

FAQs on Climate Action and Resiliency Plan

- Should the plan focus more on mitigation (reducing greenhouse gas emissions) or adaptation (preparing for sea level rise)? The climate safe path laid out in Chapter 1 of the plan focuses significant attention on both, as they are deeply connected. Alameda's leadership role in reducing greenhouse gas emissions serves as an example for others to reduce their emissions, which, if effective, will reduce climate change impacts on our island city. Yet, even if all emissions ceased tomorrow, Alameda will face sea level rise and other climate change impacts, which is why adapting to sea level rise and climate change impacts is urgent and not something that can be delayed.
- Why is the plan so aggressive? Why is the plan not aggressive enough? Why doesn't the plan include the urgency as expressed in the City Council's climate emergency declaration? The plan proposed tonight includes a vision to reach net zero greenhouse gas emissions **as soon as possible**. That change in vision to include "as soon as possible" resulted from City Council's adoption of the climate emergency declaration. Given the change in urgency, the plan lays out a path to net zero emissions at pages 42-43, describes the actions necessary to achieve the City's 2030 goal to cut emissions by 50% below 2005 levels, and eliminates reference to a 2050 goal. This 50% cut in emissions by 2030 is more aggressive than the state's goal, which is significantly more aggressive than other states. Whether Alameda's emissions trajectory as proposed in this plan is either too aggressive or not aggressive enough, City Council will have the opportunity to shift its course in either direction through the regular, annual reports on this plan's implementation.
- Why doesn't the plan highlight [insert project name] from another City adopted plan? The CARP builds off previously adopted plans and already-committed-to projects. The CARP tries to strike an appropriate balance by highlighting some of these already-committed-to projects without listing every single one, since there are so many and they are already detailed in those other plans. Examples highlighted by the CARP include the sea level rise planning at Alameda Point, sequestration and other benefits of De-pave Park, greenhouse gas reduction and resiliency benefits of the West End Bicycle and Pedestrian Crossing Feasibility and Design Study, among others.
- How does the plan address equity? This plan is one of the few California climate plans that includes a *Social Vulnerability Analysis* (Appendix G), which goes beyond physical vulnerabilities and considers the social groups in Alameda who may bear the heaviest climate change burdens. The plan also includes a commitment to analyzing the equity impacts of GHG reduction actions and taking those into consideration before implementation.
- Does the plan address Alameda Point, groundwater rising, the cost of action and inaction, and whether there is a plan to get to net zero emissions? Yes, Chapter 4, *Adapting to Climate Change*, discusses both Alameda's approach to groundwater and Alameda Point, using the latter as a case study of various adaptation measures

including at Site A, Reuse Area, Northwest Territories, and De-pave Park. Chapter 5, *Making Economically Informed Climate Change Decisions* covers the costs of action and inaction. The very end of Chapter 3, *Reducing Alameda's Greenhouse Gases*, describes a path to net zero emissions.

- How will the CARP integrate with the City's other plans, such as Alameda Point's Master Infrastructure Plan (MIP), Master Street Tree Plan, and Emergency Operations Plan? The City has already kicked off the process to update Alameda Point's MIP based on CARP's latest science and measures, and that update should be included in the CARP's first annual report to City Council in June 2020. When another plan is being updated, such as the Master Street Tree Plan (FY 20/21), that plan will figure out how to bring in and implement the CARP's goals and measures in that plan's subject area, e.g., finding funding to plant an additional 1,500 trees to help sequester carbon. In addition, CARP annual reports will include updates on how staff have integrated the CARP with other City plans. For example, staff have begun to work on an appendix to the City's recently approved Emergency Operations Plan that is focused on climate emergencies.
- Will adoption of this plan result in a toll being charged at any time soon at any of our bridges and tunnels? Not any time soon. CARP looks at a variety of ways to reduce greenhouse gases now and in the future to respond to the serious threat of climate change. Part of the plan seeks to advance the discussion around congestion pricing (paying more to drive alone at peak times), but that discussion is still very early on. Congestion pricing could reduce traffic and congestion and the greenhouse gas emissions associated with traffic and congestion. To be viable, there would have to be sufficient convenient alternatives to driving solo in place at the estuary crossings, including opportunities for public transit, biking, and walking. The revenue raised from congestion pricing might help offset the costs of other transportation modes such as public transit. Today, congestion pricing is not permitted under state law. Even if the California legislature did permit localities to implement congestion pricing, the next steps would include feasibility studies and in-depth collaboration and reviews from the Metropolitan Transportation Commission, Caltrans (for the tubes), and Alameda County (for the estuary bridges). Those feasibility studies could explore exemptions for EVs, carpoolers, low-income households, etc.
- How can the community be sure this plan will be implemented? The plan lays out responsibilities, staffing, annual reporting, and a schedule for further update of this plan over the next five years. The City Council, City Manager, Assistant City Manager, Sustainability Coordinator are all responsible for ensuring the plan is implemented. The City Manager is currently considering an interim reporting structure to implement the CARP until the new Assistant City Manager is hired, fully on boarded, and then provided the opportunity to hire a full-time Sustainability Coordinator.