



Transportation Related GHG Reduction Strategies
Expert Interview Questionnaire
DRAFT (07.23.13)

I. Introduction

Before we begin the interview, I would like to read this consent form to you and confirm that you agree to participate in this research. (If the consent form has been previously sent, obtain verbal consent.) Confirm acceptance of audio.

- a. Identify name, position, and organization of interviewee.
- b. Date and time at which the interview took place.

II. Preliminary Information (short answers are ok)

- a. What is [agency name] role in reducing GHG emissions from transportation?
 - i. What is [agency] reduction goal (percent) from (base year)?
 - ii. Do you consider this to be a reasonable goal?
 - iii. Is this goal mandated or voluntary?
 1. If mandated, what authority/regulation?
 2. If voluntary, what is the driver?
- b. As an employee, what are your tasks/responsibilities regarding [agency] effort to reduce GHG emissions?

III. Baseline and GHG reduction Planning (request detailed answers)

- a. During your planning process how were baseline emissions for your region determined?
- b. How did [agency] select and confirm GHG reduction strategies?
 - i. How did [agency] prioritize what strategies to focus on?
- c. Were there knowledge gaps about some strategies such that you could not use them in your modeling/forecasting?
 - i. If so, which strategies and how did/if [agency] acknowledge these strategies for emissions reductions?
- d. Did [agency] factor in social and political acceptability of the selected strategies?
 - i. If yes, in what way were these considered when [agency] selected strategies?
 - ii. Were there any promising strategies that were not included because of anticipated social or political influence/resistance?
 1. If yes, can you please share them with us?
 - iii. Were there any strategies that were included primarily because of anticipated or real social or political influence?
 1. If yes, can you please share them with us?

IV. GHG Reduction Strategies (request detailed answers)

- a. What strategies that are included in [agency] plan do you believe are the most effective at reducing GHG emissions?
 - i. Why do you think so?
- b. What strategies are included in [agency] plan that you consider to be least likely to reduce GHG emissions?
 - i. Why do you think so?
 - ii. Is this because the strategy itself has a lower reduction potential or because implementation is difficult?
- c. Can you name/describe any strategies that [agency] reviewed, but did not select in the final document?
 - i. Why?
- d. Are there any promising strategies that should be developed/promoted in partnership with Caltrans?
 - i. Which strategies and why?
- e. Are there GHG reduction strategies (regardless of whether included in [agency] plan) that you think Caltrans should lead?
 - i. Which strategies and why?

V. Interregional travel related GHG Reduction Strategies (request detailed answers)

- a. Please share a few key strategies in [agency] plan that would reduce interregional GHG emissions (interregional defined below if respondent asks)?
 - i. Did you include these strategies in your modeling or did you post-process?
 - 1. How did you estimate the magnitude of emission reduction from promising strategies?
 - 2. What is the level of confidence in your estimates?
 - 3. Can you share elasticities for some key strategies?
- b. Are there interregional travel related GHG reduction strategies (regardless of whether included in [agency] plan) that you think Caltrans should lead?
 - i. If yes, probe for details about the strategies and why they think they are better suited for a state DOT

VI. Goods Movement related GHG Reduction Strategies (request detailed answers)

- a. Please share a few key strategies in [agency] plan that would reduce goods movement related GHG emissions?
 - i. Did you include these strategies in your modeling or did you post-process?
 - 1. How did you estimate the magnitude of emission reduction from promising strategies?
 - 2. What is the level of confidence in your estimates?
 - 3. Can you share elasticities for some key strategies?
- b. Are there goods movement related GHG reduction strategies (regardless of whether included in [agency] plan) that you think Caltrans should lead?

- i. If yes, probe for details about the strategies and why they think they are better suited for a state DOT

VII. Lessons Learned (short answers are ok)

- a. What are [agency] key lessons learned from developing your GHG reduction strategies?
- b. What additional information/research would significantly improve [agency] GHG reduction plan?
- c. What are the key lessons/advice you have for Caltrans as they develop a plan to reduce GHG emissions?
- d. Is there anything we didn't talk about that you would like to share that would be helpful to Caltrans as they develop their plan?

Thank you for your time to participate in this interview. If we have follow-up questions based on your responses today may we contact you?

Interregional trip types as defined by the Regional Target Advisory Committee Report for SB 375 are as follow:

- Trips that begin in a Metropolitan Organization (MPO) or Regional Transportation Planning Agency (RTPA) region and end in another region (region to region)
- Trips that travel through a region but begin and end outside of the region (through trips)
- Trips that begin in a region but do not end in a region (international, interstate, tribal land, and military base)
- Trips that end in a region but do not begin in a region (international, interstate, tribal land, and military base)