

**CITY OF ALBANY
SUSTAINABILITY COMMITTEE
STAFF REPORT**

**Agenda date: March 21, 2012
Prepared by: JB**

ITEM: 7-2

**SUBJECT: Preparation for Presentation to AUSD School on Board Meeting on
April 3, 2012**

The Community Relations section of the Board of Education's Governance Calendar calls for an annual report from Committee. City staff has not been given any specific direction from AUSD staff on the content of the presentation. I understand from the Recreation and Community Services Director that the Parks and Recreation Commissioners have been making similar presentations for several years. Parks and Recreation Commissioners generally give a summary of recent activities with an emphasis on things that impact the School District. It's also used as an opportunity to highlight overall accomplishments and draw attention to upcoming events and policy initiatives.

Generally it's a verbal report, with no handouts or power point. If PowerPoint or handouts is desired, they have asked for a copy by the end of the week so that it can be included in the Board's agenda packet.

As a starting point, the following is a brief list of potential topics:

- Completion of the Climate Action Plan in 2011 (including reference to Measures TL-4.4 and FA-3)
- Proposal to City Council for Climate Action Plan funding
- California High Performance Schools program (see attachment Best Practices report and www.chps.net)
- Arts & Green Festival
- Review and Refinement of Green Building Program and energy efficiency policies currently underway with members of the Planning & Zoning Commission
- Parking policy discussion with Traffic & Safety Committee and Planning & Zoning

Albany Unified School District Board Governance Calendar 2011 - 12

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| Job Area | July | August | September | October | November | December |
|---|------|---|--|--|--|---|
| Effective Governance | | Board Committee Updates | Board Self Evaluation Special Study Session | Superintendent Evaluation for 2010-11 | | CSBA Conference Board Reorganization |
| Setting Direction/Strategic Plan | | Administrator Retreat | | | Spotlight Community Media Access Committee Report | Confirm Mission and Beliefs |
| Student Learning & Achievement | | Summer School Update | Superintendent/ Board Site Visit STAR Test Results | | ELL Update Site Visit | Superintendent/ Board Site Visit |
| Fiscal Stewardship | | | Adopt Unaudited Actuals Report from Tax Assessor | Annual Accounting of Developer Fees | | 1 st Interim report |
| Facilities | | | | | Facilities Fee Update/review | |
| Policy & Compliance | | CSBA Updates | SELPA Local Plan | Williams Quarterly Textbook Sufficiency | | |
| Advocacy | | | | | | |
| Human Resources | | Employee Recognition - Maintenance & Facilities | BTSA Annual Update | Tenure -Prob I &II Decisions | | |
| Community Relations Development of Key messages | | | Recognition AMF and SchoolCare | Spotlight City Parks and Rec Bi- annual Report | | Spotlight Recognition AEF Livermore Berkeley National Laboratory Committee Report |

| Job Area | January | February | March | April | May | June |
|----------------------------------|--|---|--|---|--|--|
| Effective Governance | Board Handbook Updates | | Board Meeting Calendar Approval | Governance Calendar Approval | | |
| Setting Direction/Strategic Plan | Board Goals | Board Goals | Strategic Planning Annual Meeting | Strategic Planning Annual Update | Strategic Plan update and goal setting for 2012-13 Superintendent 2012-13 Goals | |
| Student Learning & Achievement | Wellness Report | Site Plan Update School Accountability Report Cards Special Education Report Quarterly Field Trip Report | School Calendar 2013-14 Adult School Update | Technology Plan Update | Superintendent/Board Site Visit Single School Plans | Quarterly Field Trip Report |
| Fiscal Stewardship | Accept Audit Report Consolidated App II | Approve Updated Developer Fee Study | 2 nd Interim | Budget Planning 12-13 | | Adopt Budget Consolidated App I |
| Facilities | | | | Facilities Update | | |
| Policy & Compliance | Williams Quarterly Form 700s CSBA Updates | | Review Inter-district Transfers | | | Williams Quarterly |
| Advocacy | | | | | | |
| Human Resources | | | Certificated Notices | Classified Notices | Employee Recognition | Declaration of Need Employee Recognition – Employee of the Year |
| Community Relations | Spotlight Pool Grand Opening | | City Sustainability Committee Annual Report | Spotlight City Parks & Rec Bi-Annual Report | Spotlight Recognition Volunteers Recognition Staff Retirements/Years of Service | |

Measure TL 4.4: Create and implement a voluntary transportation demand management (TDM) program to reduce weekday peak period single occupancy commute and school trips.

The City will establish a transportation demand management program to reduce single-occupancy automobile commute trips by at least 15% by 2020. In order to achieve this target, the City will facilitate establishment of an Albany Transportation Management Association (ATMA), a non-profit organization made up of Albany-based employers, whose primary purpose is to increase access and mobility to, from, and within the community for their employees. The ATMA will offer training seminars to help member employers develop effective commute option programs. Additionally, ATMA will provide members with benefits such as guaranteed ride-home services, rideshare databases, bulk transit pass purchases, and representation in local and regional transit/transportation planning processes. The City will attempt to partner with Berkeley and El Cerrito in developing this program in order to take advantage of scale efficiencies.

Additionally, the City will work with the ATMA, Metropolitan Transportation Commission (MTC) and other relevant agencies to maximize community participation in carpool and vanpool commuting. A core component of this effort will be the development of a social networking platform where residents and employees with similar commutes can find each other and create effective carpools. Additionally, the City will investigate the potential to create rideshare stations to facilitate resident participation in casual carpools.

A large portion of school children attending public and private schools in Albany are driven to school each day in private automobiles. The City will make essential infrastructure improvements to enable safe-routes-to-school. The City will also work with schools to create trip reduction programs that encourage walking, bicycling, carpooling, and public transit use. Specific attention will be placed on expanding the walking school bus programs throughout the community, where children walk to school in adult-supervised and school-coordinated groups.

The City will also work with the ATMA to conduct a variety of education and outreach programs aimed at reducing residents' transportation related emissions. Various media will be used to convey messages about alternative transportation options and climate-responsible vehicle purchasing. Targeted advertisement programs will be created to encourage walking and bicycling in the City. The City will partner with Carbon Neutral Albany, Strollers & Rollers, and other additional community based groups promoting climate action.

| GHG Reduction Potential (MT CO ₂ e) | | Cost to City | Cost Per Metric Ton | Private Cost |
|---|---|--------------------------|--------------------------------|--------------|
| 1,140 | | \$10,000 | \$9 | Yes |
| Action | | Timetables | Responsibility | |
| A | Develop and adopt a transportation demand management program to reduce single-occupancy automobile commute trips by 15% by 2020. | Before December 31, 2011 | City Council Transportation | |
| B | Facilitate the establishment of an Albany Transportation Management Association (ATMA) for community employers. | Before July 31, 2012 | Transportation | |
| C | Develop Albany-specific social networking platform to facilitate community participation in carpool and vanpool programs. | Before December 31, 2012 | Transportation | |
| D | Evaluate potential for rideshare stations in Albany. | Before December 31, 2012 | Transportation | |
| E | Work with schools to identify key infrastructure improvements and community outreach initiatives that would facilitate safe-routes-to-school and walking school bus programs. | Before July 31, 2011 | Transportation | |

| | | | |
|---|--|--|----------------|
| Measure TL 4.4: Create and implement a voluntary transportation demand management (TDM) program to reduce weekday peak period single occupancy commute and school trips. | | | |
| F | Develop education and outreach programs aimed at reducing residents' transportation related emissions. | Ongoing | Transportation |
| Progress Indicators | | Target | |
| i | Percent reduction in single-occupancy automobile commute trips. | 15% reduction by 2015 20% reduction by 2020 | |
| ii | Percentage of Albany employers with over 10 employees who belong to ATMA. | 100% by 2015 | |

| | | | |
|--|---------------------|----------------------------|---------------------|
| Measure TL 4.5: Evaluate and consider implementation of community parking management strategies. | | | |
| Parking management includes strategies that influence the supply, price and regulation of parking facilities. Parking management can have a considerable effect on a community's travel behavior by reducing driving and increasing use of other travel modes. The City will evaluate parking management strategies that have the potential to reduce automobile trips or enable the development of bicycling and walking infrastructure (e.g., bike lanes, traffic-calming measures). | | | |
| GHG Reduction Potential (MT CO₂e) | Cost to City | Cost Per Metric Ton | Private Cost |
| Not quantified | \$6,300 | - | No |

Objective TL-5:

Prepare for Peak Oil



Synergies exist between Albany's need to reduce GHG emissions for climate protection purposes and the need to guard the community from the potential impacts of peak oil. For decades, theorists have predicted that there will be a point in time when global petroleum extraction achieves a maximum, or peak, level. In this scenario global petroleum demand would outstrip production and the resulting shortage could lead to rapid price escalation, and creating havoc for a global economy that relies heavily on fossil fuels. In 2005, the United States Department of Energy (DOE) released a comprehensive report that validates many of these concerns and indicates that such a scenario is likely to occur within the next half-century, though the precise timing remains uncertain (DOE, 2005).

Increased fuel prices and reduced supply could considerably affect Albany residents and businesses. Potential effects could include higher transportation, food, heating, and other costs. Notably, private automobile travel costs may increase, affecting mobility options.



Objective FA-3:

Increase and Enhance Urban Agriculture



Many Albany residents support urban agriculture as a means of both food production and recreation. To provide adequate opportunities, the City needs to expand current urban agricultural facilities. The following measures describe steps to create additional community gardens and orchards in Albany, and opportunities to establish a community orchard.

| | | | |
|--|---------------------|----------------------------|---------------------|
| Measure FA 3.1 | | | |
| Establish a local community garden program to increase local food security and provide local recreation amenities. | | | |
| During the preparation of the Green Albany Plan, the City will identify potential sites for additional community gardens and community orchards within Albany. Site evaluation will focus on lands owned by the City, School District, and State and federal agencies and institutions. The City will work with willing agencies, community groups, and individuals to develop and maintain community gardens. | | | |
| The Ohlone Greenway is a prime location to establish a community orchard. The City will work with BART to establish compatible fruit trees along the Greenway and will create outreach programs and events to facilitate the public use of this resource. The Green Albany Plan will evaluate other locations for potential community orchards. | | | |
| GHG Reduction Potential (MT CO₂e) | Cost to City | Cost Per Metric Ton | Private Cost |
| Not included in inventory | \$1,400 | - | No |

Community Challenge

The State’s *Climate Change Scoping Plan* recommends that local governments reduce their community-wide GHG emissions to 15% below current levels by 2020. In 2007, Albany adopted a resolution to reduce GHG emissions by 25% below 2004 levels by 2020. To achieve this target the community would have to reduce its emissions by 19,600 MT CO₂e. The measures described above are likely to achieve approximately 15,660 MT CO₂e of reductions or a reduction of 19% below 2005 levels by 2020. While the strategies achieve the State’s recommended target they do not fully achieve the City’s more aggressive target. A gap of 3,940 MT CO₂e remains and will need to be addressed if Albany is going to achieve its climate protection objectives. The Community Challenge is a call to action that seeks to inspire Albany residents, businesses, employees, and City staff.

Community Participation

Specific participation levels were used to calculate the GHG reduction capacity of the CAP measures. High levels of voluntary participation will be key to achieving the City’s 2020 target. If additional households and businesses voluntarily participate, then the community’s reductions could be larger than estimated in the CAP.

While increased participation in all measures is needed, certain actions will have larger influence than others. Increasing the number of homes and businesses that conduct building energy efficiency improvements and or install renewable energy systems could alone close the remaining reduction gap. Similarly, increasing resident and employee participation in Transportation Demand Management (TDM) programs could reduce a considerable amount of transportation-related emissions.

