

City of Alameda Climate Action and Resiliency Plan (CARP)
Summary of Revisions for FINAL CARP
August 20, 2019

Purpose: This PDF document captures all changes made to the CARP between the draft for City Council's July 16 meeting and City Council's September 3 meeting.

Page # <i>(from July 16 version)</i>	Row	Revision Made
Executive Summary		
xiii	Actions, 1st bullet	Replaced "telecommuting" with "avoiding trips altogether"
How We Developed the Plan		
8	Section 2	Updated sentence "In addition, EO B-55-18 establishes a new statewide goal to achieve "carbon neutrality" as soon as possible, and no later than 2045, as well as to achieve and maintain net negative emissions thereafter."
Reducing Alameda's Greenhouse Gas Emissions		
25	T1	Changed title "telecommuting" to "Reduce Commute VMTs"
24	Final paragraph	After "thereby reducing VMT and the emissions they produce." inserted: "The CARP addresses the critical issue of first/last mile connectivity through recommendations for additional bikeways and the EasyPass program, and by encouraging the implementation of the TCP. The TCP addresses first/last mile challenges in about 25 of the 39 projects, including improved bus services, bikeways, walkways, and multimodal programs and services."
24	Final paragraph	After "from solo driving to biking and walking." inserted a paragraph break, so there is a new final paragraph that begins with "Of the actions below"
24	Final paragraph	Changed "(i.e., telecommuting..." to "(i.e., reduce commute VMTs..."
24	Final paragraph	Replaced end of sentence with "...by avoiding trips, either by telecommuting (for those who have that option), combining multiple trips into one, "and" reducing the need for trips through mixed-use and live/work development."
25	Text following T1	Replaced "Telecommuting" with "Reduce VMT from commuting." Further down in T1, replace "Also, implementation will include a combination of programs that..." with "In addition, implement a combination of programs that..." "Reduce VMT from commuting" changed to "Reduce Commute VMTs" per comment on line 8.
26	T3	After "reducing idling." inserted "Work with the City of Oakland to explore traffic signal synchronization opportunities in relevant parts of Oakland's jurisdiction."
27	Supplemental actions, after 2nd bullet point	Added third bullet point that reads: "Consider a rebate program for residents purchasing bicycles. This will be further considered in the forthcoming Active Transportation Plan."
31	T10	After "vehicle fleet to EVs" inserted ", and right-size the fleet."

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33	Before "Energy Use in Buildings"	After "Municipal Code for higher-density, transit-oriented development." inserted a new paragraph that reads "Lastly, the City of Alameda should update the City's General Plan and Zoning Code to ensure consistency between the City's Climate Action & Resiliency Plan's GHG and resiliency objectives and the City's General Plan and Zoning land use and development policies and regulations."
38	S1 and S2	Removed 2050 GHG Emissions Reduction in the second column
41	Last paragraph	Added text to the effect that we will perform a consumption based inventory when this methodology and data is more refined and available to municipalities
Adapting to Climate Change		
50	2nd paragraph, bullets and image	Related edit made on pg. 59 in order to clarify timing of 36" SLR projection.
59	First paragraph	Edited to read: "36 inches of sea level rise can be expected in between 2060 and 2070..."
59	Table 4-3	Added to Alameda Point Shoreline = both the MIP and the Town Center and Waterfront Precise Plan and, "Alameda Point Shoreline (including Main Street Ferry Terminal)" and deleted ferry as separate asset.
66	Number 11	Deleted polygon no 11.
77	Long-term	After "model of mudflats with sea level rise." inserted "Extensive outreach and engagement would be conducted well in advance of implementing this strategy if it were to occur."
92	Call Out Box	Added: Enroll in AC Alert to stay informed with timely and accurate safety information as well as road closures, and other information to help you make informed decisions. Link: acalert.org
98	Row 1	Reworded limit building and encourage.... to Condition building in high risk zones to provide adaptive strategies to....
98	Row 4	Replaced "Develop and implement" to "Facilitate"
98	Row 5	Replaced "Create" with "Consider"
99	First row in table	Removed "and fund" from action related to Nature Reserve; reorder Responsible Entities to have the VA first and City of Alameda last
99	Second Row	Removed "multiunit and commercial" from Strategy so it reads "Mandate flood Resilient development of high risk areas". In action description, added Single family residence to the list.
102	Title of Table	Updated - Natural is missing N
102	Row 5	Replaced "Oakland Airport" with "Port of Oakland"
104	Third paragraph	Deleted "300-acre" and replace with "512-acre"

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109	2	Revision "Sites were identified and the responsible entities are in the process of assessing or cleaning them up..."
116	4th row	After "Adopt thresholds for restricting certain activities (e.g. outdoor sporting events, working outdoors," added "in accordance with Air Quality Index (AQI) thresholds set under the California Department of Industrial Relations' Division of Occupational Health and Safety emergency regulation (July 2019) to protect workers from wildfire smoke."
Making Economically Informed Climate Change Decisions		
118	Paragraph after bulleted list	<i>Isn't the cost of infrastructure included in this ratio?</i> We only included infrastructure in SLR only scenarios (so not the ratios above). We made a small edit to clarify this.
118	Intro paragraph to Cost of Inaction and Action	First line, added the purpose of the analysis is to "Begin to" understand...
121	Table 5-2 header	Specified that damage was to land and buildings only
126	Last paragraph	Removed "OBJ"
127	Second Paragraph	"Most rows in Table 5-5 show additional costs to those presented in Table 5-4 of the previous "Cost of Action" section. The Table 5-4 costs are associated with the 90 percent of existing shoreline structures that were assumed to be heightened. A few costs in Table 5-5 are already incorporated in the totals in Table 5-4, and those are marked accordingly. Cost estimates for nature-based projects are based primarily on reviews of similar projects in San Francisco Bay and California. Cost estimates for engineered shorelines draw on national sources and are based on approximate calculations of barrier length and height. Cost estimates for some infrastructure improvements are based on City staff estimates. Costing strategies beyond 2050 were not estimated because there were too many unknowns. Additionally, a few costing strategies in 2050 were not estimated because there were similar unknowns about the degree to which the strategy would be implemented."
129	Row "SR260", column "2050 SLR + 100-year storm"	Delete "~\$7 million" and replaced with "not estimated".
130	First row in table	Changed "T1: Telecommuting" to "T1: Reduce Commute VMTs"

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From Plan to Action		
138	4th paragraph	After "look holistically at long-term adaptation strategies." inserted "The annual report will include a summary of expenditures on actions related to implementing the CARP for that year and for previous years."
146	Table 6-2	T1: replaced "Encourage telecommuting" with "Reduce VMT from commuting". Changed to "Reduce commute VMTs."
Appendices		
Appendix F	T1	Changed "Telecommuting" to "Reduce Commute VMTs"
Appendix F	T10	Inserted new sentence "Also, right-size the fleet" after "...BEVs and PHEVs."