

# **BayArea** **Plan**

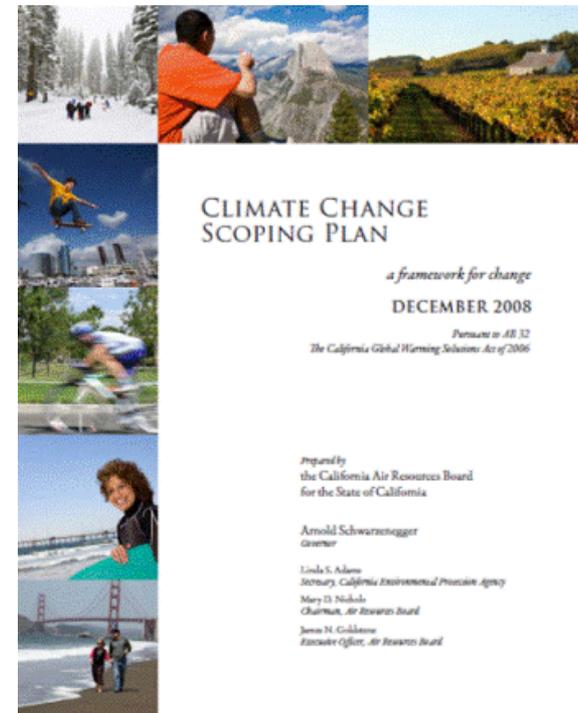
**Developing a Sustainable Community Strategy  
for the Bay Area**

**Steve Heminger, MTC Executive Director**  
**September 14, 2011**

# AB 32 Global Warming Solutions Act of 2006

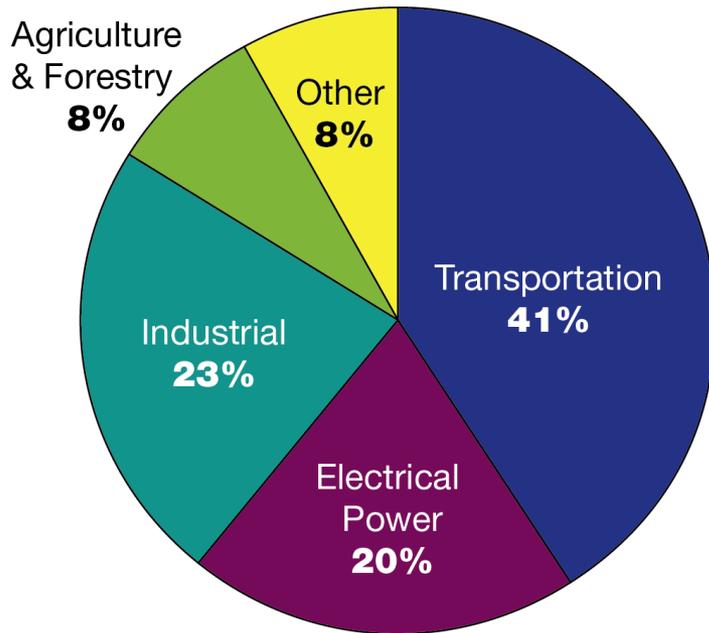


- **AB 32 establishes the first comprehensive program of regulatory and market mechanisms in the nation to achieve greenhouse gas (GHG) emissions reductions**
- **AB 32 sets GHG emissions limit for 2020 at 1990 level**
  - Acknowledges that 2020 is not the endpoint
  - Points way towards 80% reduction by 2050
- **Air Resources Board (ARB) adopted a Scoping Plan to achieve AB 32's GHG emissions reduction target**



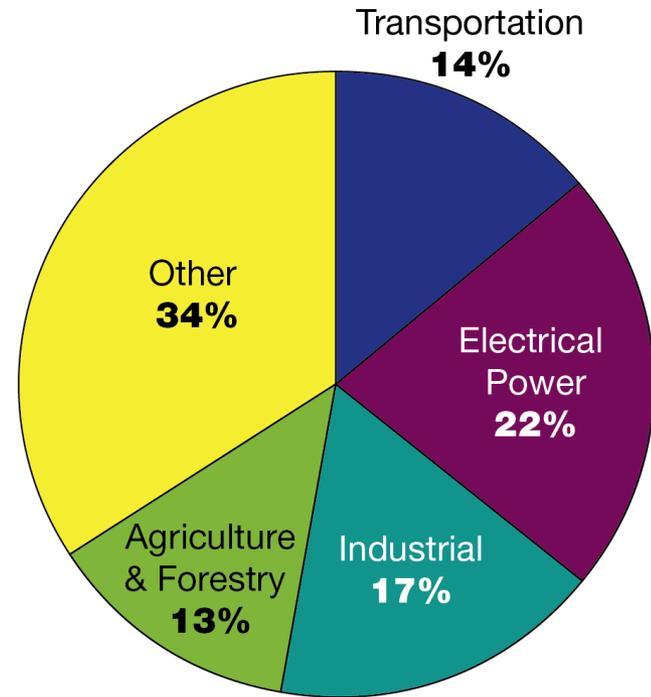
# Greenhouse Gas Emissions By Source

## California Greenhouse Gas Emissions By Source



Source: California Climate Action Team

## World Greenhouse Gas Emissions By Source



Source: U.S. Energy Information Administration

# California's Three Pronged Approach to Reducing Transportation Greenhouse Gases

**(AB 32 Scoping Plan estimates for GHG reductions in 2020)**

- **Cleaner vehicles (Pavley, AB 32) - 38 million metric tons**
- **Cleaner fuels (Low-Carbon Fuel Standard) - 15 million metric tons**
- **More sustainable communities (SB 375) - 5 million metric tons**



# ARB Adopted GHG Targets — September 2010

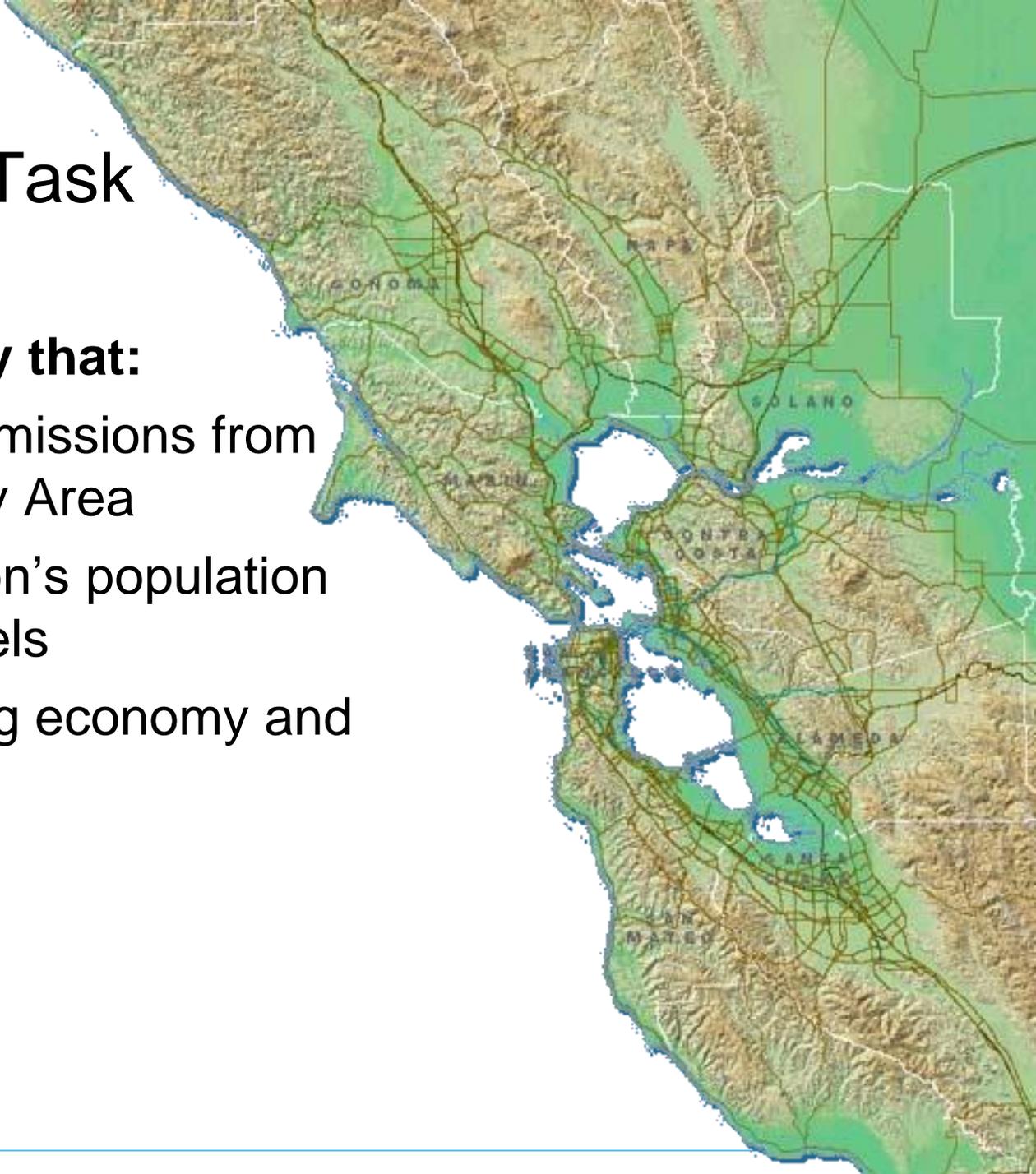
Percent Reduction in Per Capita Emissions from 2005 to Target Year		
	2020	2035
Bay Area	7%	15%
Sacramento	7%	16%
San Diego	7%	13%
Los Angeles	8%	13%
Central Valley	5%	10%

# SB 375

## The Regional Task

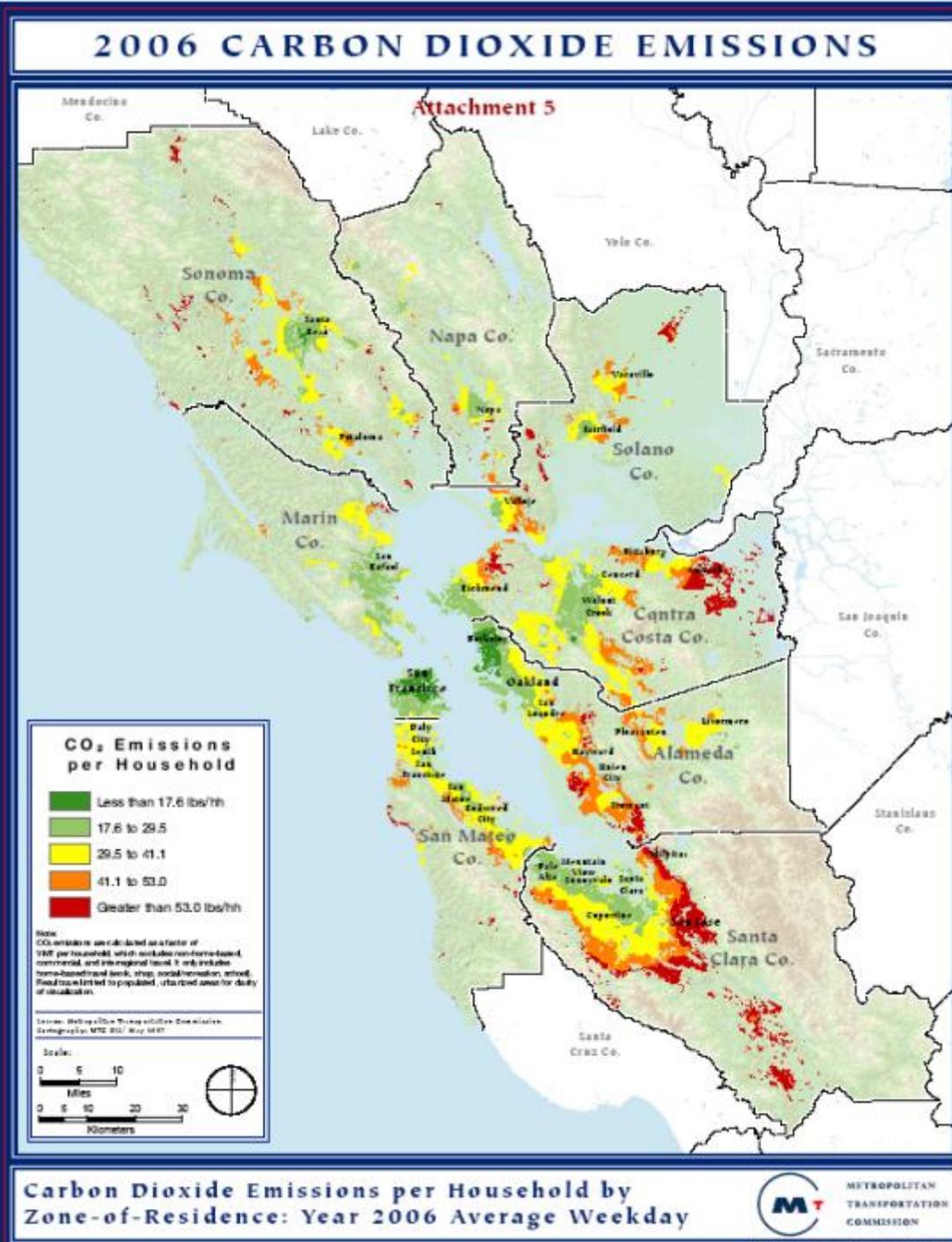
### Develop a strategy that:

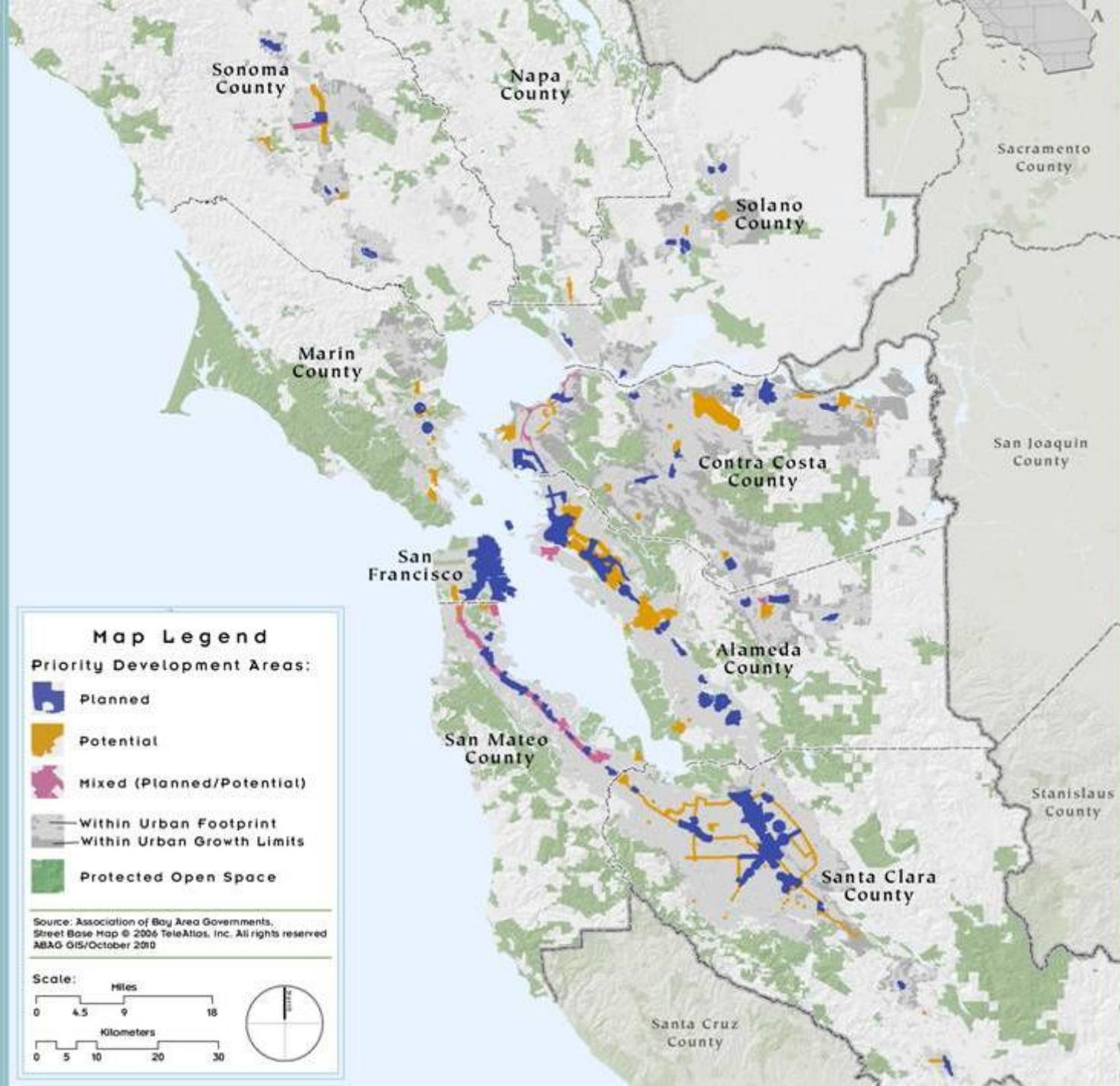
- Reduces GHG emissions from driving in the Bay Area
- Houses the region's population at all income levels
- Supports a strong economy and quality of life



# Location Matters

- **Growing Cooler:** Compared to sprawl, compact development results in a 20 to 40 percent reduction in VMT and hence in CO<sub>2</sub>



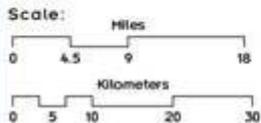


**Map Legend**

**Priority Development Areas:**

-  Planned
-  Potential
-  Mixed (Planned/Potential)
-  Within Urban Footprint
-  Within Urban Growth Limits
-  Protected Open Space

Source: Association of Bay Area Governments,  
Street Base Map © 2006 TeleAtlas, Inc. All rights reserved  
ABAG GIS/October 2010

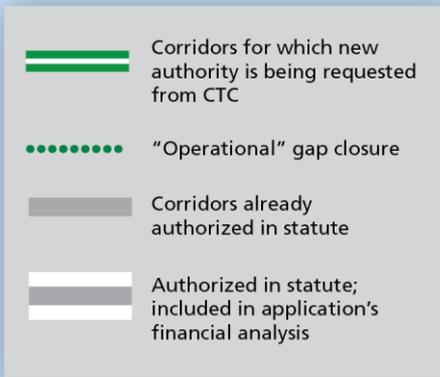


# Price Matters Too

- **Core Pricing:**  
Driving is more expensive in the urban core with higher parking costs and bridge tolls

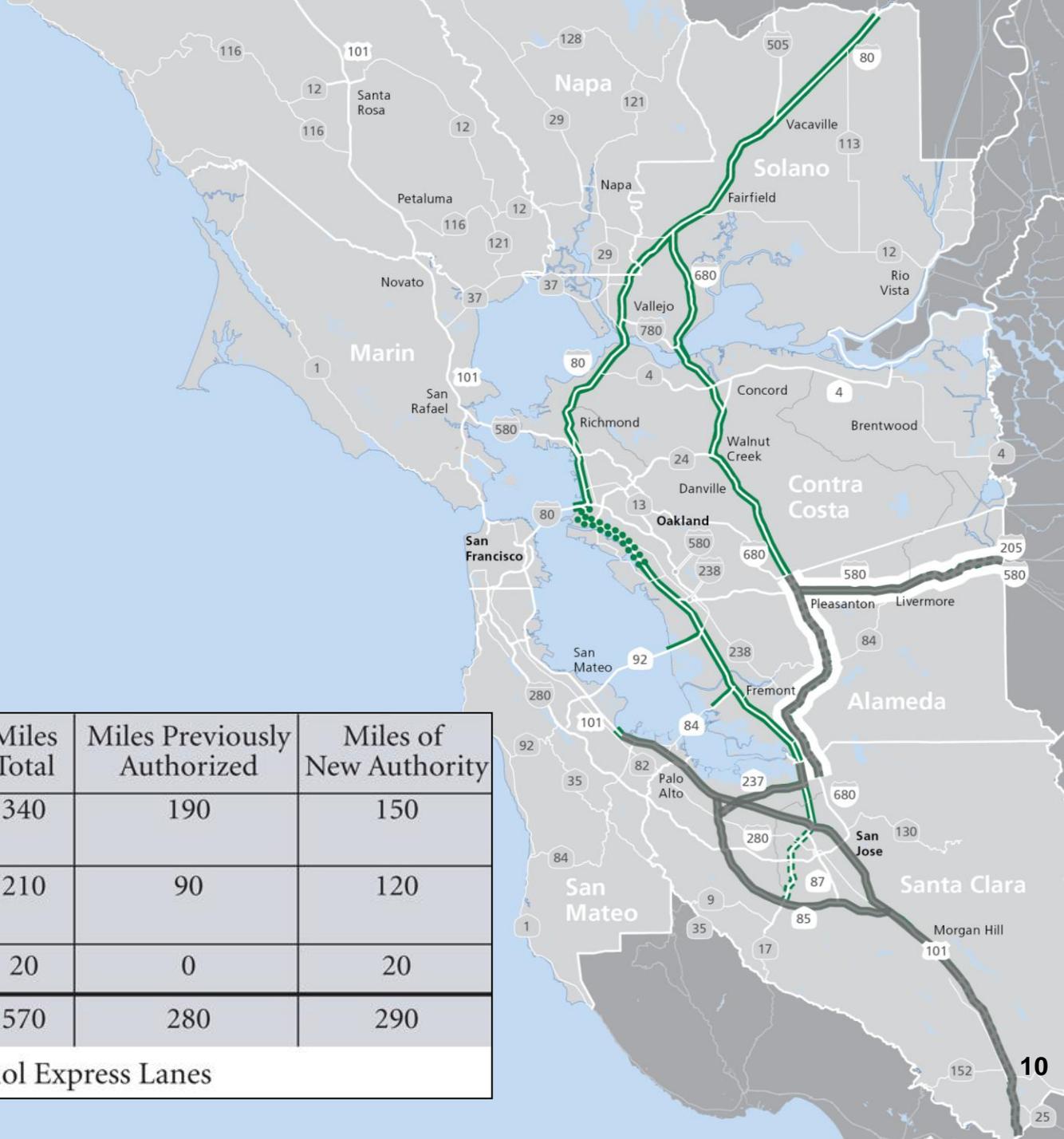


# CTC Application Express Lane Network



	Miles Total	Miles Previously Authorized	Miles of New Authority
Convert existing HOV lanes to Express Lanes*	340	190	150
Widen existing freeways to create Express Lanes	210	90	120
Operational gap closure	20	0	20
<b>Total</b>	<b>570</b>	<b>280</b>	<b>290</b>

\*includes the existing I-680 Sunol Express Lanes



# Adapting to a Rising Bay

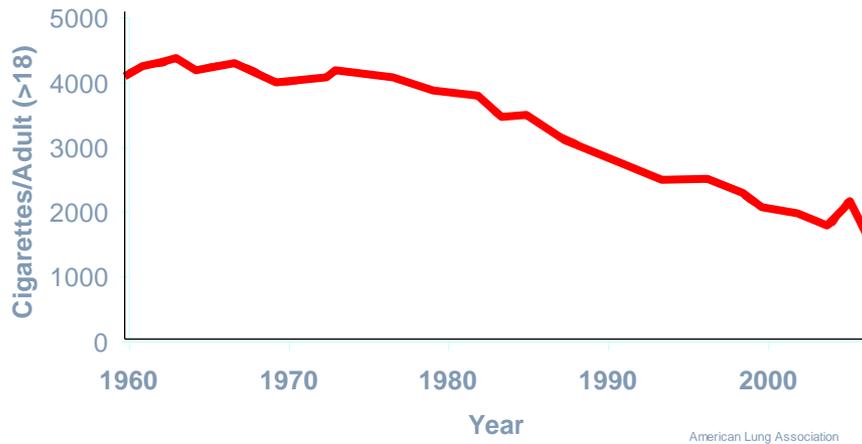
- Bay Area Cost of Required Defenses to Guard Against Flooding from 1.4 meter sea-level rise: **\$5.3 billion**
- Replacement Value of Bay Area Buildings and Contents at Risk of 100-year Flood due to 1.4 meter sea-level rise: **\$62 billion**  
(50% residential cost)



# Changes In Attitude and Behavior Are Essential

- Breakthroughs are possible!

Annual U.S. Cigarette Consumption



California's Recycling Rate

