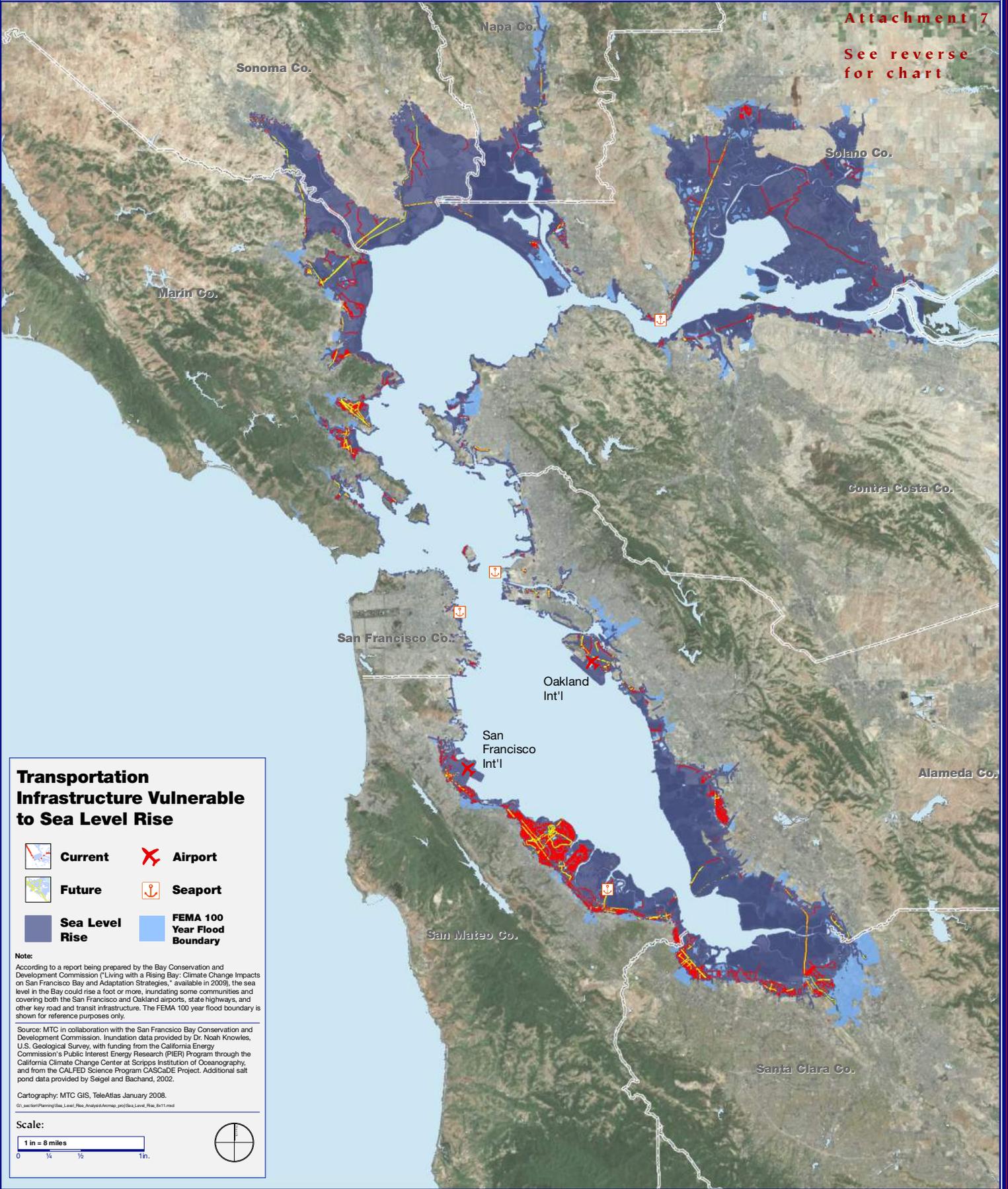


Shoreline Areas Vulnerable to Sea Level Rise: 2040-2060



Attachment 7
See reverse for chart

Transportation Infrastructure Vulnerable to Sea Level Rise

-  **Current**
-  **Airport**
-  **Future**
-  **Seaport**
-  **Sea Level Rise**
-  **FEMA 100 Year Flood Boundary**

Note:
According to a report being prepared by the Bay Conservation and Development Commission ("Living with a Rising Bay: Climate Change Impacts on San Francisco Bay and Adaptation Strategies," available in 2009), the sea level in the Bay could rise a foot or more, inundating some communities and covering both the San Francisco and Oakland airports, state highways, and other key road and transit infrastructure. The FEMA 100 year flood boundary is shown for reference purposes only.

Source: MTC in collaboration with the San Francisco Bay Conservation and Development Commission. Inundation data provided by Dr. Noah Knowles, U.S. Geological Survey, with funding from the California Energy Commission's Public Interest Energy Research (PIER) Program through the California Climate Change Center at Scripps Institution of Oceanography, and from the CALFED Science Program CASCaDE Project. Additional salt pond data provided by Seigel and Bachand, 2002.

Cartography: MTC GIS, TeleAtlas January 2008.

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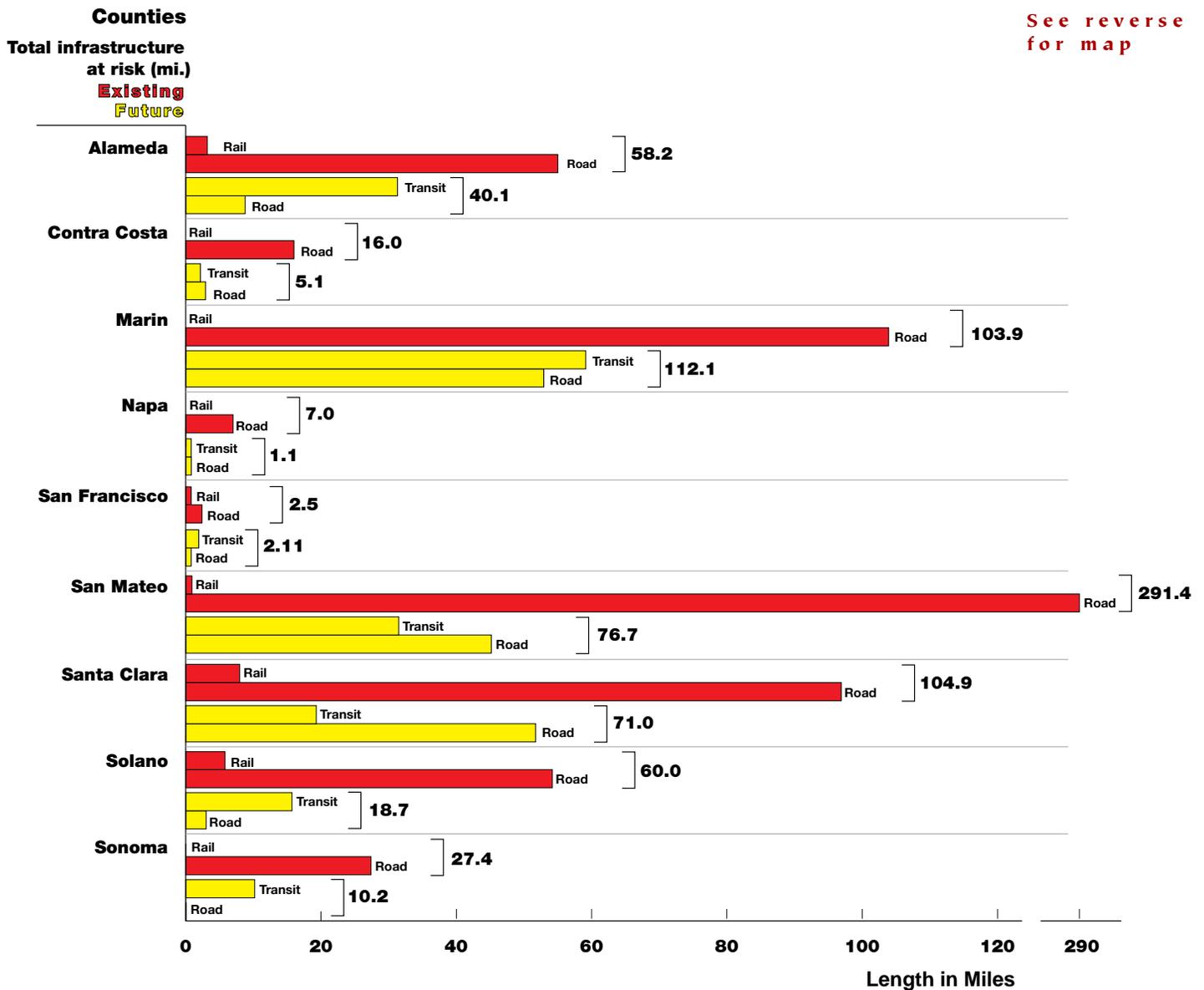
Scale:



Shoreline Areas Vulnerable to Sea Level Rise: 2040-2060

Attachment 7

See reverse
for map



A report currently being prepared by the Bay Conservation and Development Commission, "Living with a Rising Bay: Climate Change impacts on the San Francisco Bay and Adaptation Strategies, highlights areas in the Bay Area vulnerable to sea level rise. Both existing and future regional transportation infrastructure could be seriously affected by such an event. This chart highlights these possible effects by showing the impact of sea level rise within the counties surrounding the San Francisco bay. The total number of affected miles for existing and future transportation infrastructure is also included.

Note:

This chart identifies linear assets such as roads and rail lines. Additionally, only projects that could be categorized into either road, rail or transit were included for consideration as future infrastructure. This analysis also shows an impact on some airports and seaports due to sea level rise.