

**From:** [Lauren](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] October 15, 2024 Alameda City Council Meeting Agenda Item 7A-2024-4426  
**Date:** Tuesday, October 15, 2024 12:58:43 PM

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Dear Council Members,

I am writing to support the completion and implementation of the Updates to the City of Alameda's Climate Action and Resiliency Plan and the Zero Waste Implementation Plan.

In particular, I want to urge you to commit fully to the leadership goal of the CARP which states: "The City will align resources and work collaboratively to implement the CARP". I would like to suggest that the City allocate adequate staff and resources to relevant city departments in order to ensure the successful implementation of these plans and projects. The City should be sure to include enough money for these staff resources in the next budget cycle and beyond. There are many federal and state grants available to support additional staff and resources for these projects.

Thank you.

Lauren Eisele  
Citizen West End

**From:** [Cyndy Johnsen](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [City Clerk](#); [board](#)  
**Subject:** [EXTERNAL] Item 7-A (CARP)  
**Date:** Tuesday, October 15, 2024 12:37:16 PM  
**Attachments:** [10-15-2024 CC CARP.pdf](#)

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Dear Mayor Ezzy Ashcraft and Members of the City Council,

We hope you will consider our comments regarding the CARP, attached.

Thank you,

Bike Walk Alameda Board



**Board of Directors**

October 15, 2024

Denyse Trepanier  
*President*

[RE: Item 7-A: CARP](#)

Brian Fowler  
*Treasurer*

Dear Mayor Ezzy Ashcraft and Members of the City Council,

Tim Beloney  
*Secretary*

It's great to see that Alameda has been able to reduce GHG emissions by nearly 30% since 2005, and the optimism about meeting the goal of 50% reduction by 2030. Also encouraging is the reduction by 6% of VMT (vehicle miles traveled), despite an increase in population and jobs. This may give comfort to anxious Alamedans worried that future growth in housing necessarily equates to an equivalent growth in driving: it's not a given, especially if we plan well and invest in alternatives to driving. Congratulations to all involved in this progress so far!

Cyndy Johnsen  
*Board Member*

Maria Piper  
*Board Member*

Notably, on-road transportation remains our biggest opportunity for GHG emissions reductions, at 54% of total emissions. We urge you to support the 'key actions' within the Transportation focus area through your leadership and allocation of funding as opportunities arise.

Lucy Gigli  
*Founder, non-voting*

Top of mind for us is implementing the [Active Transportation Plan](#) (a key action within T-1), with its many programs around mode shift. They range from bikeshare and rebates to infrastructure, such as our Low Stress Network, the estuary bridge, and abundant, safe bike parking. There's much to do.

These initiatives will not only help us achieve CARP's climate targets, but offer many important co-benefits like a reduction of other forms of pollution, and improvements in street safety, community health, and transportation affordability. Having experienced some delays already, we know that implementing the Active Transportation Plan as scheduled requires greater commitment and prioritization from our city.

We see this discussion as an opportunity to explore how that support can be ensured in the years ahead to give us the greatest chance of success.

Thank you for your consideration.

Bike Walk Alameda Board

**From:** [Thushan Amarasiriwardena](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [City Clerk](#); [CityCouncil-List](#); [Jennifer Ott](#); [Transportation](#); [Hayley Wise](#); [Danielle Mieler](#)  
**Subject:** [EXTERNAL] CARP 7-A 2024.10.15 AlamedaCityCouncil – Public Comment  
**Date:** Tuesday, October 15, 2024 5:34:11 AM  
**Attachments:** [CARP-7-A-2024.10.15-AlamedaCityCouncil-Amarasiriwardena.pdf](#)

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*(Attached and inline are my thoughts / public comment on item 7-A in tonight's agenda around the CARP update, ccing the Transportation, Sustainability and AMP Public Utilities Board)*

**Mayor Ezzy Ashcraft, Councilmembers Daysog, Jensen, Spencer, and Vella,**

Today's [presentation on the five-year update to the Climate Action and Resiliency Plan](#) (CARP, item 7-A in the October 15th City Council agenda) shows promising signs that our climate goals are within reach. The data and strategies outlined reinforce that Alamedans are asking for bold action (page 13), and it's clear that half of the remaining 20% reduction in emissions must be driven by local city actions (page 14).

**While our plans and strategies are strong, plans alone don't deliver results.** One effective definition of a decision is a commitment to action. [Until you commit resources, it's not a decision—it's merely a good intention](#). Since this is a study session, the key question is: how will we move forward in securing the necessary headcount and funding to implement these plans effectively?

**Given that transportation remains our largest source of emissions (54%), encouraging the adoption of electric vehicles (EVs) and e-bikes is essential.** With AMP providing 100% clean energy, every gas vehicle replaced by an electric one directly supports our emissions reduction goals. According to the [AMP's Manager's latest report to the Public Utilities Board](#), 226 applications for used EV rebates—ranging from \$1,500 (up to \$6,000 for income-qualified residents)—were issued over the past four years. In that same report, last year 247 electric charging applications were filed to AMP (eligible for a \$500 rebate). This is a solid start, but how do we get more Alamedans to switch to EVs? Should we increase the rebate amounts, or is the issue better marketing of these incentives to reach more residents? These are questions that I hope you and AMP explore.

**E-bikes also play a critical role in this transition.** Though the current rebate of \$100 is modest, many families—mine included—use e-bikes as a second car. They are a practical, sustainable, and fun way to reduce car dependency. Given the rising popularity of e-bikes and their ability to shift behavior, it's worth exploring whether higher rebates could further accelerate adoption. As one amusing observation from a local dads' group chat put it this weekend, more families seem to be opting for "cheap cars and expensive cargo bikes"—a sign that a new generation is embracing sustainable transportation.

**We are already seeing that these changes are making an impact.** Vehicle Miles Traveled (VMT) has dropped by 6% since 2005, despite population growth of 8.6% over the same period (from 72,259 in 2000 to 78,280 in 2020). While the VMT and

Census data aren't perfect overlaps across years, it provides a reasonably close picture of progress. Adjusting for population growth, this translates into a 13% reduction in per capita driving, a clear sign that our investments in bike, walk, and transit infrastructure are working to get people out of cars.

This session provides a critical opportunity to transform strategies into action. **I urge the Council to consider how we can allocate the necessary resources—both people and funding—to ensure the success of CARP.** With sustained investment in alternative transportation and continued focus on execution (like funding rebates that spur behavior shifts), we can achieve our climate goals and position Alameda as a model for sustainable, climate-resilient cities.

Thank you for your leadership and commitment to this important work,

Thushan Amarasiriwardena  
Central Alameda

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