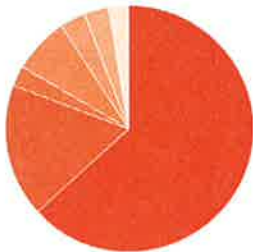
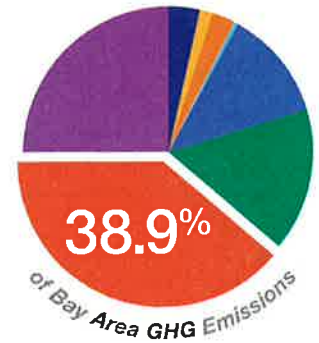


transportation

Projected 2015 GHG Emissions - Transportation (32.0 MMTCO₂e)



- 63.3% Passenger Cars/Trucks up to 8,500 lbs
- 17.5% Heavy Duty Trucks over 8,500 lbs
- 2.7% Buses/ Motorhomes/ Motorcycles
- 7.4% Aviation
- 3.4% Ships and Boats
- 3.2% Industrial Equipment
- 0.3% Locomotives
- 2.3% Electricity Indirect Emissions



Reduce Transportation Emissions

The Air District, in partnership with MTC and other local partners, will reduce greenhouse gases, criteria pollutants, and toxic air contaminants by supporting transit, biking and walking; and providing incentives for more efficient and clean cars, trucks and improved goods movement.

How do we propose to do it?

Support Transit, Biking and Walking

Provide funding for:

- Clipper expansion to additional transit agencies, "way finding" signage, transit information displays and real-time departure displays
- New bus rapid transit lines in San Francisco, Oakland and Santa Clara County
- Additional buses, vans and electric trolleys
- BART/eBART extension from Pittsburg/Bay Point into eastern Contra Costa County
- Transbay Terminal, Caltrain electrification, and other rail transit projects
- Bicycle and pedestrian access and facilities
- Safe routes to schools and transit

Make Cars, Trucks and Highways Efficient

Provide funding for:

- High Occupancy Vehicle lanes
- Electric and plug-in hybrid cars and trucks and charging stations
- Parking technology demonstration projects, and technical assistance

Develop campaigns to:

- Promote electric and plug-in hybrid vehicles
- Promote smart driving

Move Goods Efficiently and Cleanly

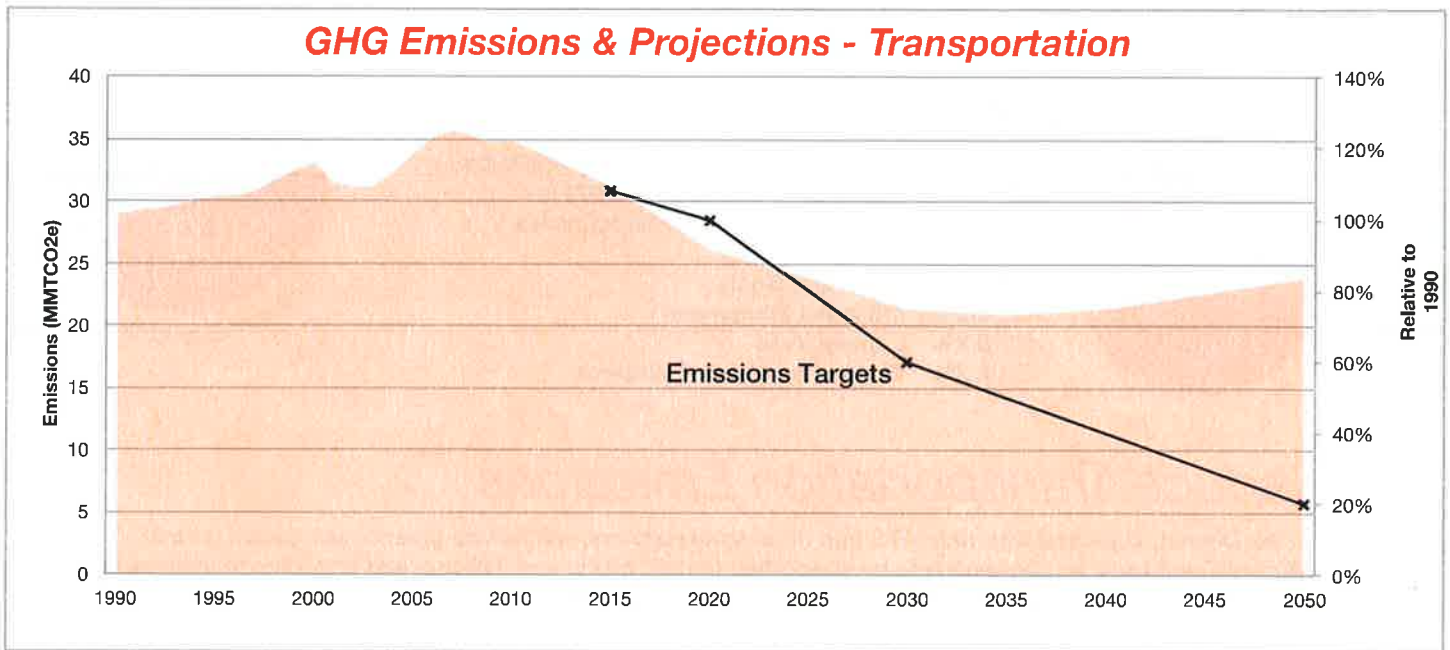
Provide funding for:

- Upgrades to the Bay Area's trade corridors (freeways, waterways and railways)
- New, cleaner heavy-duty diesel engines
- Cleaner electric engines for construction, freight and farming equipment
- Cleaner engines in ships and boats
- Hybrid drive trains for medium- and heavy-duty trucks, battery electric trucks and hydrogen fuel cell trucks



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The graph shows projected trends in Bay Area GHG emissions by sector through year 2050. The projected emissions take into account anticipated emission reductions from policies that have already been adopted at the State or regional level, as well as future policies that are likely to be adopted as an extension of current efforts. The chart also shows the emissions reduction trajectory needed in order to achieve interim (2020 and 2030) and long-range (2050) GHG reduction targets adopted by the State and the Air District.

