



ALAMEDA

Climate Action and Resiliency Plan (CARP) 2021 Annual Report

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Introduction

The Climate Action and Resiliency Plan (CARP) was adopted by the City Council in 2019. CARP annual reports are presented to the City Council in March in order to align with presentation of the Transportation Annual Report, which has significant implications for climate.

Through CARP, the City committed to reducing our greenhouse gas emissions (GHG) by 50% below 2005 levels and becoming carbon neutral as soon as possible. Following CARP adoption, the City declared a climate emergency which includes a goal of becoming carbon neutral by 2030. The introduction of 100% clean energy by AMP in 2020, set the stage for Alameda to achieve its GHG reduction goals, but there is still a lot more still to do. Net zero emissions requires fully electrified buildings and transportation, safe routes for walking and biking, a resilient and distributed electrical grid, zero waste, and carbon sequestration through tree planting and mulching. Many of these actions will also improve quality of life for Alamedans, making their homes safer, improving traffic safety, reducing heat island effect, and more. The City of Alameda cannot avert global warming on its own. It will take an immediate and concerted effort on the part of community members, businesses, other cities and counties, the state, federal government and the world to come together and reduce our global emissions.

CARP also commits the City to adapt to climate change. In 2021, the sixth assessment report of the Intergovernmental Panel on Climate Change (IPCC) observed that human-induced climate change is already causing more extreme weather patterns and that global surface temperature will continue to increase until at least the mid-century and global warming will accelerate unless deep reductions in CO₂ and other greenhouse gas emissions occur in the coming decades (IPCC, Climate Change 2021). The CARP identifies 12 priority flooding locations where assets or areas are exposed to flooding risk



*Veterans Court during October 2021 Atmospheric River.
Photo credit: Maurice Ramirez*

soonest and with greatest consequence. Locations with significant flooding at a total water level of 24 or 36 inches (above today's high tide) were identified as at risk of sea level rise flooding "soon." Since the CARP adoption in 2019, Alameda has developed a deeper understanding of the implications of sea level rise for our island community, global greenhouse gas emissions have continued to increase at alarming rates, and Alameda has not received the state and federal financial and technical support that we need to meet our greenhouse gas reduction and adaptation goals. Furthermore, the city conducted a study in 2020 on emergent groundwater issues that showed sea level rise is elevating the water table, which is expected to cause more flooding, liquefaction and soil contamination issues in every neighborhood in Alameda. With six to seven feet of sea level rise expected in 80 years, 25 miles of shoreline to improve at a cost of \$10 to \$20 million per mile, and needed conveyance and storm drain pump station upgrades, the City must focus on short term strategies to both reduce GHG emissions and adapt to a changing climate, while working to improve our community's understanding and capabilities to implement local and regional long-term solutions for the next generation of Alamedans.

Achieving our dual goals of GHG reduction and climate adaptation will require budget commitments, dedicated staff time, communication and outreach, and technical assistance on behalf of the City. We must act boldly and swiftly to secure our future on this island.

Vision & Goals

By promoting both greenhouse gas (GHG) reduction and climate adaptation measures, the CARP is helping Alameda increase resilience to climate change and ensure a sustainable and healthy environment, improved social equity, and a vibrant economy.

The CARP outlines a path to achieve eight targeted goals in support of the overarching vision. These include an ambitious goal for GHG reduction, a set of specific goals for increasing resilience to climate hazards, and a final goal for the City to effectively implement the plan and build capacity. These goals were slightly revised for the Climate Action and Resiliency Plan in 2021.

Vision for the *Climate Action & Resiliency Plan*

Alameda is an innovative leader in achieving net zero carbon emissions and community resilience as soon as possible, and serves as a model for similarly impacted cities to do the same. Our community members are a vital part of this ongoing process.

- **GHG Reduction:** Reduce GHG emissions to 50 percent below 2005 levels by 2030 and achieve net zero GHG emissions as soon as possible.
- **Sea level rise and storm surges:** Protect assets from sea level rise and storm surges, including community vitality and recreational opportunities, plan future land use to avoid impacts, and enhance natural shoreline habitat to mitigate impacts.
- **Inland flooding:** Increase the resilience and capacity of the stormwater system to prevent flooding of assets during extreme precipitation events.
- **Drought:** Reduce water consumption and increase drought-resistant landscaping.
- **Extreme heat:** Reduce the heat island effect and protect vulnerable populations from heat impacts during heat waves.
- **Wildfires:** Protect public health from smoke impacts during wildfire events, especially among vulnerable populations.
- **Earthquakes:** Minimize loss of life, community disruption, and property damage in an earthquake, especially for areas at risk of liquefaction, and prepare for a timely and equitable restoration of community functionality.
- **Tsunamis:** Reduce property damage and loss of life in a tsunami and prepare for the safe evacuation of people from the tsunami zone.
- **Effective implementation and capacity building:** Develop financial and human resources and increase transparency, community engagement, social resilience, and support for effective implementation of climate adaptation and hazard mitigation strategies.

Commitment to Equity

The three pillars of sustainability are healthy economy, natural environment, and social equity. Equity is the idea that one's race, ethnicity, gender, age, disability, sexual orientation should not determine their

opportunities or outcomes and should not have an effect on the distribution resources, including housing, access to jobs and education, food, or environmental exposure. Equity is critical for societal sustainability and community resilience, and is a central tenet of the CARP. By explicitly addressing the needs of most impacted populations, CARP implementation can work to undo historic and structural racism and contribute to building a healthy and diverse community, where everyone truly belongs.

In the development of CARP, social equity was considered when assessing the potential impacts of climate change, the costs and benefits of proposed City actions, and project prioritization. To better understand the impacts of climate change locally, staff developed a Social Vulnerability Assessment (SVA) for Alameda. The SVA recognizes that hazard events do not have the same impact on every household: impacts are influenced by income, ability, age, English language proficiency, and other socioeconomic characteristics. The SVA mapped Alameda's 57 census block groups according to their concentration of social vulnerability indicators, as determined by the Association of Bay Area Governments (ABAG). The CARP is committed to implementing adaptation and GHG reduction strategies that are socially beneficial, especially for underserved communities. One example is the CARP's prioritization of equity is mode shift strategies that increase transit access and bicycle and pedestrian safety, making affordable mobility options accessible to a broader range of Alamedans. Another equitable strategy is AMP's rebate program for used EVs, launched in spring 2020, which allows more Alamedans to enjoy the cost savings and cleaner air from driving a zero-emissions vehicle.

CARP implementation is a further opportunity to align both GHG emission reduction goals and racial equity goals and create a process that facilitates a just transition into a sustainable future. The City will ensure that policies and programs developed to implement CARP are beneficial to vulnerable populations and that they address the needs of vulnerable communities. Inclusive outreach and engagement were a priority in the CARP development process and continues to be a priority through implementation. Staff recommends developing a climate communication and engagement strategy in 2022, including updating the SVA with 2020 Census data and developing an equity toolkit to support equitable implementation of climate-related programs and initiatives.

2021 Highlights

2021 continued to be a challenging year for the City and community. However, despite the ongoing COVID-19 pandemic, staff was still able to accelerate efforts to meet key milestones for CARP implementation and respond to the growing climate crisis. Departments across the City completed the following near-term CARP actions and laid the groundwork medium-term implementation actions in 2022 and beyond:

- Convened an interdepartmental Green Team, comprised of leaders from City Manager's Office, Public Works, Parks and Recreation Department, Planning, Building and Transportation, Community Development and Alameda Municipal Power to oversee implementation of the CARP and ensure that key milestones are met.
- Hired a Sustainability and Resilience Manager to implement CARP recommendations.
- Hired a CivicSpark fellow to provide additional staff capacity to the Sustainability and Resilience Program.
- City Council passed an all-electric reach code requiring all new construction citywide to be all-electric—i.e., no natural gas or propane infrastructure installed and electric appliances for space heating, water heating, clothes-drying, and cooking—with certain exceptions.

- Completed and published the “Electrifying Existing Residential Buildings in Alameda” report.
- Completed construction of the new all-electric Krusi Rec Center.
- Upgraded the West End library to serve as a Clean Air and Cooling Center and switched its gas-powered furnace to electric.
- Upgraded the Mastick Senior Center Social Hall to serve as a Clean Air and Cooling Center.
- AMP launched rebates for electric panel upgrades and an e-Commerce marketplace platform that provides instant rebates on select items.
- City Council amended the City’s off-street parking ordinance to eliminate parking minimums, and require EV charging and bike parking in new developments.
- City Council passed a gas-powered leaf blower ban to take effect in 2023.
- Completed Phase 1 of Waterfront Park, which is designed to accommodate water and adapt to sea level rise over time.
- Convened San Leandro Bay/Oakland Alameda Estuary Adaptation Working Group, bringing together more than 30 agencies in the region to collaboratively and equitably prepare for sea level rise.
- City Council approved a General Plan update including the Safety Element and a new Climate and Conservation Element. Completed an updated Climate Adaptation and Hazard Mitigation Plan for CalOES and FEMA review.
- The nonprofit Project O certified Alameda as a “Blue City” for Alameda’s commitment to protecting our oceans and waterways
- The League of American Bicyclists recognized Alameda as a silver-level Bicycle Friendly Community for its miles of new protected bikeways constructed and safety education.

2022 Work Plan

Staff have identified 15 priorities for CARP implementation in 2022. These priorities reflect a consensus among the Green Team and will be carried out by a variety of city departments under the leadership of the Sustainability and Resilience Manager.

Greenhouse Gas Reduction

1. Develop an equitable existing buildings energy efficiency and electrification roadmap. In 2022, staff will develop an equitable existing building energy efficiency electrification roadmap in partnership with AMP and seek Council direction for implementation of priority actions to equitably electrify all existing buildings in Alameda. The roadmap will provide a phased approach that includes new policies, financing options, expanded rebates, and community education and outreach. The roadmap will align with other citywide efforts to create affordable, safe, healthy and resilient housing and prepare the City to leverage federal stimulus dollars as they become available.
2. Expand public EV charging availability. In 2022, staff will seek funding opportunities to expand electric vehicle charging stations at city-owned lots and other public locations. Public EV charging facilities

will support residents to replace their gasoline vehicles with zero emission vehicles and expand access for residents who rent or live in multi-family units that do not have vehicle charging on site.

3. Encourage owners to seismically retrofit residential buildings. The City established standards for seismic retrofit of single-family homes in 2006 and a wood-frame soft-story program in 2009 that required all soft-story apartment owners to conduct a structural evaluation, notify tenants of any seismic deficiencies and install automatic gas-shutoff valves. As a result of the program, 70% of identified soft-story buildings with five or more units have been retrofitted and installed gas shut-off valves. 63 soft-story apartment buildings remain to be retrofitted. In 2022, staff is seeking to educate owners and identify resources to support homeowners and apartment owners to seismically retrofit their buildings.
4. Increase compost and mulch application. Beginning January 1, 2022, the City is required to implement state law Senate Bill 1383, which is designed to reduce short-lived climate pollutants, including methane from landfills. The requirements include establishing an edible food recovery program and procuring products made from recycled materials. The City is required to annually procure a minimum amount of recovered organic waste products (compost, mulch, renewable gas, or electricity from biomass conversion). The City can meet this requirement by directly acquiring or procuring products for use or give away or contracting with a service provider. Staff is coordinating with the Alameda County Waste Management Authority (StopWaste) and various City departments to determine costs and funding options to procure required products (primarily compost and mulch) and potential areas to apply this material. Increasing compost and mulch application in the City can help reduce methane emissions, sequester carbon, conserve water, and build healthy soil.
5. Develop strategy to phase-in sustainable purchasing requirements. Beginning January 1, 2022, SB 1383 requires the City to demonstrate compliance with existing state law requiring a minimum 30 percent recycled content in City purchases of paper and paper products. In addition to implementing the minimum requirements, the City will also develop a strategy to phase-in additional sustainable purchasing requirements to help shift markets for products and services toward options with less harmful effects on human health and the environment.
6. Complete Doolittle Community Solar Project. With City approval, the Doolittle solar project will start construction in 2022. The project consists of the construction and operation of a 2.0 megawatt photovoltaic solar facility on an 11-acre portion of the former Doolittle Landfill, in the northeastern area of Bay Farm Island.

Adaptation

7. Advance San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group. In 2021, staff convened an adaptation working group comprised more than 25 agencies, jurisdictions and community organizations to coordinate San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat, and community resilience. In 2022, staff is seeking to launch development of a coordinated and inclusive future-looking subregional organizational structure and action plan with shared vision and needs assessment to accelerate sea level rise adaptation in alignment with the BayAdapt Joint Platform.
8. Launch development of a citywide adaptation pathway master plan. Building on the CARP adaptation chapter in 2022, staff will seek City Council approval for funding to develop an adaptation pathway master plan. The plan will include additional vulnerability studies as needed, economic analysis, groundwater rise studies and other data collection as needed to identify the range of shoreline protection, groundwater management and adaptation strategies over time from short- to long-term as

well as land use, building and infrastructure design standards needed to help Alameda adapt to rising sea and groundwater levels.

9. Identify funding for priority adaptation projects identified in CARP. In 2022, staff intend to continue submit grants and develop designs for priority adaptation and flood protection projects at northern shoreline near Posey/Webster Tubes, Veterans Court and northern shoreline of Bay Farm Island, and the master plan and design for DePave Park. Staff will continue to coordinate with Caltrans, the Port of Oakland, EBRPD and the City of Oakland to develop adaptation measures for Doolittle Drive and adjacent areas. Other opportunities might include options for the East Shore neighborhood and Crown Beach/Southshore.

Capacity Building

10. Consider applying for the Cool City Challenge. In 2022, staff will consider applying for the Cool City Challenge, which awards \$1 million to implement a climate moonshot strategy to become a carbon neutral city by 2030. As part of the application process, Alameda will commit to becoming carbon neutral by 2030 with no offsets, a moonshot team will recruit 25 partner organizations to partner in the Cool City Challenge and 200 cool block leaders who are ready to work with their neighbors to make positive change. The award could bring significant resources to help Alameda achieve its CARP goals around decarbonizing transportation and buildings.
11. Develop climate communication and engagement strategy. In 2022, staff will seek City Council approval for funding to develop an inclusive climate communication and engagement strategy to help raise awareness among the public for actions they and the City can take to reduce greenhouse gas emissions that cause climate change and prepare for the impacts of climate change on Alameda. The strategy will support authentic and deep engagement of Alameda's diverse population with a focus on segments of the population who are disproportionately impacted by climate hazards. As part of the effort, staff is seeking to update the Social Vulnerability Assessment (SVA) developed for CARP with the latest Census data and develop an equity toolkit to support equitable implementation of climate-related programs and initiatives.
12. Consider placing climate revenue measure on the ballot. In 2020, multiple new revenue measures were up for discussion, including an infrastructure bond, but COVID-19 halted many of those discussions. In preparation for the 2022 ballot, staff is analyzing revenue measures that could fund CARP implementation. Some of these measures will address the City's need for additional flood protection as the San Francisco Bay combats sea level rise. Staff will also design communication strategies that help stakeholders and the public understand the issues at hand and the revenue measures that could address them.
13. Update Urban Forest Plan. In 2022, staff will launch the update of the Master Tree Plan to develop the Urban Forest Plan with an expanded scope to include park trees and select water efficient, shade-producing, fire-resistant tree species adapted to Alameda's changing climate. The plan will also focus on ensuring an equitable tree canopy distribution to protect from extreme heat and air pollutants.
14. Complete Active Transportation Plan. In 2019, the City Council authorized work on the Active Transportation Plan (ATP). In late 2020, the ATP was placed on pause while other COVID-19 program priorities were implemented. Staff will re-start the ATP process in early 2022, with the goal of bringing a draft Plan to the Transportation Commission and then City Council for adoption by the end of 2022. The plan will update the existing Pedestrian Plan (2009) and Bicycle Master Plan (2010).

Improving walking and bicycling facilities in Alameda is essential to reducing the 70% of the City's greenhouse gas emissions that are attributed to the transportation system.

15. Complete Zero Waste Implementation Plan Progress Report. In 2018, the City Council approved the Zero Waste Implementation Plan Update (ZWIP Update), which included five strategies to be implemented over five years to achieve zero waste. As outlined in the CARP, the City must carry out already committed to actions, including the five strategies in the ZWIP Update, to achieve the City's emissions reductions goal. Staff will provide a progress report on the City's waste reduction and recycling efforts and recommendations to reach its zero waste goal.

2021 Accomplishments and Next Steps

For each sector of GHG emission sources, Adaptation and planning activities, departments across the City have made progress on projects and programs related to CARP goals.

CARP includes a comprehensive set of strategies and identified key metrics to measure implementation progress. The tables below describe progress in 2021 on CARP strategies and next steps for 2022 and show progress using relevant metrics associated with the strategy where applicable. Some of the strategies have specified annual goals and others only specify a 2030 goal and the charts demonstrate progress toward reaching that end goal.

While staff is making great progress towards CARP goals, it is also clear there is more work to do. We must double down on our efforts to complete the necessary actions to do our part to meet the moment of the climate emergency. The 2022 priorities are designed to address those areas with the greatest need.

Transportation

Transportation accounts for 70% of the city's GHG emissions. CARP builds on the goals and actions of the Transportation Choice Plan to reduce solo driving and encourage walking, biking, utilizing public transportation and telecommuting when possible. For more information on accomplishments and priorities related to transportation, please refer to the Transportation Annual Report. In addition to mode shift, expanding the adoption of electric vehicles and charging infrastructure is an integral part of reducing GHG emissions from the transportation sector.

Mode Shift Strategies

T1: Reduce commute vehicle miles traveled

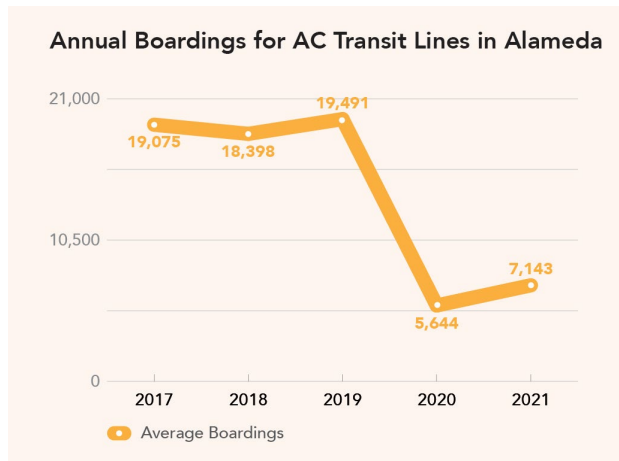
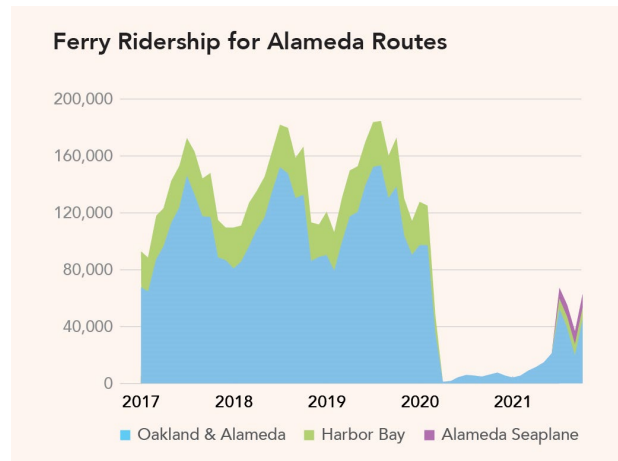
Encourage employees and employers to reduce commute trips by telecommuting. In addition, implement a combination of programs that encourage telecommuting and land use decisions that increase work-live and mixed zoning.

Status: **Needs Attention**

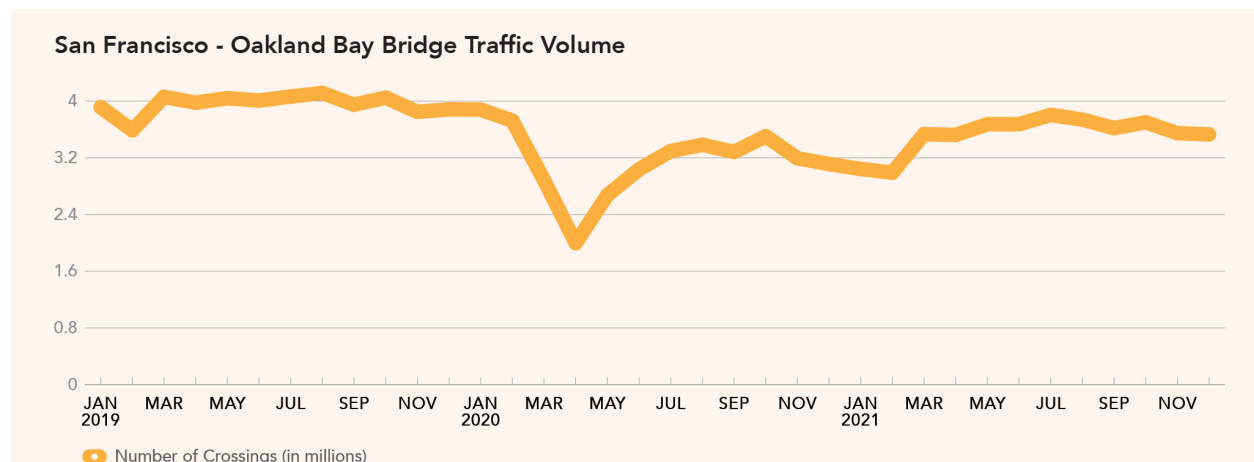
Telecommuting became commonplace as a result of COVID-19. In 2021, even as vaccines have become widely available, creating safer conditions for resuming in-person activities, many employees continue to work remotely or a hybrid of remote and in person work. This trend has reduced commuting during peak hours and its associated greenhouse gas emissions. Telecommuting will likely continue into the long term. Alameda's General Plan update includes policies to encourage telecommuting and zoning amendments to facilitate mixed use development and work-live spaces. Alameda's draft Smart City Master Plan also includes strategies to support telework by enhancing the communications network and

deploying Wi-Fi in public locations. In 2022, staff will finalize this plan and begin implementation of recommended strategies. Staff will continue to identify additional policies and programs to continue to encourage telework into the future.

Those who have returned to in-person work are largely choosing solo driving over public transit for their commutes. As shown in the charts, freeways and bridge capacity have returned to pre-pandemic levels while public transit ridership has only slightly recovered. It will be important to ensure that that recovery focuses on transit and not solo driving through supporting residents to take safely take public transit or carpool, or walk/bike whenever possible.



*Boardings are measured in Spring each year.



Source: Metropolitan Transportation Commission (2022). Monthly Transportation Statistics. Data last updated January 4, 2022. Retrieved January 31, 2022 from <https://mtc.ca.gov/tools-resources/data-tools/monthly-transportation-statistics>

T2: Build additional bike lanes

Construct an additional 10.44 miles of dedicated and protected bike lanes on top of the 6.1 miles bikeway projects already planned in the Transportation Choices Plan (TCP) and make pedestrian/bicycle improvements that increase safety, make it easier for people to use these modes, and connect residential neighborhoods with commercial centers and workplaces

Status: Making Progress

In 2021, 2.1 miles of bike lanes were completed as part of CARP and TCP. It includes almost one mile of protected bike lanes, the most installed in one year since 2015. In combination with progress in previous years, 5.8 miles of bike lanes have been constructed towards the 2030 goal of 16.54 miles. All bike lanes constructed as part of CARP excludes bike routes or sharrows, which are still part of Alameda's bicycle network.



Alameda's bicycle network now consists of 51.2 miles of bikeways. In 2022, staff is

continuing to construct additional bike lanes in conjunction with safety improvements on key corridors. For more information on planned projects, please refer to the Transportation Annual Report.

T3. Traffic signal synchronization

By 2030, improve synchronized timing of 25 traffic lights to improve traffic flow by slowing vehicle speeds and reducing idling.

Status: Complete

Public Works has completed signal timing and coordination projects at 13 intersections in the Park and Webster Street corridors.

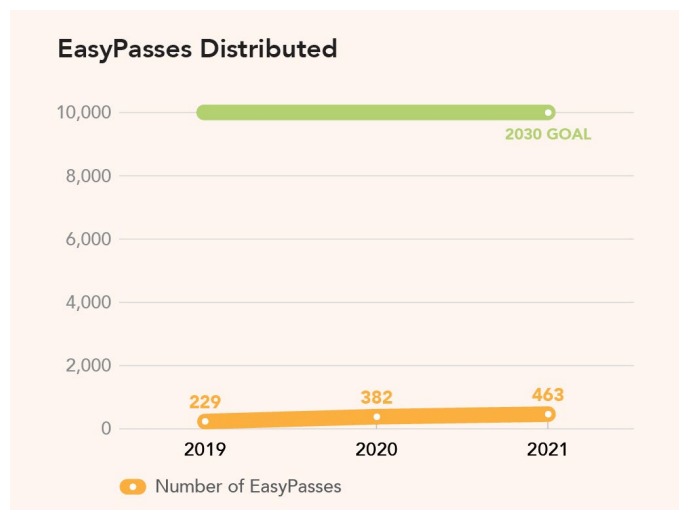
T4. Expand EasyPass Program

Provide 5,000 AC Transit EasyPasses in addition to the 5,000 already committed to in the TCP, for a total of 10,000 passes to be distributed by 2030. This strategy is prioritized for 2025-2030.

Status: Needs Attention

Through the City's Paratransit program, qualifying Mastick Senior Center members and Alameda Point Collaborative residents can receive a free pass. In 2021, 463 EasyPasses were distributed through the following programs:

- 63 through the Mastick Senior Center



- 167 passes to Alameda Point Collaborative residents
- 71 passes to low income students at Encinal Junior/Senior High School, Island High School and Will C. Wood Middle School as part of the Alameda County Transportation Commission's Affordable Student Transit Program
- 62 passes to Alameda Park Apartments
- 100 passes distributed by Alameda Housing Authority

In 2022, staff plan to coordinate with Alameda Landing and Alameda Point to expand EasyPasses for residents and employees in these new developments. Staff is also working with AC Transit on a pay-as-you-go model for free bus passes for seniors and people with disabilities, which could be a cost-effective model for providing EasyPasses to more residents in new developments.

T5. Ban gas-powered leaf blowers

Ban gas-powered leaf blowers in the City of Alameda.

Status: Complete

In September 2021, City Council passed an ordinance banning the sale and use of gasoline-powered leaf blowers. The law will go into effect starting January 1, 2023. Staff will continue to educate the public and businesses about the ban and encourage the switching to electric and battery-powered leaf blowers.

Transition to Electric, Zero Emission Vehicles Strategies

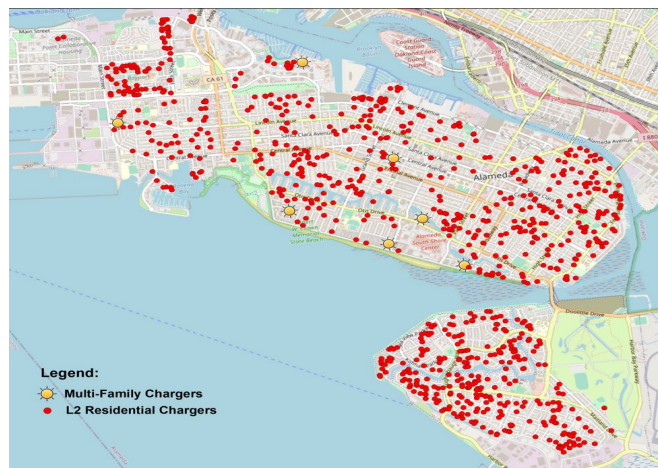
T6. Increase availability of EV chargers citywide

Ensure that all new developments with new parking lots install charging stations for residents and/or customers. Streamline permitting processes for existing homeowners and business owners who wish to install charging stations. Add public charging stations in all City-owned parking lots. Allow residents to rent their driveways and private EV chargers to renters who do not have access to convenient charging.

Status: Making Progress

In November 2021, City Council passed an ordinance to comprehensively update citywide off-street parking and loading space regulations. The ordinance includes a requirement to install EV chargers in new residential and commercial developments.

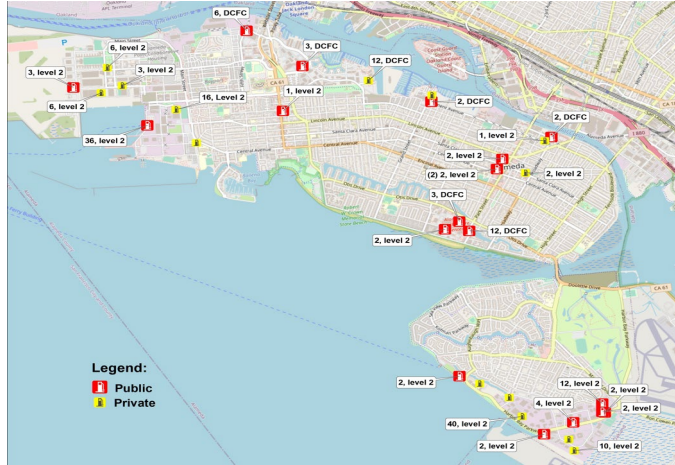
Installation of Level 2 charging stations at Seaplane Lagoon Ferry Terminal is in progress and staff submitted applications for Alameda County Incentive Project under the California Electric Vehicle Infrastructure Project (CALeVIP) to install EV chargers at several public parking lots across the city. In 2022, staff will continue to identify additional funding sources to expand public EV charging in Alameda.



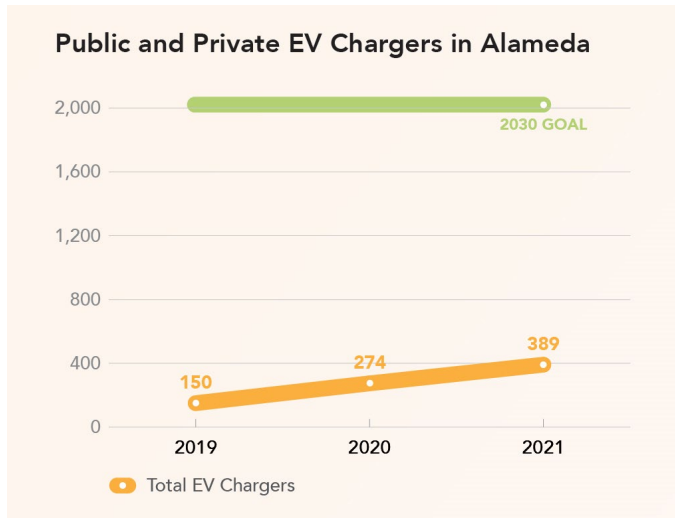
Residential EV Chargers in Alameda

AMP continue to offer EV charger rebates to encourage the installation of Level 2 EV chargers. To encourage EV charger adoption, AMP offers customers in single family homes up to \$800 in rebates for installing a qualifying level 2 EV Charger. In 2021, 89 residential customers received an AMP rebate to install a qualifying level 2 EV charger.

AMP has also worked closely with multi-family buildings serving as a resource and technical assistance guide for level 2 charging installation. To date, three multi-family buildings have taken advantage of AMP's rebates to install EV chargers with a total of seven plugs. AMP is working with four more multi-family buildings are planning to install 17 EV chargers in the coming year. Launching in January 2022, multi-family buildings will be eligible for additional rebate funding through AMP's new Multi-Unit Building Level 2 Charger Rebate Program.



Commercial Chargers in Alameda

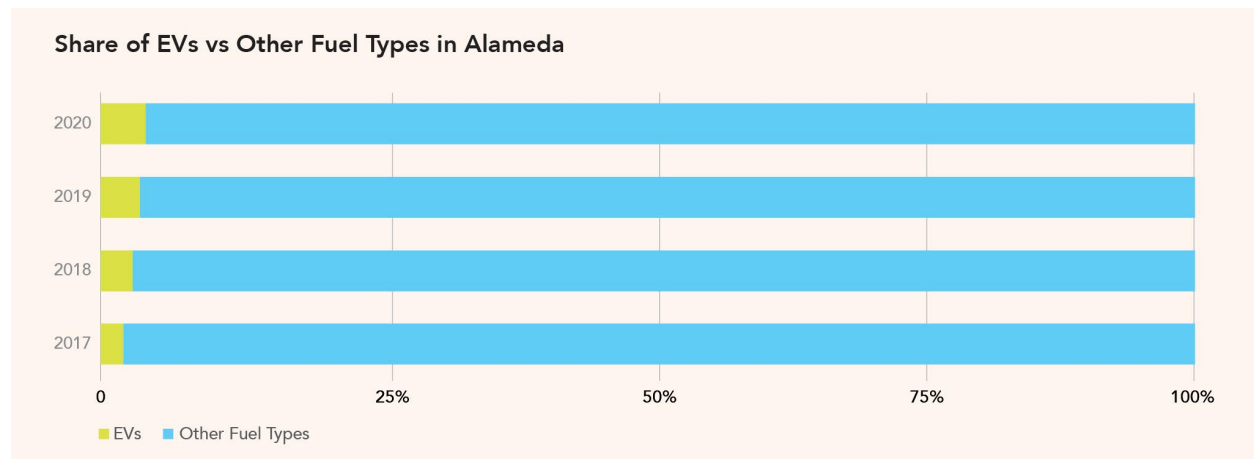
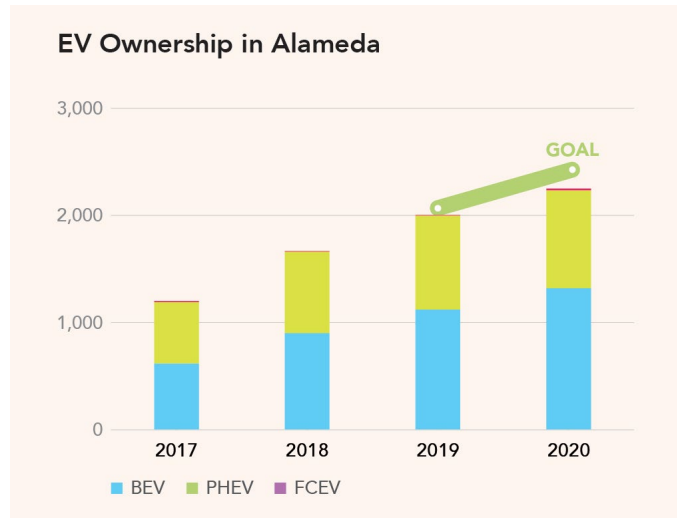


T7. Promote purchase of LEVs and ZEVs

Implement communications and outreach activities to promote the acquisition of light-duty EVs.

Status: **On Track**

AMP hosted two Electric Vehicle 101 webinars in 2021 on January 20th and June 15th. The webinar provided education on the reasons to choose an EV, comparing available EVs on the market currently, charging options for EVs, upfront cost of EVs, and the incentives available regarding EVs and EV charging. In addition, AMP also ran one marketing campaign, published a total of 37 articles in multiple monthly newsletters promoting transportation electrification, and released 9 marketing emails advertising programs and rebates. Alamedans continue to purchase electric vehicles (EV) at an increasing rate, but EVs are still a small part of the market share compared to vehicles that use other fuels.



Source: *California Energy Commission (2021). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 30, 2021. Retrieved November 9, 2021 from <https://www.energy.ca.gov/zevstats>*

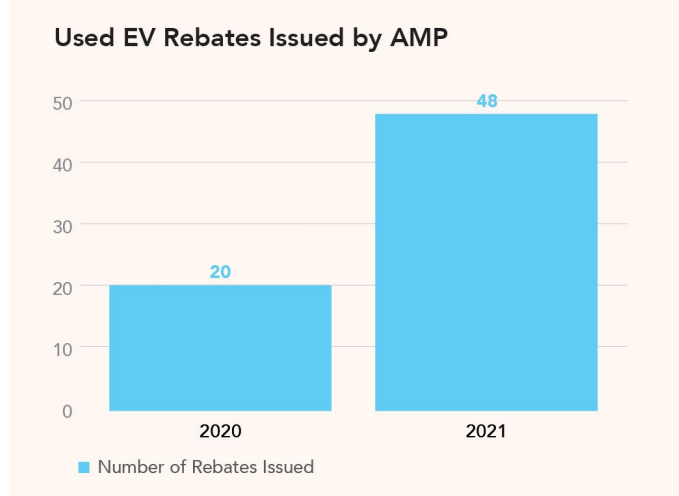
T8. Continue programs to encourage new EV purchases

Encourage EV ownership by promoting a manufacturer's suggested retail price rebate. Also, emphasize continuation of programs from AMP, subject to PUB approval, to provide electricity rate discounts and rebates to residential and non-residential customers who purchase a Level 2 EV charging station.

Status: **Making Progress**

In 2021, AMP launched an optional time of use (TOU) rate plan option for EV owners and expired the monthly EV discount program. AMP started to offer rebates for used EVs in 2020. With the purchase of an eligible used battery electric vehicle (BEV), customers can receive up to a \$1,000 rebate and income qualified customers are eligible for up to \$1,500. In fiscal year 2020-21, AMP provided an extra cash back

incentive for used EVs. The limited time offer provided up to a \$2,300 rebate for both the purchase of a used EV and installation of a level 2 charger. With a focus on ensuring an equitable transition to clean transportation, the cash back EV incentive also included an option for income eligible AMP customers to qualify for an increased rebate amount up to \$3,300. A total of 48 used EV rebates were issued in 2021.



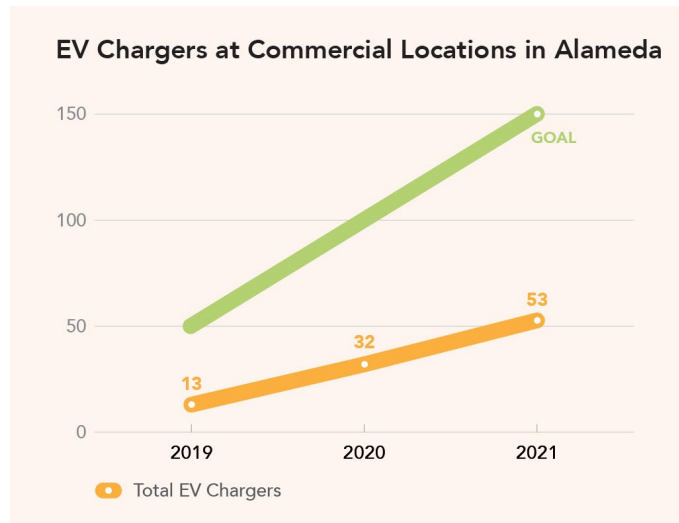
T9. Continue to encourage businesses to install EV charging stations

Implement communications and outreach activities to encourage workplaces and businesses to install EV charging systems

Status: Making Progress

CARP’s goal is to add 52 new workplace and retail chargers annually for the first five years of CARP. In 2021, 21 new retail, workplace, and public EV chargers were installed.

AMP’s commercial EV charger rebate provides up to \$33,000 for business, or governments to install Level 2 EV chargers. In 2021, five commercial EV rebates were issued for business and government entities.



T10. Electrify City’s fleet

Convert the light-duty portion of the City’s vehicle fleet to EVs and right-size the fleet.

Status: Making Progress

Consistent with the Council’s fleet policy, the City is replacing light duty vehicles with EVs as they are replaced. The Fleet is also being rightsized to reduce the number of vehicles the City manages. City Hall West installed dedicated alcove for charging those vehicles. In 2021, Public Works replaced an additional



vehicle with electric Nissan Leafs for a total of 11 vehicles. Public Works plans to test replacement of its first pickup truck in the fleet in 2022. In addition to electric vehicle replacements, 28 gas vehicles were replaced with hybrids and another 23 replacements are planned for FY21/22.

Additional Progress and Programs

Seaplane Shift & AC Transit Line 78

In July 2021, the new Seaplane Lagoon Ferry Terminal opened to the public and Seaplane Shift launched to restructure and improve ferry service between San Francisco, Oakland and Alameda. The new Seaplane Lagoon Ferry Terminal now provides direct commute service to Downtown San Francisco. The Alameda Main Street Ferry Terminal provides a short ride to Oakland's Jack London Square Ferry Terminal as well as to San Francisco for off-peak commute trips.

In August 2021, AC Transit launched a one-year pilot of Line 78 to provide peak-hour bus connection to access Seaplane Lagoon Ferry Terminal. Line 78 operates across the island along Ralph Appezato Memorial Parkway and Santa Clara Avenue and up to the Fruitvale Bart Station. Riders using a clipper card for both rides are able to receive a free ride to or from the ferry terminal.



Bike Parking

In May 2021, 64 new bicycle parking spaces were installed in the Park and Webster Street business districts, and new shared-use bicycle lockers were installed at the Harbor Bay Ferry Terminal providing an additional 8 new secure parking spaces, for a total of 24 spaces at this terminal. In June, an additional 20 bike parking spaces were added at the Encinal Boat Ramp.

Silver-level Bicycle Friendly Community

Alameda was recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists for miles of new protected bikeways constructed and safety education. Alameda has advanced to silver from the bronze level award, first given to the City in 2012 and renewed in 2016. The award recognizes Alameda's commitment to improving conditions for all people who bike through investments in bike education programs, bike events to promote and encourage biking, pro-bike policies and bike infrastructure.

Off-Street Parking Ordinance Update

In November 2021, City Council passed an ordinance to comprehensively update citywide off-street parking and loading space regulations. This ordinance includes replacing parking minimums in zoning code with parking maximums, added minimum bike parking requirements and requirements for EV chargers in residential and commercial developments. This effort reduces auto trips and congestion throughout the city and encourages community members to choose alternate forms of transportation.

AMP Time-of Use (TOU) Rate

In July 2021, AMP launched an optional time of use (TOU) rate plan option for EV owners and expired the monthly EV discount program. The TOU rate sets a higher rate for energy use during on peak hours (5-9 p.m.) during the weekdays and a lower rate during off peak times. Customers on the TOU rate structure are incentivized to shift high energy use activities, such as EV charging, to off peak hours. Customers with higher than average energy use may benefit from lower pricing and increased control over their energy bills. For lower energy use customers, the program may not result in bill savings. The Public Utilities Board may explore TOU options for wider audiences in the future for similar energy savings potential.

Active Transportation Plan

The Active Transportation Plan is a consolidated plan that updates the 2009 Pedestrian Plan and 2010 Bicycle Master Plan. The plan focuses on creating safe pathways for people to get around comfortably and enjoyably using active transportation. Other focuses of the plan include connectivity, equity and mode share. The plan will incorporate mode shift related transportation strategies from CARP. The plan is currently being drafted and is anticipated to be brought to City Council for approval in 2022.

Energy Use in Buildings

Energy use in buildings accounts for 30% of the city's GHG emissions. Because AMP provides 100% clean energy to all customers, fuel switching from natural gas to electric for space heating, water heating, cooking and clothes drying appliances will reduce emissions. In addition, increasing energy efficiency through weatherization, building insulation, and more efficient appliances will further reduce overall energy use and emissions.

Energy Use in Buildings Strategies

E1: "Fuel switch" in existing buildings

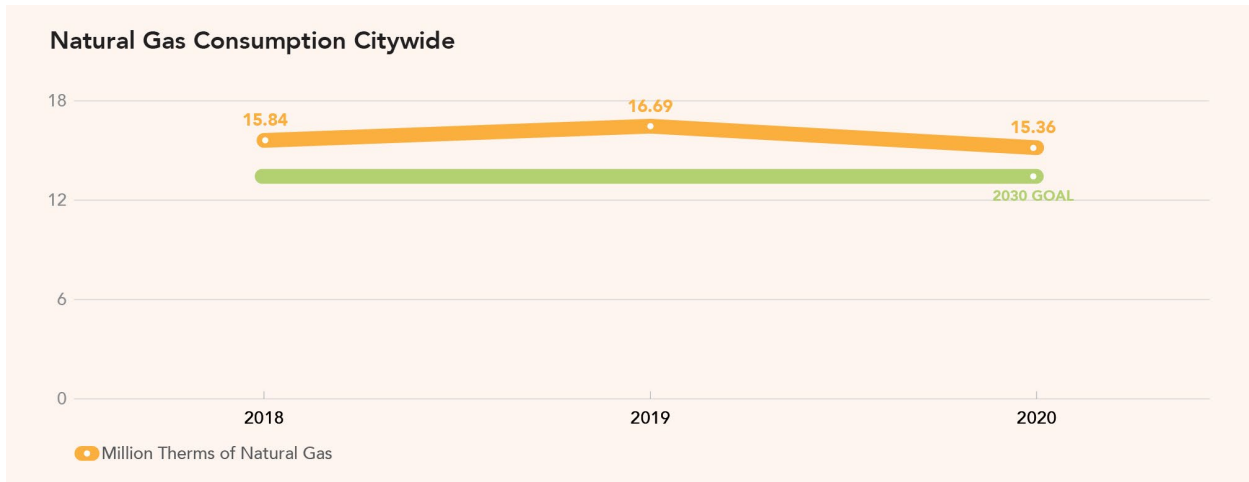
Convert natural gas consumption to electricity use in residential and commercial buildings.

Status: On Track

In 2021, staff participated in a panel convened by the League of Women Voters and CASA to discuss electrification of existing residential buildings.

Staff worked with UC Berkeley Goldman School of Public Policy Graduate students to complete a report in May 2021 on policy recommendations for electrifying existing buildings. A CivicSpark Fellow was hired in September 2021 to support staff with developing an equitable existing buildings energy efficiency and electrification roadmap. In 2022, staff will conduct community engagement and present the roadmap for Council consideration.

In March, AMP launched electric panel upgrade rebates – supporting electrification and adoption of EVs. In addition, AMP has launched the AMP Marketplace, and e-Commerce platform allowing residents to research, compare and purchase green products while getting instant rebates on qualifying items. In 2022, AMP will be rolling out electric space heating rebates for residential and commercial customers.



Source: *Pacific Gas & Electric Company (2021). Community Inventory Report. Retrieved October 30, 2021.*

E2: Electrification of new residential construction

Prepare ordinances requiring all new residential construction to be 100% electric-powered with no gas hookups.

Status: Complete

In June 2021, the City adopted an ordinance requiring all newly constructed residential and non-buildings to be fully electric with a few exceptions. An all-electric building is defined as a building that has no natural gas or propane plumbing installed within the building property lines, and instead uses only electricity as the source of energy for its space heating, water heating, cooking appliances and clothes drying appliances. This ordinance will need to be re-adopted with each new building code update and may be modified at that time to increase electrification targets for new buildings

E3: Program to encourage fuel switching in certain appliances

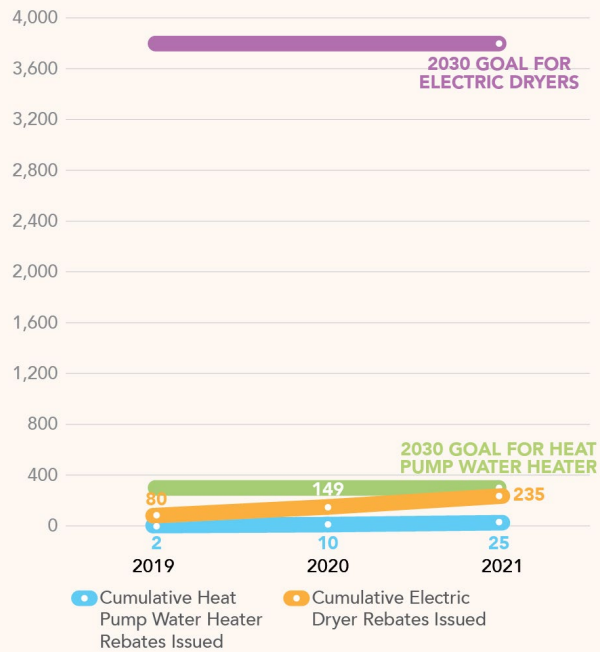
Programs to encourage fuel switching in certain appliances. Encourage the PUB to continue implementing AMP rebate programs incentivizing residential customers to install ENERGY STAR-labeled electric clothes dryers and electric heat pump water heaters.

Status: Needs Attention

AMP continues to offer Alameda residents rebates for heat pump water heaters and electric dryers. In 2021, 15 customers installed a qualifying water heater and received up to \$1,500 rebate. Eighty-six customers installed a qualifying electric dryer and received up to \$100 rebate. AMP also offers businesses rebates for switching to electric food service equipment and heat pump water heaters.

AMP is evaluating rebates for induction cooktops, induction ranges and conducting ongoing research. Water heater manufacturers are actively working on the development of Heat Pump Water Heaters (HPWH) that run on 120-volt circuits for the near future. This advancement holds strong future growth potential for HPWH adoption as it would reduce electrification barriers and attract a larger pool of customers. To continue the upward trend of HPWH adoption, AMP staff conducts continual research on technology developments and designs programs accordingly.

Electrification Rebates Issued by AMP



E4: Green roof installations on new developments in Alameda Point

Require at least 10% of roof areas on new development in Alameda Point to be installed as green roofs. This action aligns with the Alameda Point Stormwater Management Plan requirements.

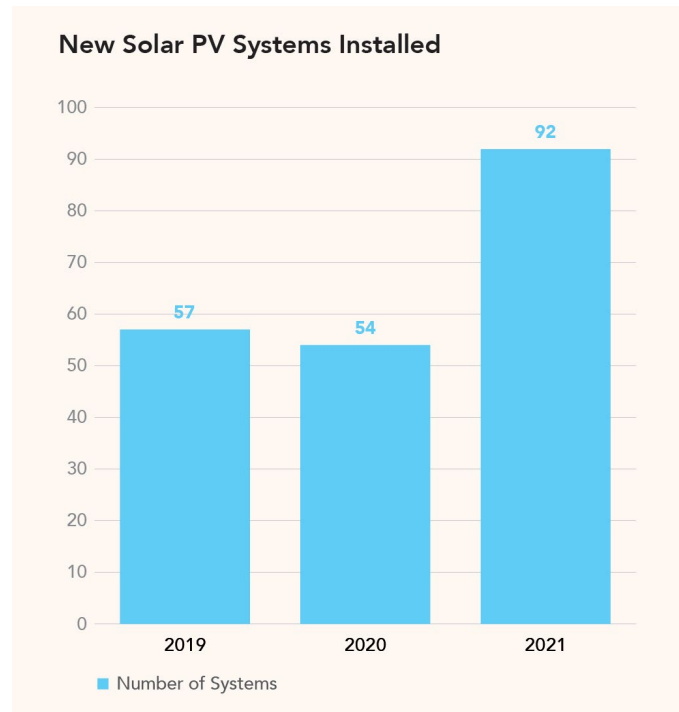
Status: Complete

The Alameda Point Stormwater Management Plan requires installation of green roofs at Alameda Point. City Council approved revisions to the Design Review ordinance in 2019 exempting green roof, cool roofs, and similar roof treatments from design review, provided the installation does not require modifying the existing roof form or pitch.

E5¹: Promote distributed generation (rooftop solar)

Status: On Track

CARP does not set specific goals for solar generation. However, in 2021, 92 customers completed rooftop solar installations. AMP offers the Eligible Renewable Generation (ERG) plan for new renewable generation customers that provides a monthly bill credit for the excess energy they deliver to AMP's power grid. The all-electric new construction ordinance passed in 2021 requires solar photovoltaic systems on new high-rise residential and non-residential buildings covering at least 15 percent of the roof area, with exceptions allowed for shading or over generation. With City approval, the Doolittle solar project will also start construction in 2022.



E6¹: Draft zoning code amendment to facilitate reduction in energy use

Status: Complete

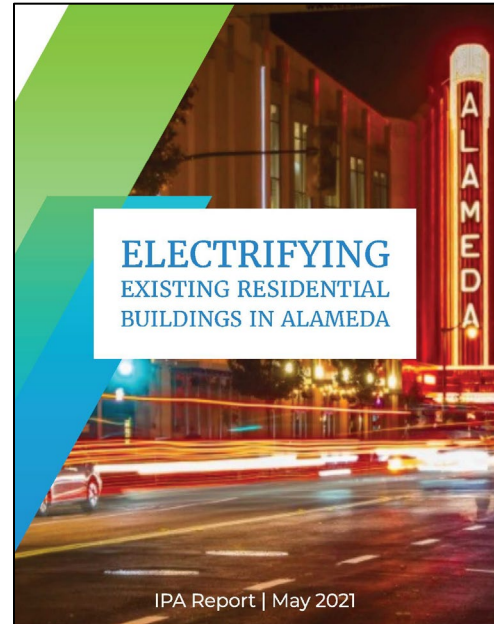
City Council approved revisions to Design Review ordinance in 2019 that exempt replacement or upgrading of windows and doors from design review.

¹ GHG reduction actions have been renamed so that the unquantified actions called “supplemental actions” in the CARP are numbered in the same manner as the quantified actions. E5 and E6 were referred to as unnumbered supplemental actions in the CARP and do not have specific goals associated with them

Additional Progress and Programs

Electrifying Existing Residential Buildings in Alameda Report

In May 2021, first year public policy graduate students at UC Berkeley's Goldman School of Public Policy compiled a report with recommendations to decarbonize existing residential buildings in Alameda. The report included a comprehensive analysis of the existing building stock, methods to decarbonize, points of intervention, and financing mechanisms. This report provides guidance to staff on developing existing electrification policies and programs in the future.



West End Library Electrification Project

In October 2021, the West End Library upgraded its air conditioning and filtration systems to serve as a cooling and clean air center during heat waves and smoky days. As part of this upgrade, the library also electrified its furnace. There are plans to continue the electrification process and convert the gas water heater to an electric heat pump water heater.

Krusi Recreation Center

Krusi Recreation Center, located in Krusi Park is a newly constructed all electric building. The building has recently opened its doors to the public and will continue to serve the community in future years.

Land Use and Housing

High density development and urban areas reduce GHG emission through reduction in VMT, promotion of mode shift, less energy for cooling and heating and decreased procurement of construction material. Many climate initiatives such as increasing green space and building electrification can impact the housing affordability in Alameda. To prioritize equity, climate initiative must consider the potential impact on housing affordability and displacement. The City continues to support regional plans for high-density, transit orientated development. The City's General Plan and zoning code will ensure consistency with CARP.

General Plan 2040

In November, City Council adopted Alameda General Plan 2040, a statement of goals, objectives, policies and actions that describe the community's priorities for the next 20 years. The plan is composed of six elements including a Conservation and Climate Action Element. The element reinforces and complements the plans, programs and actions outlined in CARP.

Housing Element 2022 Update

The Housing Element 2022 Update is Alameda's housing plan for the years 2023-2031. The Housing Element update is required by State Law to be updated every 8 years and must provide for the City's fair share of Regional Housing Needs Allocation (RNHA). The Housing Element 2022 update provides policies and programs to shape and guide decision making about the types of housing needed, the locations for new housing in Alameda, and strategies and programs to preserve housing and help people

with special housing needs. A draft of the plan is publicly available at <https://www.alameda2040.org/housing>. Staff will continue to make revisions and bring forth new drafts to City Council in 2022 before submission to California Department of Housing and Community Development.

Carbon Sequestration

In addition to reducing new GHG emissions, actively drawing down the existing carbon in the atmosphere is also a critical part of mitigating climate change. Applying compost to parks and open areas as well as increasing the size of the urban forest with more trees will help develop carbon sinks that sequester carbon.

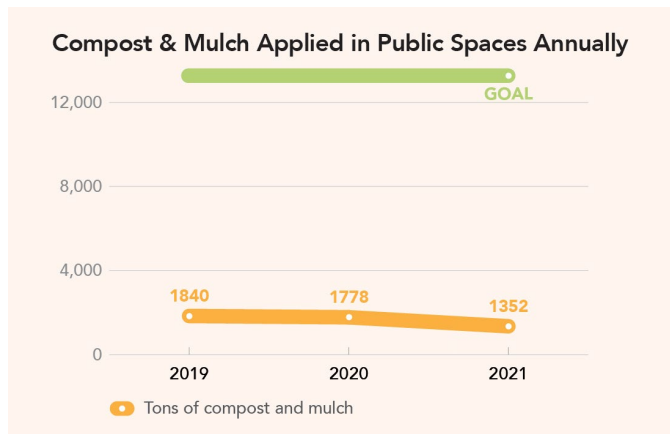
Sequestration Strategies

S1: Apply compost to Alameda’s parks and open spaces

Diverted organic waste will be processed into compost that will be used in Alameda parks and other open spaces, such as preserved areas in Alameda Point.

Status: Needs Attention

In 2021, Parks and Rec applied 129.5 cubic yards in City parks. Through SB 1383, the City is required to procure 6,471 tons of recovered organic waste products. This translates to 9,383 cubic yards of compost annually. CARP assumes that by 2030, the City will apply compost from 13,238 tons of diverted organic waste to vegetated areas each year, or 8,738 tons and above our obligations in SB 1383. By 2050, it is estimated that the amount of diverted organics grows to 13,800 tons per year. Alameda’s franchise agreement with ACI includes 500 tons at no cost to the City. Procuring the remaining 12,238 tons is estimated to cost approximately \$1.5 million annually. This CARP goal represents one of the most significant GHG reduction strategies in the plan, approximately equivalent to all of the plan’s mode shift strategies. Because of SB 1383 we are making applying compost a priority in the coming year.

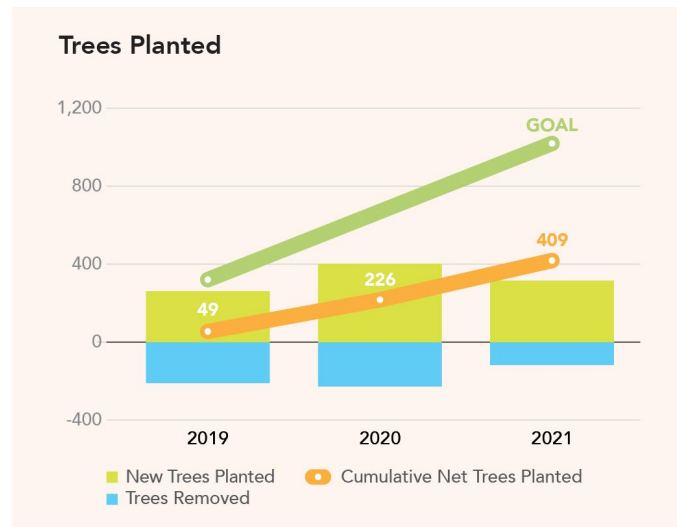


S2: Further develop urban forest

Plant 3,500 additional trees in Alameda by 2030, adding 1,500 trees to the existing commitment of adding 2,000 trees.

Status: Needs Attention

In 2021, Parks and Rec and Public Works planted 317 trees. However, 134 trees were also removed. Therefore, the net increase to the urban forest is 183 new trees in 2021. From 2019 to 2021, the City of Alameda has had a net increase of 409 trees in the urban forest. In 2022, staff is prioritizing an update to the Urban Forest Plan.



Additional Progress and Programs

SB1383, California’s Short-Lived Climate Pollution Reduction Strategy

In September 2016, Senate Bill 1383 was passed with a goal of fighting climate change by recycling organic waste. Organic waste in landfills emits 20% of the state’s methane, a climate super pollutant 84 times more potent than carbon dioxide and air pollutants like PM 2.5, which contributes to health conditions like asthma. Organics like food scraps, yard trimmings, paper, and cardboard make up half of what Californians dump in landfills. Reducing short-lived climate super pollutants like organic waste will have the fastest impact on the climate crisis. The bill set statewide targets to reduce organic waste in landfills by 50% in 2020 and 75% in 2025. In addition, at least 20% of disposed edible food should be recovered and redirected to people in need. Beginning in 2022, the City is required to procure a minimum amount of recovered organic waste products such as compost and mulch.

In November 2021, the City passed an ordinance to implement SB 1383, to divert organic waste from landfill and increase edible food recovery and to reduce the amount of waste from construction and demolition projects. The ordinance also designates StopWaste as an additional implementation and enforcement entity to support staff efforts.

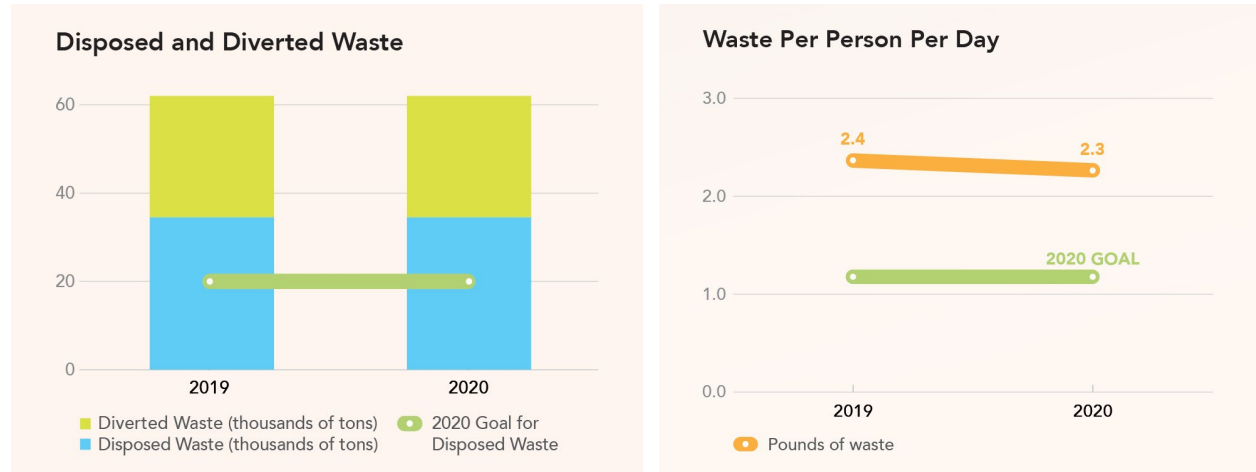
Waste

All physical goods that are consumed and used in Alameda have carbon emissions from their manufacturing and transportation process. Efforts to reduce consumption of goods and reduce the amount of materials sent to the landfill are essential to reducing the Alameda’s carbon footprint. The Zero Waste Implementation Plan Update supports “zero waste culture” in Alameda, emphasize a circular economy model and increases diverted waste from landfill.

CARP’s zero waste goals are to implement the ZWIP Update to achieve 89% diversion, or 1.2 pounds per person per day of waste disposed in landfill by 2020. The ZWIP Update recommended extending the goal data from 2020 to 2022; however, the City council kept the original goal of achieving zero waste by 2020. The ZWIP Update found that the City had made steady progress in implementing the ZWIP and “is at the forefront of cities in alameda County [and nationally] in reducing landfill disposal.”

Alameda County Industries (ACI) Franchise Agreement

Alameda entered into a new 12-year franchise agreement with Alameda County Industries (ACI) for the collection, transportation, and processing of the City’s municipal solid waste, recycling, and organic materials. The new agreement includes new and expanded services for residents and businesses that help the City reach its landfill diversion and zero waste goals, such as a bulky collection program to multi-family residents and inclusion of textiles for reuse. In addition, ACI will provide SB1383 compliant contamination monitoring and compost giveaways.



Disposable Food Service Ware Reduction Law

The COVID-19 pandemic has presented businesses with challenges and interrupted previous measures taken to comply with the Disposable Food Service Ware Reduction Law. Following several months of outreach to restaurants and businesses, the City plans to resume enforcement of the law in early 2022. To support compliance, the City has entered into a five-year agreement with Rethink Disposable to provide technical assistance and grant funding to businesses to switch from disposable to reusable food ware. Staff will also continue to educate the public and provide compliance assistance regarding this law.



Adaptation

San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group

In June 2021, recognizing that adapting to sea level rise requires a holistic effort that crosses jurisdictional boundaries, necessitating collaboration among agencies and communities, staff convened the San Leandro Bay/Oakland-Alameda Estuary Working Group to coordinate flood and adaptation projects to protect and restore water quality, habitat, and community resilience. The Working Group is organized around the San Leandro Operational Landscape Unit (OLU), which stretches from the Bay Bridge touchdown to Oyster Bay, and includes jurisdictions, agencies and CBOs that have an interest in the shoreline within the OLU, as well as regional and state collaborators. The San Leandro OLU is one of 30 OLUs



along the Bay shoreline identified by SFEI as sharing common physical characteristics that would benefit from being managed as individual units. While OLU cross jurisdictional boundaries, they adhere to natural and physical boundaries of tides, waves, watershed, and sediment movement.

To advance the goals of the Working Group, Alameda staff, on behalf of the Working Group, applied for a California Resilience Challenge grant to co-create a coordinated and inclusive future-looking action plan and subregional organizational structure to accelerate sea level rise adaptation in the San Leandro OLU in alignment with the BayAdapt Joint Platform. The City of Alameda proposed to administer the grant on behalf of the Working Group to fund facilitation of an equitable planning process, resulting in an action plan with shared vision and needs assessment, proposed organizational structure, and initial implementation efforts. The grant would have funded four community-based organizations (CBOs) in the subregion to meaningfully participate in the process and San Francisco Estuary Institute (SFEI) as scientific advisors. The grant was not awarded, but was helpful in developing a process for equitably operationalizing the Working Group to achieve its goals of creating a more resilient subregion and the working group is moving forward on some of the tasks identified in the grant while it seeks further funding.

Alameda High School Multimedia Arts Program students worked with Alameda staff to develop a logo for the Working Group (shown above). The students described that, “We took the silhouette of the marsh and blended it with shapes that resembled eel grass. We added a couple bubbles to the side to show the viewer that water is surrounding the eel grass. We incorporated the colors green and blue to represent the connection between land and water”. The logo was adopted by the Working Group at its December 2021 meeting.

More information about the Working Group can be found at <https://www.alamedaca.gov/AdaptationWorkingGroup>.

Northern Shoreline Bay Farm Island Adaptation Project

CARP includes two adaptation projects for the northern shoreline of Bay Farm Island (Veterans Court and Lagoon System Outfall) as a first step in the process to work in conjunction with a Doolittle Drive project to protect the airport, golf course, adjacent residential neighborhoods, commercial properties and roadways from flooding and sea level rise. In 2021, staff applied for state funding from Proposition 68 to develop a concept for the northern shoreline of Bay Farm Island that was not awarded.

Rep. Barbara Lee has submitted a \$1.5 million earmark in the federal budget for Alameda for the Veterans Court area. If approved, the project would include a \$500,000 local match. The project would begin to address high-priority shoreline protection and enhancement measures needed along Bay Farm Island’s northern shoreline to provide flood protection, prepare for sea level rise, restore critical habitat, and maintain public access while protecting the San Francisco Bay Trail and rebuilding the bike/pedestrian bridge to current standards. This project will consider nature-based adaptation approaches such as a living levee, submerged aquatic vegetation, managed retreat and bioswales. More information about this project can be found at www.alameda.ca.gov/ShorelineVeteransCt.

Northern Shoreline near Posey Webster Tubes

CARP includes an adaptation project for the Northern Shoreline near Posey/Webster Tubes Project to protect the northern shoreline of Alameda’s Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from a 100-year flood event and expected sea level rise. The FEMA flood maps issued in 2018 show this portion of the Oakland-Alameda estuary as an entry point for coastal flooding at the 100-year flood event and for expected sea level rise. The flood zone includes the Webster/Posey Tubes, Caltrans State Route 260

and adjacent local streets, SF Bay Trail and properties in west Alameda. If the 100-year flood event were to occur, the Caltrans' tubes would be under an expected 40 feet of sea water and more with sea level rise, which would render the tubes and associated infrastructure inoperable.

Staff have submitted two grant proposals to Caltrans Sustainable Transportation Planning Grant to for concept and initial design phases of the project. Alameda was not selected in the first round and resubmitted in 2021. The revised proposal included partnership with the City of Oakland and community organizations to consider adaptation needs across both sides of the Estuary and recognized the needs for both cities to advance adaptation efforts in collaboration so as not to create unintended consequences for flooding in other parts of the Estuary when we protect Alameda. Staff has not yet heard if the second proposal was successful. More information about this project can be found at www.alamedaca.gov/ShorelineWebsterPoseyTubes.

Doolittle Drive Coordination

In 2021, in conjunction with the Adaptation Working Group, staff launched ongoing meetings focused on Doolittle Drive adaptation with the Port of Oakland, Caltrans, East Bay Regional Parks District, City of Oakland, and community groups to coordinate and align adaptation efforts. Doolittle Drive is a significant driver of projected inundation for Bay Farm Island and the goal of the coordination effort is to expedite development of adaptation projects for Doolittle Drive that achieve multiple benefits for all the stakeholders involved. More information about the effort can be found at <https://www.alamedaca.gov/ShorelineDoolittleDr>.

Waterfront Park Phase 1

Phase 1 of Waterfront Park was completed in 2021. The Park is designed to preserve the existing bulkhead and the “horizontal” of the taxiway space while addressing sea level rise. The bulkhead and adjacent promenade will flood occasionally during storm events and annual “King Tides” (unusually high tides), and as sea levels rise, but the majority of the public park and Bay Trail will permanently remain above the flooded areas behind the stepped terraces. The design achieves a critical balance between the competing objectives of addressing sea-level rise and preserving the historic bulkhead, while creating a sustainable, engaging and aesthetically pleasing community asset.

BayAdapt Joint Platform

Led by BCDC, Bay Adapt is consensus-driven strategy to protect people and the built and natural environments from a rising Bay. The Bay Adapt Joint Platform lays out nine priority actions and 21 tasks that will enable the region to adapt faster, better, and more equitably to a rising Bay. Staff provided comments and input to the development of the Joint Platform and it was adopted by BCDC in October 2021. Council will consider a resolution to endorse Bay Adapt at its January 4, 2022 meeting. The BayAdapt Joint Platform can be found at <https://www.bayadapt.org/>.

Blue City Certification

Alameda was certified as a “Blue City” by the non-profit Project O following a thorough assessment of the city’s current environmental initiatives and programs. The certification recognizes Alameda’s commitment to protecting our oceans and waterways. Alameda achieved a score of 375 points out of a possible 500, placing us in the Ocean Champion Tier. The assessment focuses on four solution areas: waste minimization, climate protection and community resilience, water quality and efficiency, and healthy ecosystems. Some of the major accomplishments that assisted Alameda in gaining this recognition include:

- Partnering with Clean Water Fund to implement ReThink Disposable which provides technical assistance and grants to food vendors to switch from disposable to reusable food service ware.
- Adopting the Climate Action and Resiliency Plan that includes a shoreline vulnerability assessment and identifies 11 priority areas for adaptation.
- Implementing low-impact landscaping throughout the city.
- Providing 100% renewable energy to customers through Alameda Municipal Power.
- Planning to convert 550 acres of former US Navy airfields and runways into a wildlife refuge and wetland area.
- Adopting a resolution that declared a climate emergency, which formally launched a citywide push to end greenhouse gas emissions 100 percent by 2030.

Climate Adaptation and Hazard Mitigation Plan Update

The Climate Adaptation and Hazard Mitigation Plan is a comprehensive plan that updates the 2016 Local Hazard Mitigation Plan, as required by the Federal Emergency Management Agency (FEMA). It also updates the Adaptation Chapter of CARP. The plan describes the natural and climate hazards that impact Alameda, their consequences for Alameda and prioritizes actions that would reduce risk from those hazards. The plan has been approved by CalOES and will be forwarded to FEMA for final review following Council approval. Council will adopt the plan following FEMA approval. Completion of this plan is required to be eligible for federal pre-disaster mitigation grant funds.

Legislative Actions

The City of Alameda supported the following State bills related to climate action and resilience in 2021 and will continue to support additional resources to assist in the City's implementation of the CARP.

AB 117 (Boerner Horvath) Air Quality Improvement Program: electric bicycles

Summary: Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.

AB 1201 (Ting) Solid waste: products: labeling: compostability and biodegradability.

Summary: Current law authorizes the Director of Resources Recycling and Recovery to issue guidelines for determining whether a plastic product is not compliant with these labeling requirements, and whether a plastic product is designed, pigmented, or advertised in a manner that is misleading to consumers. Current law defines "plastic product" for these purposes to mean a product made of plastic, whether alone or in combination with other material. This bill would repeal that definition of "plastic product" and replace certain references to "plastic product" in those and related provisions with "product," which includes, but is

not limited to, a consumer product, as defined, a package or packaging component, a thin plastic sheet film product, and a food or beverage container.

AB 1329 (Nazarian) Building codes: earthquakes: functional recovery standard

Summary: Existing law requires building standards to be administered and enforced and, whenever practicable, written on a performance basis consistent with state and nationally recognized standards for building construction in view of the use and occupancy of each structure to preserve and protect the public health and safety. This bill would revise the performance basis to include the additional performance objective to provide for timely recovery of housing and other community services after earthquakes, and would authorize local jurisdictions to enact more restrictive recovery-based standards based on local recovery needs and priorities identified by the city, county, or city and county, as specified.

SB 1 (Atkins) Coastal resources: sea level rise.

Summary: The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.

Staffing and Partnerships

Staffing

A new full-time Sustainability and Resilience Manager was hired at the beginning of 2021 to lead implementation of the CARP. This new position reports to the Assistant City Manager and provides additional capacity and structure to Alameda's climate and resilience efforts.

A CivicSpark Fellow was also hired in 2021 to support priority CARP implementation efforts, with a focus on equitable community engagement and education, existing building electrification and tracking CARP metrics. CivicSpark is a Governor's Initiative AmeriCorps program dedicated to building capacity for local public agencies to address community resilience issues such as climate change, water resource management, housing, and mobility.

In 2022, staff intend to identify additional opportunities for staff support and make that recommendation through the mid-cycle budget process.

Partnerships

City staff have continued to expand and strengthen partnerships in 2021 in order to enhance CARP implementation.

Staff hosted a team of three UC Berkeley Goldman Public Policy School graduate students to complete the report, Existing Building Electrification in Alameda. In 2022, staff will host another team of students to conduct a deeper dive on financing options for existing building electrification.

Staff partnered with Community Action for Sustainable Alameda (CASA) to host two college summer interns and manage the UC Berkeley Goldman School project. CASA volunteers also supported outreach for the Climate Action and Resiliency Plan with flyering in the neighborhood adjacent to Woodstock Park.

Staff convened the San Leandro Bay/Oakland-Alameda Estuary Adaptation Working Group in June 2021 with more than 20 agencies, jurisdictions and community organizations to coordinate San Leandro Bay/Oakland-Alameda Estuary flood and adaptation projects to protect and restore water quality, habitat, and community resilience. In 2022, the working group will be focusing on formalizing its organizational structure and developing a coordinated and inclusive future-looking action plan with shared vision and needs assessment to accelerate sea level rise adaptation in alignment with the Bay Adapt Joint Platform.

Budget and Funding Needs

As stated in the adopted CARP, “to implement GHG and resilience strategies, Alameda will need to use a mix of federal, regional, state, and local dollars and grants.” Staff continues to communicate with other agencies and organizations to identify and selectively pursue grant opportunities. The Capital Improvement Plan (CIP) is a key source of funding for prioritized projects in the near-term. In the coming months, staff will have more clarity on federal infrastructure dollars and related programs that can further help support CARP implementation. Also, as discussed earlier in the report, in the year ahead staff will also be contemplating longer-term and stable funding streams.

The FY 2021-23 budget includes funding for the following CARP activities:

- \$30,000 for a CivicSpark Fellow to support CARP implementation.
- \$90,000 for development of a climate communication and engagement strategy.
- \$350,000 for development of an Urban Forest Master Plan.

In the mid-cycle budget update, staff will seek council direction and additional budget support for the following items:

- \$300,000 for development of a citywide adaptation pathway master plan.
- \$29,000 for an additional CivicSpark Fellow.
- \$30,000 for adaptation funding strategy and internal organizational capacity building.
- \$500,000 local match for \$1.5 million earmark in the federal budget for Veterans Court area adaptation project.