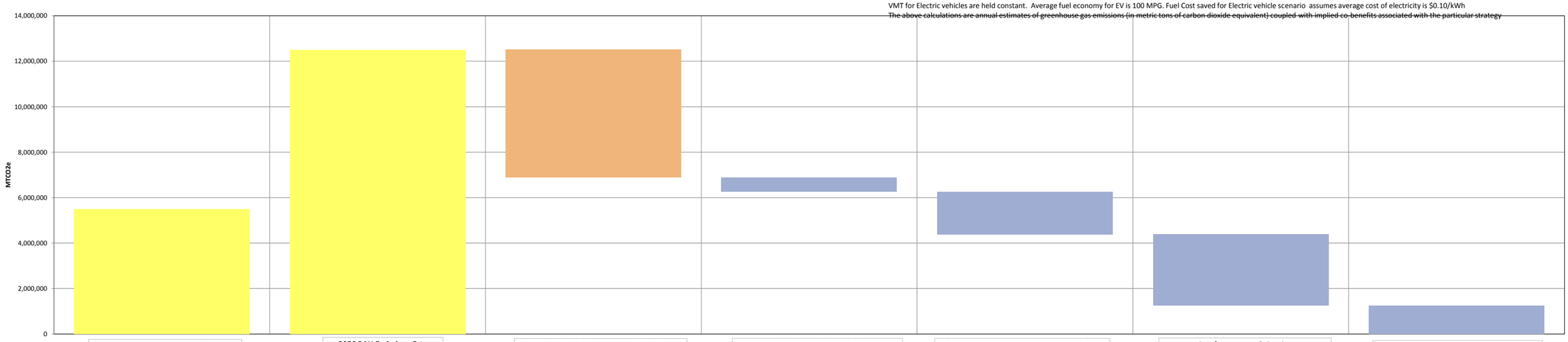
Estimated Greenhouse Gas Emissions
Reduced by Transportation Emission Reduction Strategies
TransNET0
(MTCO2e)



2010 Transportation Emissions from VMT, 5,500,000 MTCO2e
Assumptions (from TTI data):
1,024,266 ppl
9 Billion VMT
800,000 Vehicles
500 Million Gallons of Fuel

2050 BAU Emissions Est., 12,500,000 MTCO2e
Estimated population based on population growth projections:
Growth Rate: 144%
Average Annual Growth Rate: 2%
Assumptions:
2,500,000 ppl
22 Billion VMT
2 Million Vehicles
1.2 Million Gallons of Fuel

CAMPO 2035 Plan Emission Estimates:
(7 Million MTCO2e from Travis County VMT
19 Billion VMT in 2050
2 Million Vehicles
760 Million Gallons of Fuel)

45% Reduced from 2050 Emissions Projections:
5.6 Million MTCO2e Reduced
3 Billion VMT Reduced
300,000 Vehicles Off the Road Annually

1. Policy, Planning, & Land Use

5% Reduced from 2050 Emissions Projections:
625,000 MTCO2e
160,000 Vehicles Off the Road Annually
1 Billion VMT
67 Million Gallons of Fuel
$200 Million Consumer Dollars Saved

2. Demand Management, Technology Solutions, & Economic Pricing Strategies

15% Reduced from 2050 Emissions Projections:
1,875,000 MTCO2e
475,000 Vehicles Off the Road Annually
5 Billion VMT
200 Million Gallons of Fuel
$600 Million Consumer Dollars Save

3. Infrastructure & Service

25% Reduced from 2050 Emissions Projections:
3,125,000 MTCO2e
800,000 Vehicles Off the Road Annually
9 Billion VMT
300 Million Gallons of Fuel
$1 Billion in Consumer Dollars Saved

4. Vehicles & Fuel Efficiencies

10% Reduced from 2050 Emission Projections:
1,250,000 MTCO2e
300,000 Electric Vehicles

Assumptions:

2050 Business As Usual (BAU) Emissions estimates have been projected out according to Travis County population growth rates (http://www.austintexas.gov/sites/default/files/files/Planning/Demographics/austin_forecast_2014_annual_pub.pdf)
CAMPO Plan Emissions have been projected out to 2050 based on an estimated 30% increase of VMT and 20% increase of CO2
CO2 estimates are based on EPA's MOVES model VMT On-Road Summary Tables.
CO2/mi ratio is showing a decrease according to VMT tables. Intensity of CO2 and CH4 is expected to decrease in the future due to CAFÉ standards, technology advancements
Miles per gallon were estimated using a historical change rate applied, increasing fleet wide MPG to 26.32 for 2050
Count of vehicle assumes vehicles drive 11,000 miles per year. Not to be compared with daily vehicle counts.
Fuel costs are held constant at an average estimated $3.00/gallon
VMT for Electric vehicles are held constant. Average fuel economy for EV is 100 MPG. Fuel Cost saved for Electric vehicle scenario assumes average cost of electricity is $0.10/kWh
~~The above calculations are annual estimates of greenhouse gas emissions (in metric tons of carbon dioxide equivalent) coupled with implied co-benefits associated with the particular strategy~~