



# AD HOC COMMITTEE ON SUSTAINABILITY

July 31, 2017

12:30 P.M.

651 Pine Street, Room 101, Martinez

Supervisor John Gioia, Chair

Supervisor Federal D. Glover, Vice Chair

## Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).
3. **APPROVE Record of Action for May 22, 2017, Ad Hoc Committee on Sustainability Meeting.** This record was prepared pursuant to the Better Government Ordinance 95-6, Article 25-205 (d) of the Contra Costa County Ordinance Code. Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. (Jody London, Department of Conservation and Development)
4. **RECEIVE oral update from the Sustainability Commission.** (Jody London, Department of Conservation and Development)
5. **DISCUSS options for preparing Contra Costa County for increased use of electric vehicles and DIRECT the Directors of the Departments of Conservation and Development and Public Works, or their designees, to prepare an Electric Vehicle Readiness Plan by February 2018.** (Jody London, Department of Conservation and Development)
6. **DISCUSS Consideration of statements and actions Contra Costa County could take in response to the withdrawal by the United States from the Paris Climate Accord, including the We Are Still In letter, the County Climate Coalition, and the Under2 Coalition, and RECOMMEND County support the We Are Still In letter and County Climate Coalition.** (Jody London, Department of Conservation and Development)
7. **RECEIVE update on County nominations to Resilient by Design program.** (Jody London, Department of Conservation and Development)

8. **CONSIDER report of updates from the Sustainability Coordinator, and take ACTION as appropriate.** (Jody London, Department of Conservation and Development)
9. The next meeting is currently scheduled for September 25, 2017.
10. Adjourn

---

*The Ad Hoc Committee on Sustainability will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Committee on Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting.*

---

*Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of members of the Ad Hoc Committee on Sustainability less than 96 hours prior to that meeting are available for public inspection at 651 Pine Street, 1st floor, during normal business hours.*

---

*Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.*

---

For Additional Information Contact: Jody London, Sustainability Coordinator  
Phone: (925) 674-7871  
Jody.London@dcd.cccounty.us

*Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order): Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Ad Hoc Sustainability Committee:*

|   |  |
|---|--|
| AB Assembly Bill                                      | FTE Full Time Equivalent                                   |
| ABAG Association of Bay Area Governments              | FY Fiscal Year   |
| ACA Assembly Constitutional Amendment                 | GHG Greenhouse Gas   |
| ADA Americans with Disabilities Act of 1990           | GGRF Greenhouse Gas Reduction Funds                        |
| BAAQMD Bay Area Air Quality Management District       | GIS Geographic Information System                          |
| BART Bay Area Rapid Transit District                  | HSD Contra Costa County Health Services Department         |
| BAYREN Bay Area Regional Energy Network               | IPM Integrated Pest Management                             |
| BGO Better Government Ordinance (Contra Costa County) | JPA/JEPA Joint (Exercise of) Powers Authority or Agreement |
| BOS Board of Supervisors                              | LAMORINDA Area of Lafayette-Moraga-Orinda                  |
| CALTRANS California Department of Transportation      | MAC Municipal Advisory Council                             |
| CAO County Administrative Officer or Office           | MBE Minority Business Enterprise                           |
| CAP Climate Action Plan                               | MOA Memorandum of Agreement                                |
| CARB California Air Resources Board                   | MOE Maintenance of Effort                                  |
| CCA Community Choice                                  | MOU Memorandum of Understanding                            |
| CCE Community Choice Energy Aggregation               | MTC Metropolitan Transportation Commission                 |
| CCWD Contra Costa Water District                      | NACo National Association of Counties                      |
| CEC California Energy Commission                      | NEPA National Environmental Protection Act                 |
| CPUC California Public Utilities Commission           | PDA Priority Development Area                              |

|   |  |
|---|--|
| CEQA California Environmental Quality Act                   | PV Photovoltaic  |
| CSA County Service Area                                     | PWD Contra Costa County Public Works Department          |
| CSAC California State Association of Counties               | RDA Redevelopment Agency or Area                         |
| DCC Delta Counties Coalition                                | RFP Request For Proposals                                |
| DPC Delta Protection Commission                             | RFQ Request For Qualifications                           |
| DWR California Department of Water Resources                | SB Senate Bill   |
| DCD Contra Costa County Dept. of Conservation & Development | SGC Strategic Growth Council                             |
| EBEW East Bay Energy Watch                                  | SR2S Safe Routes to Schools                              |
| EBMUD East Bay Municipal Utility District                   | TWIC Transportation, Water, and Infrastructure Committee |
| EIR Environmental Impact Report (a state requirement)       | U.S.EPA United States Environmental Protection Agency    |
| EIS Environmental Impact Statement (a federal requirement)  | WBE Women-Owned Business Enterprise                      |
|   |  |



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

3.

**Meeting Date:** 07/31/2017

**Subject:** APPROVE Record of Action for May 22, 2017, Ad Hoc Committee on Sustainability Meeting.

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** Jody London, DCD

**Contact:** Jody London (925)674-7871

---

#### **Referral History:**

County Ordinance (Better Government Ordinance 95-6, Article 25-205, [d]) requires that each County Body keep a record of its meetings. Though the record need not be verbatim, it must accurately reflect the agenda and the decisions made in the meeting.

#### **Referral Update:**

Any handouts or printed copies of testimony distributed at the meeting will be attached to this meeting record. Links to the agenda and minutes will be available at the Committee web page, to be announced.

#### **Recommendation(s)/Next Step(s):**

Staff recommends approval of the attached Record of Action for the May 22, 2017, Ad Hoc Committee on Sustainability Meeting with any necessary corrections.

#### **Fiscal Impact (if any):**

N/A

---

#### **Attachments**

05-22-17 SUS-CTTE Minutes

05-22-17 SUS-CTTE Sign In Sheet

---



# Agenda

## RECORD OF ACTION for AD HOC COMMITTEE ON SUSTAINABILITY

May 22, 2017

12:30 P.M.

651 Pine Street, Room 101, Martinez

Supervisor John Gioia, Chair

Supervisor Federal D. Glover, Vice Chair

### Agenda Items:

Items may be taken out of order based on the business of the day and preference of the Committee

Present: John Gioia, Chair

Federal Glover, Vice Chair

Staff Present: Jody London, Sustainability Coordinator

Susan Psara, Green Business Program Manager

Anne O, Chief of Staff to Supervisor Karen Mitchoff

Rich Seithel, Chief, Annexations and Economic Stimulus

John Cunningham, Principal Transportation Planner

Julie Bueren, Director, Department of Public Works

Eric Angstadt, Deputy County Administrator

Deidre Hodggers, Administrative Analyst

Brian Balbas, Chief Deputy Director, Department of Public Works

Joe Yee, Deputy Director, Department of Public Works

Jill Ray, Field Representative for Supervisor Andersen

Cece Sellgren, Manager, Department of Public Works

Deidra Dingman, Principal Planner, Department of Conservation and Development

Attendees: Harry Thurston

Gretchen Logue

Charles Davidson

1. Introductions
2. Public comment on any item under the jurisdiction of the Committee and not on this agenda (speakers may be limited to three minutes).

*Jody London read into the record a statement from Kevin Johnston of SunPower expressing SunPower's support for County efforts to increase the amount of renewable energy resources in Contra Costa County, particularly through the use of Clean Renewable Energy Bonds, utility tariff programs, and solar energy storage.*

3. **APPROVE Record of Action for February 21, 2017 Ad Hoc Committee on Sustainability Meeting.**

*The Committee approved the Record of Action for its February 21, 2017 meeting.*

Chair John Gioia, Vice Chair Federal Glover

AYE: Chair John Gioia, Vice Chair Federal Glover

Passed

4. **RECEIVE report on synergies between Climate Action Plan and Northern Waterfront Economic Development Initiative.**

*Rich Seithel, Chief, Annexations and Economic Stimulus, described how policies and actions in the Northern Waterfront Economic Development Initiative and the County's Climate Action Plan are mutually supportive and beneficial. The Northern Waterfront includes numerous areas for job growth, which would reduce commute times and distances for County residents and decrease greenhouse gas emissions from automobiles. One of the five target sectors for the Northern Waterfront is clean technology and manufacturing. The Committee expressed interest in workforce development, particularly in conjunction with the community college district.*

5. **RECEIVE report from the Director of the Department of Conservation and Development, and PROVIDE direction to staff as appropriate.**

*Jason Crapo, Deputy Director, Department of Conservation and Development, provided a report on work in the Department of Conservation and Development to implement the County's Climate Action Plan, and opportunities to do more. Key takeaways are: the County is making good progress on energy efficiency programs, community choice energy, energy financing programs, and solid waste diversion. For transportation goals, given the network and connected attributes, it is critical for success to have partners in other County departments, cities, the Contra Costa Transportation Authority, and the State. There are two areas where direction from the Board would be useful. The first is potential updates to County ordinances, the second is development of a countywide Electric Vehicle Master Plan that includes cities, community colleges, and PG&E.*

6. **RECEIVE report from Director of the Department of Public Works on PWD implementation of the Climate Action Plan.**

*Brian Balbas, Chief Deputy Director of the Department of Public Works, reported on the Public Works Department efforts to implement the Climate Action Plan, and opportunities to do more. Public Works is completing the hiring of an Energy Manager to assist with Climate Action Plan implementation.*

7. **RECEIVE staff report comparing County Climate Action Plan and Municipal Climate Action Plan with California Air Resources Board Scoping Plan Update and Bay Area Air Quality Management District Clean Air Plan and PROVIDE DIRECTION regarding areas of focus for staff in short-, medium-, and long-term.**

*The Committee received the written report from the Sustainability Coordinator. No oral report was provided.*

8. **RECEIVE update from the County's Sustainability Coordinator.**

*Jody London, Sustainability Coordinator, reviewed highlights of the written report provided with the meeting materials.*

9. The next meeting date is scheduled for Monday, July 31, 2017, at 12:30 p.m.

10. Adjourn

---

*The Ad Hoc Sustainability Committee will provide reasonable accommodations for persons with disabilities planning to attend Ad Hoc Sustainability meetings. Contact the staff person listed below at least 72 hours before the meeting.*

---

---

*Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the County to a majority of Ad Hoc Sustainability members less than 96 hours prior to that meeting are available for public inspection at the County Department of Conservation and Development, 30 Muir Road, Martinez during normal business hours.*

---

---

*Public comment may be submitted via electronic mail on agenda items at least one full work day prior to the published meeting time.*

---

---

Staff Contact: Jody London, Sustainability Coordinator / Phone (925) 674-7871, Fax (925) 674-7250 [jody.london@dcd.cccounty.us](mailto:jody.london@dcd.cccounty.us)

---

**Glossary of Acronyms, Abbreviations, and other Terms (in alphabetical order):** Contra Costa County has a policy of making limited use of acronyms, abbreviations, and industry-specific language in meetings of its Board of Supervisors and Committees. Following is a list of commonly used abbreviations that may appear in presentations and written materials at meetings of the Ad Hoc Sustainability Committee:

|   |  |
|---|--|
| AB Assembly Bill  | HOT High-Occupancy/Toll  |
| ABAG Association of Bay Area Governments                    | HOV High-Occupancy-Vehicle   |
| ACA Assembly Constitutional Amendment                       | HSD Contra Costa County Health Services Department   |
| ADA Americans with Disabilities Act of 1990                 | HUD United States Department of Housing and Urban Development                              |
| BAAQMD Bay Area Air Quality Management District             | IPM Integrated Pest Management   |
| BART Bay Area Rapid Transit District                        | JPA/JEPA Joint (Exercise of) Powers Authority or Agreement                                 |
| BCDC Bay Conservation & Development Commission              | Lamorinda Lafayette-Moraga-Orinda Area   |
| BDCP Bay-Delta Conservation Plan                            | LAFCo Local Agency Formation Commission  |
| BGO Better Government Ordinance (Contra Costa County)       | LCC League of California Cities  |
| BOS Board of Supervisors                                    | LTMS Long-Term Management Strategy   |
| CALTRANS California Department of Transportation            | MAC Municipal Advisory Council   |
| CAER Community Awareness Emergency Response                 | MBE Minority Business Enterprise   |
| CAO County Administrative Officer or Office                 | MOA Memorandum of Agreement  |
| CAP Climate Action Plan                                     | MOE Maintenance of Effort  |
| CCA Community Choice  | MOU Memorandum of Understanding  |
| CCTA Contra Costa Transportation Authority                  | MTC Metropolitan Transportation Commission   |
| CCWD Contra Costa Water District                            | NACo National Association of Counties  |
| CDBG Community Development Block Grant                      | NEPA National Environmental Protection Act   |
| CEQA California Environmental Quality Act                   | PDA Priority Development Area  |
| CFS Cubic Feet per Second (of water)                        | PV Photovoltaic  |
| CSA County Service Area                                     | PWD Contra Costa County Public Works Department  |
| CSAC California State Association of Counties               | RDA Redevelopment Agency or Area   |
| CTC California Transportation Commission                    | RFI Request For Information  |
| DCC Delta Counties Coalition                                | RFP Request For Proposals  |
| DCD Contra Costa County Dept. of Conservation & Development | RFQ Request For Qualifications   |
| DPC Delta Protection Commission                             | SB Senate Bill   |
| DSC Delta Stewardship Council                               | SBE Small Business Enterprise  |
| DWR California Department of Water Resources                | SGC Strategic Growth Council   |
| EBMUD East Bay Municipal Utility District                   | SR2S Safe Routes to Schools  |
| EIR Environmental Impact Report (a state requirement)       | SWAT Southwest Area Transportation Committee   |
| EIS Environmental Impact Statement (a federal requirement)  | TRANSPAC Transportation Partnership & Cooperation (Central)                                |
| FEMA Federal Emergency Management Agency                    | TRANSPAN Transportation Planning Committee (East County)                                   |
| FTE Full Time Equivalent                                    | TWIC Transportation, Water, and Infrastructure Committee                                   |
| FY Fiscal Year  | U.S. EPA United States Environmental Protection Agency WBE Women-Owned Business Enterprise |
| GHG Greenhouse Gas  | WCCTAC West Contra Costa Transportation Advisory Committee                                 |
| GGRF Greenhouse Gas Reduction Funds                         |  |
| GIS Geographic Information System                           |  |

# SIGN-IN SHEET

[illegible]



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

4.

**Meeting Date:** 07/31/2017  
**Subject:** RECEIVE oral update from the Sustainability Commission.  
**Submitted For:** John Kopchik, Director, Conservation & Development Department  
**Department:** Conservation & Development  
**Referral No.:** N/A  
**Referral Name:** N/A  
**Presenter:** Jody London, DCD      **Contact:** Jody London (925)674-7871

---

#### **Referral History:**

N/A

#### **Referral Update:**

RECEIVE update from the Sustainability Commission.

#### **Recommendation(s)/Next Step(s):**

#### **Fiscal Impact (if any):**

There is no fiscal impact at this time.

---

#### **Attachments**

*No file(s) attached.*

---



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

5.

**Meeting Date:** 07/31/2017

**Subject:** DISCUSS electric vehicle readiness in the County and PROVIDE DIRECTION to staff regarding preparation of an Electric Vehicle Readiness Plan.

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** Jody London, DCD

**Contact:** Jody London (925)674-7871

---

### **Referral History:**

On May 22, 2017, the Ad Hoc Sustainability Committee received reports from the Department of Public Works and the Department of Conservation and Development on progress implementing the County's Climate Action Plan. Both departments recommended the County develop an Electric Vehicle Readiness Plan that could guide build-out of charging infrastructure across Contra Costa County and inform policies the Board might adopt related to electric vehicles.

### **Referral Update:**

The PEV Toolkit provides the following suggested outline for EV Readiness Plans:

1. Update zoning and parking policies to facilitate access to and use of publicly available charging infrastructure;

- Compliance with American with Disabilities Act
- Signage
- Parking restrictions and incentives (free or reduced parking while charging? Free electricity? Time limits on parking spaces while charging?)

2. Update local building codes (Contra Costa County has done this for non-residential buildings, however the County does not have building codes for electric vehicle charging in residential structures);

- Infrastructure circuit specifications
- Installation recommendations for various building types
- Building load management

3. Streamline permitting and inspection processes;

- Streamlined permitting and inspection
- Permit fees

4. Participate in training and education programs for local officials;
5. Reach out to local residents and businesses;
6. Develop a regional public charging station site selection plan (this would include identifying facilities owned or leased by the County);
  - Land use patterns, residential and work locations, travel routes
  - Zoning, property type, building type for infrastructure
  - Integration with transit, pedestrian, walk
  - Policy for street-side charging infrastructure
  - Street signage policies
7. Encourage local employers to install workplace charging;
8. Support local electric utility efforts to minimize grid impacts;
9. Develop and implement solutions for multi-unit dwelling properties;
10. Incorporate PEVs and charging into local vehicle fleets (this would include County fleet);
11. Create local incentives to encourage PEV usage and sales;
12. Encourage linkages with renewable energy.

In addition to the topics identified above, staff recommends that the County establish a funding source to provide local matching funds required for EV infrastructure charging grants. Staff also recommends the County develop a solar project development plan for County facilities that accounts for future EV deployment and identifies opportunities to use locally generated solar power for charging EVs.

**Recommendation(s)/Next Step(s):**

DIRECT the Directors of the Departments of Public Works and Conservation and Development, or their designees, to develop a Contra Costa County Electric Vehicle Readiness Plan by February 2018.

**Fiscal Impact (if any):**

At this point, staff anticipates preparing the Electric Vehicle Readiness Plan in-house. Staff will explore funding opportunities to help offset the cost of staff time, which otherwise will be paid by the General Fund and fees collected by the Departments of Public Works and Conservation and Development.

---

**Attachments**

*No file(s) attached.*

---



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

6.

**Meeting Date:** 07/31/2017

**Subject:** DISCUSS Contra Costa County support for the Paris Climate Agreement &  
RECOMMEND County support the We Are Still In letter & County Climate  
Coalition

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** Jody London, DCD

**Contact:** Jody London (925)674-7871

---

### **Referral History:**

N/A

### **Referral Update:**

Local governments around the world, including in the Bay Area, have been taking action to protect the climate since the early 1990's. Municipal commitment to reduce greenhouse gas emissions has been demonstrated through local climate action plans, resolutions, and joint statements for over twenty years, reflecting the view that acting to protect the climate yields a variety of benefits to local communities. Contra Costa County in 2008 adopted a Municipal Climate Action Plan that identifies strategies for reducing greenhouse gas emissions from County operations. In 2015, the County adopted a Climate Action Plan that identifies strategies to reduce greenhouse gas emissions in unincorporated areas across the County, in most sectors of the economy. (The 2015 Climate Action Plan does not address emissions from large stationary sources, which are under the jurisdiction of the Bay Area Air Quality Management District.) It sets targets for reductions by 2020 and 2035 that are aligned with the State targets that were in effect at the time the Climate Action Plan was adopted.

President Trump's announcement on June 1, 2017, that the United States would withdraw from the Paris Climate Agreement has elicited a variety of responses among state and local governments, most notably the rise of public statements expressing solidarity with the rest of the world in support of the Paris Climate Agreement. Several public statements have arisen in direct response to President Trump's action, and several sign-on efforts that existed prior to June 1 have experienced renewed interest and visibility. Staff has researched the most relevant collective statements, including:

- We Are Still In sign-on letter
- County Climate Coalition

- Under2 Coalition commitment to reduce GHG emissions

Staff recommends that Contra Costa County participate in the We Are Still In sign-on statement and the County Climate Coalition. The We Are Still In sign-on letter (Attachment A) was created in direct response to President Trump pulling the U.S. out of the Paris Climate Accord. We Are Still In invites interested parties to sign on to a statement to demonstrate that major sub-national leaders in the United States are still committed to ambitious action on climate change. Beyond signing the statement there is no substantive obligation. Signing the We Are Still In letter allows the County to make a strong, public statement on the specific issue of the United States' withdrawal from the Paris Climate Accord.

Similarly, the County Climate Coalition (Attachment B) provides an opportunity for only county governments to affirm their commitment to the Paris Climate Accord. Organized by Santa Clara County Supervisor Dave Cortese, the County Climate Coalition does not require a financial commitment. The organizer envisions the County Climate Coalition will also provide a venue for sharing information between counties about climate protection activities.

Staff further recommends that the Board direct staff to research what would be required for the County to become a signatory to the Under2 Coalition. The Under2 Coalition pre-dates the Paris Climate Accord and highlights the important role that sub-national jurisdictions have been playing in the effort to protect the climate. Signatories to the Coalition sign a "Global Climate Leadership MOU", committing to reducing GHG emissions at least 80% below 1990 levels by 2050. Signatories must back up this commitment by demonstrating adopted targets and action plans. A total of 176 jurisdictions worldwide have signed on to the Under2 MOU, including the State of California and the cities of San Francisco and Oakland. Before Contra Costa County could join the Under2 Coalition, the County would have to update its Climate Action Plan to conform with the goals of the Under2 Coalition and identify staff and funding to achieve updated goals.

On July 12, 2017, Governor Jerry Brown and former New York City Mayor Michael Bloomberg announced the formation of America's Pledge, a new initiative to compile and quantify actions of states, cities, businesses and universities in the U.S. to reduce GHG emissions consistent with the goals of the Paris Agreement. The goal of this new initiative is to aggregate the commitments of the many local "subnational" climate protection activities throughout the U.S. and also spur increased local climate protection efforts. Details of the America's Pledge initiative are still being developed. Staff will track these efforts to assess whether County participation in this initiative is warranted.

**Recommendation(s)/Next Step(s):**

The Ad Hoc Sustainability Committee should RECOMMEND that the Board of Supervisors: (1) PARTICIPATE in the We Are Still In sign-on statement and the County Climate Coalition, and (2) DIRECT the Director of the Conservation and Development Department, or designee, to research and report back on what would be required for the County to become a signatory to the Under2 Coalition.

**Fiscal Impact (if any):**

There is no fiscal impact at this time.

**Attachments**

Attachment A - We Are Still In doc.

Appendix B - County Climate Coalition

# WE ARE STILL IN

## **Open letter to the international community and parties to the Paris Agreement from U.S. state, local, and business leaders**

We, the undersigned mayors, governors, college and university leaders, businesses, and investors are joining forces for the first time to declare that we will continue to support climate action to meet the Paris Agreement.

In December 2015 in Paris, world leaders signed the first global commitment to fight climate change. The landmark agreement succeeded where past attempts failed because it allowed each country to set its own emission reduction targets and adopt its own strategies for reaching them. In addition, nations - inspired by the actions of local and regional governments, along with businesses - came to recognize that fighting climate change brings significant economic and public health benefits.

The Trump administration's announcement undermines a key pillar in the fight against climate change and damages the world's ability to avoid the most dangerous and costly effects of climate change. Importantly, it is also out of step with what is happening in the United States.

In the U.S., it is local and state governments, along with businesses, that are primarily responsible for the dramatic decrease in greenhouse gas emissions in recent years. Actions by each group will multiply and accelerate in the years ahead, no matter what policies Washington may adopt.

In the absence of leadership from Washington, states, cities, colleges and universities, businesses and investors, representing a sizeable percentage of the U.S. economy will pursue ambitious climate goals, working together to take forceful action and to ensure that the U.S. remains a global leader in reducing emissions.

It is imperative that the world know that in the U.S., the actors that will provide the leadership necessary to meet our Paris commitment are found in city halls, state capitals, colleges and universities, investors and businesses. Together, we will remain actively engaged with the international community as part of the global effort to hold warming to well below 2°C and to accelerate the transition to a clean energy economy that will benefit our security, prosperity, and health.

# County Climate Coalition

Updated on: 7/24/2017 4:31 PM

## **DECLARATION OF COUNTY CLIMATE COALITION AFFIRMING COUNTIES' COMMITMENT TO THE PARIS CLIMATE ACCORD, ENVIRONMENTAL SUSTAINABILITY, AND COMBATING CLIMATE CHANGE**

Consensus exists among the world's leading climate scientists that we face a major global climate crisis caused by greenhouse gas emissions, with rising sea levels and melting ice sheets creating increasingly unpredictable and unhealthy living environments as we approach a dangerous threshold of global warming. Documented impacts of global warming include but are not limited to increased occurrences of extreme weather events, significant impacts to human health and safety, destruction of ecosystems, and reduced economic productivity.

In 2015, all but two countries signed the United Nations Paris Climate Accord ("Paris Accord"), a historic international agreement aimed at reducing carbon emissions, slowing rising global temperatures, and helping countries deal with the effects of climate change. Signatories to the Paris Accord committed to enact programs to limit global temperature increase to less than two degrees Celsius above pre-industrial levels, with an expectation that this goal would be reduced to one and a half degrees in the future. The United States ratified the Paris Accord on September 3, 2016 and committed to its own target of reducing carbon emissions by 26 to 28 percent by 2025.

On June 1, 2017, President Trump announced his intention to withdraw the United States from the Paris Accord despite the dire consequences of the planet's rising temperatures and opposition from communities across the country and world. The United States' withdrawal could result in an additional three billion tons of carbon dioxide being released into the atmosphere each year, and an additional increase of as much as 0.3 degrees Celsius in global temperatures by end of the century.

The County Climate Coalition takes sharp exception to President Trump's unilateral intention to withdraw the United States from the Paris Accord and urges the federal government to adhere to its emissions reduction commitments under the Paris Accord. Regardless of whether the United States ultimately withdraws from the Paris Accord, the undersigned local governments intend to continue working toward meeting the United States' commitment under the Paris Accord through results-oriented strategies to reduce greenhouse gas emissions. By combating climate change through renewable solar energy development, alternative community energy providers, enhanced waste diversion, environmentally friendly vehicles, reduction of water usage, and other local solutions, the undersigned local governments will continue their efforts to slow the dangerous pace of global warming while advancing environmental sustainability, protecting public health, and leading innovation.

## Ways to get involved:

1. **FORMALLY JOIN** the County Climate Coalition.
2. **SIGN ON AS A SUPPORTER** of the County Climate Coalition.
3. **LEARN MORE** by contacting [vanessa.turner@bos.sccgov.org](mailto:vanessa.turner@bos.sccgov.org).

### COUNTIES

Santa Clara County, California  
 Charles County, Maryland  
 San Miguel County, Colorado  
 Gilpin County, Colorado

*Formal announcement coming soon!*

### SUPPORTERS

Santa Barbara County, CA Board of Supervisors Chair Joan Hartmann  
 Knox County, TN Commissioner Evelyn Gill  
 Marin County, CA Board of Supervisors President Judy Arnold  
 Albany County, NY Legislator William Reinhardt  
 Lane County, OR Commissioner Pete Sorenson  
 City of Boulder, CO Councilor Aaron Brockett  
 San Francisco State University Assistant Professor Eric Mar  
 Local Power Inc. President Paul Fenn  
 City of Dallas Council Member Philip Kingston  
 Adams County, CO Board of Commissioners Chair Eva Henry  
 Sonoma County, CA Regional Climate Protection Authority Coordinator Carolyn  
 Glanton

All Content Copyright © 2017, County of Santa Clara, CA



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

7.

**Meeting Date:** 07/31/2017

**Subject:** RECEIVE update on County nominations to Resilient by Design program.

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** Jody London, DCD

**Contact:** Jody London (925)674-7871

---

#### **Referral History:**

##### BACKGROUND:

The Rockefeller Foundation is making a \$4.6 million grant to the Resilient by Design challenge. This effort is modeled after projects that the Rockefeller Foundation sponsored in New York and New Jersey after Hurricane Sandy. The program will select ten sites that represent the most vulnerable ecological systems and vulnerable bayfront communities, as well as infrastructure, that are at risk from sea level rise, severe storms, flooding, and earthquakes.

Each site will be assigned a design team of architects, engineers, designers, planners, and others, selected through a companion process, that will spend the next year working with key stakeholders and local residents to develop innovative solutions for these communities to address impacts of climate change. Each design team will receive a total of \$250,000. Community organizations will have an opportunity to receive funding to participate in the research and design process. So while funds will not come directly to the County, funds will be spent to support climate resiliency in the County.

Anyone can nominate a potential site. The deadline for site nominations was July 14, 2017. It is staff's understanding that the goal is for nine of the sites to be in each of the nine Bay Area counties, with one additional project.

The Adapting to Rising Tides (ART) study completed last year identified potential hazards and vulnerabilities along the Contra Costa County shoreline from Richmond to Pittsburg; a follow-on study of the eastern Contra Costa County shoreline is anticipated pending a grant from the Delta Stewardship Council to the Bay Conservation and Development Commission. From the ART findings, we have data on physical and social vulnerabilities of shoreline communities to support the site nomination process.

On July 11, 2017, the Board of Supervisors directed staff to nominate the following sites for consideration by Resilient by Design:

- Bay Point
- Downtown Rodeo
- North Richmond

**Referral Update:**

Please refer to the attachments herein for the current nominations made by the County to the Resilient by Design program.

**Recommendation(s)/Next Step(s):**

RECEIVE update on County nominations to Resilient by Design program.

**Fiscal Impact (if any):**

There is no fiscal impact at this time.

---

**Attachments**

Bay Point - Resilient By Design Nom. Form -final

N Richmond - Resilient by Design Nom. Form -final

Rodeo - Resilient by Design Nom. Form -final

---

Resilient by Design Nomination Form  
BAY POINT

**Site Ideas Form**

- Name \*  Jody London
- Title (optional)  
Sustainability Coordinator
- Agency or Organization representing (if any)  
Contra Costa County
- Email \*
- Describe the site location \*  
Maximum Allowed: **250** words.

Use geographic coordinates if you think it would be helpful.

Bay Point is a census-designated place located west of Pittsburg and north of State Route 4. The 2014 census estimates Bay Point's total population of 21,586. Land uses in Bay Point are primarily residential, with some commercial and industrial uses, parks, and open spaces. Parallel rail lines used by Union Pacific and Burlington Northern Santa Fe are located between the shoreline and the developed portions of Bay Point. North of the rail lines are significant tidal marshes, the McAvoy Yacht Harbor, the Bay Point Regional Shoreline, and a chemical plant.

The region in which Bay Point is located has historically been home to large industrial facilities including refineries, power plants, chemical plants, and factories. On CalEnviroScreen 3.0, Bay Point scores in the 99<sup>th</sup> highest percentile for asthma, the 94<sup>th</sup> highest percentile for unemployment, and the 87<sup>th</sup> highest percentile for both hazardous waste and housing burden.

Bay Point is at risk from sea level rise and future storm events. The railroad, which serves as the primary structural barrier between developed areas of Bay Point and the shoreline, was not constructed and is not maintained as flood protection. In addition, tidal marshes, which currently provide some level of flood risk reduction, may not be able to keep up with sea level rise.

201 words

- Link to Google Map with Location

<https://www.google.com/maps/place/Bay+Point,+CA/@38.0332986,-122.0490886,16719m/data=!3m2!1e3!4b1!4m5!3m4!1s0x808560dc29303bd3:0xf99a0cff7e1c93cc!8m2!3d38.0290872!4d-121.9616274>

- What would make this site a good fit for the design challenge? \*  
Maximum Allowed: **250** words. *Currently Used: 0 words.*

Bay Point is situated in unincorporated Contra Costa County. The County is working to develop affordable housing across from the Pittsburg/Bay Point BART station, on the south side of Highway 4. Resilient by Design presents an opportunity to engage Bay Point residents with resiliency planning. 18% of Bay Point residents are under age 10, which provides an opportunity to train children to be responsible stewards of the environment. There are six public schools in Bay Point according to the Adapting to Rising Tides study.

Bay Point is situated in the Northern Waterfront Economic Development Initiative (NWEDI) study area (see below). As part of the NWEDI, Contra Costa County has allocated \$500,000 this year toward a number of economic development and site-specific studies. Resilient by Design would allow the NWEDI to include resilience planning in this work.

The passage of Measures AA (Restoration Authority) and WW (East Bay Regional Park District) provide opportunities to leverage state grant funds that favor disadvantaged communities such as Bay Point.

165

- What are the potential physical vulnerabilities that threaten this site?  
i.e. flooding, seismic, sea level rise, storm surges

The Bay Point waterfront is particularly susceptible to inundation from rising tides. A 150-acre Bay Point Regional Shoreline Park and a harbor both lie entirely within the inundation area. Five heavy industrial parcels are located on Nichols Road on the bayward side of the Union Pacific and Burlington Northern Santa Fe rail lines. These parcels, owned by General Chemical West as part of the Bay Point Works, are within the current 100-year floodplain and are at risk from one to four feet of sea level rise depending on their proximity to the shoreline. In addition, one industrial parcel on the Port Chicago Highway is within the 100-year floodplain and may be at additional flood risk as sea levels rise.

- What are the social vulnerabilities?  
Maximum Allowed: **250** words.

(i.e. risk of displacement, poverty, health indicators) (200 word max)

Bay Point has very high poverty rates, with 31.9% of the population at or below 100% of the Federal Poverty Rate; in some census tracts there are as many as 59% of the population under 200% of the Federal Poverty Rate. As of December 2016, 20% of Bay Point residents had no health insurance coverage. Bay Point has a higher rate of population who have not received a high school diploma than the County overall.

Bay Point lies within East Contra Costa County, which despite higher population growth over the last two decades than the County overall, has very little access to non-governmental social safety net services. A 2012 study by the Federal Reserve Bank showed that for every \$8 in social services available to a low-income person in West Contra Costa County, a low-income person had access to only \$1 in services.

143 words

- Who owns or controls this site?

Bay Point is an unincorporated community, and as such, is under the jurisdiction of Contra Costa County. Pacific Gas and Electric, General Chemical, and the East Bay Regional Park District are all large land owners in the site. Housing in Bay Point is privately owned, some by homeowners and some by landlords. There are also public housing units owned by several non-profit housing developers.

- What's threatened at this site?  
Maximum Allowed: **200** words.

i.e. homes, highways, public transportation, wildlife habitat, recreational areas

A 150-acre regional park, several industrial uses, and a harbor are all threatened in Bay Point. Housing is located near industrial sites and brownfields. The railroad runs along the waterfront, serving as a de facto levee, although it is not designed or constructed for that purpose. Port Chicago Highway is a primary arterial road subject to flooding.

57 words

- What local partners would need to be involved for it to be successful; what has their involvement been to date?  
Maximum Allowed: **150** words.

Bay Point, like many unincorporated communities, has a Municipal Advisory Council, which advises Supervisor Federal Glover, particularly on land use decisions.

Bay Point is home to the Ambrose Community Center, which is a gathering point for many activities, meetings, and community events and houses the non-profit Sparkpoint, which provides wraparound finance and job support, and staff from Center for Human

Development, which provides mental and physical health classes and education. Bay Point service providers meet monthly at the Center as part of the Bay Point Partnership. Alliance of Californians for Community Empowerment is also active in the community.

Recently, The Environmental Justice Coalition for Water, Contra Costa Health Services, Contra Costa County Flood Control & Water Conservation District, and the two water districts that serve the area have been meeting to develop projects for Proposition 1 Integrated Regional Management disadvantaged communities funding.

- 142 words

What local plans exist or are underway in this area?

Maximum Allowed: **150** words.

Feel free to add links or describe these plans here.

In 2002, Contra Costa County adopted the Pittsburg/Bay Point BART Station Area Specific Plan and in 2011, the City of Pittsburg adopted its plan for the station area within its jurisdiction. The East Bay Regional Park District has plans for trails within the Bay Point Regional Shoreline Park, which are particularly threatened by sea level rise. Plans anticipate this park will be connected eventually with the Delta-DeAnza Trail and the proposed Delta Trail, which will extend along the Northern Waterfront.

[http://www.ebparks.org/parks/bay\\_point](http://www.ebparks.org/parks/bay_point)

The County and the cities of Hercules, Martinez, Concord, Pittsburg, Antioch, and Oakley are engaged in the Northern Waterfront Economic Development Initiative. This regional, cluster-based economic development strategy has a goal of creating 18,000 new jobs by 2035. The Initiative leverages existing competitive advantages and assets by focusing on advanced manufacturing sub-sectors in five targeted clusters: advanced transportation fuels, bio-tech/bio-medical, diverse manufacturing, food processing, and clean tech.

<http://www.contracosta.ca.gov/4437/Northern-Waterfront-Economic-Development>

- 149 words

Is there any additional information that you would like to add about the site? Maximum Allowed: **300** words.

Bay Point is a community that is working to create jobs close to where people live, and opportunities for young people. The departure or closure of many of the industries that provided employment for Bay Point residents create an opportunity re-envision this area, which the County is realizing through the Northern Waterfront Economic Development Initiative. This is a long-term project.

Eastern Contra Costa County is often overlooked in the regional discussion about poverty and environmental justice. The base of community-based organizations in Eastern Contra Costa County is not as mature as in West County. Resilient by Design provides an opportunity to link resilience planning with economic development in an area that has not historically benefitted from these type of resources.

120 words

Resilient by Design Nomination Form  
NORTH RICHMOND

**Site Ideas Form**

- Name \*  Jody London
- Title (optional)  
Sustainability Coordinator
- Agency or Organization representing (if any)  
Contra Costa County
- Email \*
- Describe the site location \*  
Maximum Allowed: **250** words.

Use geographic coordinates if you think it would be helpful.

North Richmond is a census-designated place adjacent to and nearly surrounded by the City of Richmond. Contra Costa County provides services and governance for the part of North Richmond located in the unincorporated County. This area is identified a disadvantaged community under CalEnviroScreen 3.0, ranking just below the 95<sup>th</sup> percentile.

North Richmond historically was home to the Ohlone and other native Californians. In the early part of the 20th century, North Richmond was populated by Italian-Americans. During World War II, many African-Americans moved from the South and Midwest to North Richmond, to work in Richmond's shipyards. Subsequently many of the residents were employed in the petroleum, railway, ship building, and shipping industries

North Richmond is located near several industrial facilities, including the Chevron Refinery, West County Waste Water District treatment facility, a closed landfill that continues to operate as a waste transfer station, a refuse corporation yard, and a recycling facility. North Richmond is home to many natural features, starting with the San Francisco Bay, San Pablo Creek, and Wildcat Creek. The Contra Costa County Flood Control District is rehabilitating levees on Wildcat and San Pablo Creeks.

The proximity of North Richmond to ports and rail combined with vacant land makes this area an attractive location for warehouses and related businesses to consider locating. The County has land use permitting authority for new development within the unincorporated area.

229 words

- Link to Google Map with Location

<https://www.google.com/maps/place/North+Richmond,+CA+94801/@37.9588126,-122.3696653,523m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80859d42b2a88099:0xe376ab915c035af9!8m2!3d37.9588126!4d-122.3674713>

- What would make this site a good fit for the design challenge? \*  
Maximum Allowed: **250** words. *Currently Used: 0 words.*

North Richmond is a mix of natural areas along the shoreline that can provide habitat and flood protection benefits, engaged community members, and a number of undeveloped parcels. There has been extensive planning and analysis of the shoreline that can inform the Resilient by Design process. The San Francisco Estuary Partnership is currently leading a community visioning process for North Richmond that integrates sea level rise vulnerability and planning for the upland transition zone. This process will identify a number of these types of multi-benefit projects along the shoreline.

The State Coastal Conservancy has been using a marsh in North Richmond for testing climate change adaptation features, including a “horizontal levee” as part of its “Living Shorelines Program.” The Coastal Conservancy recently awarded \$862,000 to Contra Costa County for a Watershed Connections project, to be performed in collaboration with Urban Tilth and The Watershed Project. The County also recently received a \$3 million Active Transportation grant to integrate clean water and/or green infrastructure in North Richmond.

North Richmond has a good likelihood of implementation funding for designs developed through this process. The passage of Measures AA (Restoration Authority) and WW (East Bay Regional Park District) provide opportunities to leverage state grant funds which favor disadvantaged communities such as North Richmond.

210 words

- What are the potential physical vulnerabilities that threaten this site?  
i.e. flooding, seismic, sea level rise, storm surges

Physical vulnerabilities include sea level rise, creek flooding, exposure to contamination, and exposure to contaminants from adjacent industrial activities. Traffic also can be a concern, as the Richmond Parkway separates the residential area from the industrial facilities that immediately border the Bay.

- What are the social vulnerabilities?  
Maximum Allowed: **250** words.

(i.e. risk of displacement, poverty, health indicators) (200 word max)

North Richmond's population of 3,717 is racially diverse. The Adapting to Rising Tides study notes that in North Richmond, along with several other communities in Contra Costa County, "there are low-income households, individuals with low educational attainment, people of color, and a high number of renters and households without a vehicle...most residents are housing and transportation cost-burdened." North Richmond scores 92.45 on CalEnviroScreen 3.0. North Richmond is in the CalEnviroScreen 100<sup>th</sup> percentile for hazardous waste and asthma, the 99<sup>th</sup> percentile for cleanups, and the 97<sup>th</sup> percentage for solid waste.

North Richmond has one elementary school. The community has several churches, low-income housing developments, and several branches of County offices. The Community Housing Development Corporation has its offices in North Richmond, and there is a branch of Catholic Charities in North Richmond.

- Who owns or controls this site?

Property owners in North Richmond include Contra Costa County, Republic Services, the East Bay Regional Parks District, the West County Wastewater District, other industrial businesses, and private property owners.

- What's threatened at this site?  
Maximum Allowed: **200** words.

i.e. homes, highways, public transportation, wildlife habitat, recreational areas

North Richmond is subject to flooding from sea level rise. Several of the industrial facilities in North Richmond are located closer to the Bay, meaning that rising waters will reach those areas first. The Adapting to Rising Tides study notes that "direct disruption of the closed landfill could have significant consequences for public health and nearby ecosystems if contaminants were released into the environment." Sea level rise will impact the vacant parcels near the Bay and Wildcat and San Pablo Creeks. Flooding could impact the Richmond Parkway, a major thoroughfare. For the residential area of North Richmond, there could be impacts from street or basement flooding.

- What local partners would need to be involved for it to be successful; what has their involvement been to date?  
Maximum Allowed: **150** words.

Many government entities and non-profits are active in North Richmond, as described above. A key organization will be the North Richmond Municipal Advisory Council, which advises Supervisor John Gioia. In addition to the County, the City of Richmond, the State

Coastal Conservancy, East Bay Regional Parks District, and Association of Bay Area Governments have undertaken different planning and development projects in North Richmond. Numerous non-profit and environmental groups are involved in North Richmond. Other important partners will be the community centers, churches, and the elementary school.

80 words

- What local plans exist or are underway in this area?

Maximum Allowed: **150** words.

Feel free to add links or describe these plans here.

The North Richmond Shoreline Community Vision Process has engaged planners, managers, scientists, and community members to develop a community-based vision for the North Richmond shoreline. The County is embarking on the Watershed Connections project with a grant from the California Coastal Conservancy. This project will complement the North Richmond Urban Greening Project being led by the County's Public Works Department in partnership with some of the environmental groups. There are master plans for the Point Pinole Regional Shoreline Park, the Rheem Creek Watershed, and Wildcat Watershed.

- Is there any additional information that you would like to add about the site? Maximum Allowed: **300** words.

Resilient by Design Nomination Form  
RODEO

**Site Ideas Form**

- Name \*  First      London      Last
- Title (optional)  
Sustainability Coordinator
- Agency or Organization representing (if any)  
Contra Costa County
- Email \*  
Jody.London@dcd.cccounty.us
- Describe the site location \*  
Maximum Allowed: **250** words.

Use geographic coordinates if you think it would be helpful.

Rodeo is a census-designated place located in West Contra Costa County, on the shore of San Pablo Bay, 4.6 square miles in size. The population was 8,679 in the 2010 census. Rodeo is along the Interstate 80 (I-80) corridor, immediately north of Hercules. Rodeo is surrounded by major roads, including Cummings Skyway on the northeast, State Route 4 on the southeast, and I-80, which bisects Rodeo from the southwest to the northeast. The residential area of Rodeo is mostly on the southern end of Rodeo on either side of I-80; most of the area east of I-80 is open space. The Phillips 66 oil refinery occupies the northwest portion of Rodeo. Rodeo Creek runs through downtown Rodeo from south to north into San Pablo Bay.

Rodeo was settled by Europeans in the early 1800s as an original part of the El Rancho del Pinole. In the 1890s, the Union Stockyard Company hosted the annual cattle roundup in Pinole. Rodeo rebuilt itself after the 1906 earthquake, and became home during World War II to shipyard workers. Rodeo today is a residential community with bluffs overlooking the Bay. Downtown Rodeo is marked by a number of historic buildings, however the Downtown area is neither visually nor physically connected with the waterfront area, an important visual and economic resource. North of the main downtown area near the refinery is the 250-unit Bayo Vista low-income apartment complex. South of Downtown, along the boundary with Hercules, is the 50-unit Rodeo Gateway senior housing development.

249 words

- Link to Google Map with Location

<https://www.google.com/maps/place/Rodeo,+CA/@38.0708496,-122.346227,12z/data=!4m5!3m4!1s0x8085711f41418b0b:0x285eb0d22e4696e7!8m2!3d38.032977!4d-122.2669138>

- What would make this site a good fit for the design challenge? \*

Maximum Allowed: **250** words.

The Adapting to Rising Tides study identified a number of challenges for Rodeo with rising sea levels. These include:

- Two rail lines that run through Rodeo are not designed as barriers;
- Pipelines that run through Rodeo are subject to flooding and groundwater intrusion;
- Close proximity to the Hayward fault;
- San Pablo Avenue, a Route of Regional Significance and a common alternate route to the often-congested I-80 corridor, runs through the community.
- 55 commercial parcels are identified as at risk of current or future flooding clustered in Downtown Rodeo along Parker and San Pablo Avenues. Two of the parcels are associated with the Rodeo Marina, and five comprise the mobile home park.
- The neighboring refinery is subject to flooding, as are residential and multi-family buildings in Rodeo. Adapting to Rising Tides identifies 722 individuals directly exposed to flooding in Rodeo. This does not include people who will be indirectly impacted.
- Sea level rise will create shoreline access issues. San Pablo and Parker Avenues, major thoroughfares, are both at risk of flooding.

Rodeo is part of the Northern Waterfront Economic Development Initiative, a joint project of the County and several cities. This regional, cluster-based economic development strategy has a goal of creating 18,000 new jobs by 2035. The Initiative leverages existing competitive advantages and assets by focusing on advanced manufacturing sub-sectors in five targeted clusters. Resilient by Design would allow the NWEDI to include resilience planning in this work.

*Currently Used: 237 words.*

- What are the potential physical vulnerabilities that threaten this site?  
i.e. flooding, seismic, sea level rise, storm surges

Rodeo is subject to flooding that comes from sea level rise or storm surges in the Bay and in Rodeo Creek, which runs through the downtown area. Additionally, Rodeo is near the Hayward fault and is at risk in the event of an earthquake. The Union Pacific Railroad sits along the Rodeo shoreline and serves as a barrier between the Bay and the developed portion of Rodeo. The rail line was not constructed and is not maintained as shoreline or flood protection. The rail line crosses over Rodeo Creek, which is currently capacity limited.

Sea level rise will further reduce the capacity of the creek to safely convey riverine flow. Much of the land along Rodeo Creek and the shoreline is within the existing 100-year floodplain. Sea level rise will increase flood risk in this area and will also impact the area near Tosco Driveway and the western portion of the Phillips 66 Rodeo Refinery site.

Rodeo Creek drains approximately 10 square miles of mostly open space and agricultural lands in the upper watershed and the community of Rodeo in the lower watershed. In the 1960s, the U.S. Army Corps of Engineers constructed a flood control project from the mouth to I-80 to provide improved flood protection, however many assets remain at risk of flooding. The local sponsor who owns and maintains the channel receives only 5% of the funding necessary to perform channel maintenance, such as desilting, due to funding restrictions associated with Propositions 13 and 218. Sediment accumulates in the tidal reach of Rodeo Creek because of conditions created by the original design. Because desilting is both expensive and difficult to permit, the last sediment removal effort was in the mid-1990s. As a result the channel now only conveys approximately the 15- to 20-year riverine flow, and the 2005/2006 New Year's Eve storm events almost caused overbank flooding.

San Pablo Bay Shoreline is currently a series of disconnected multi-use trail segments and adjacent parklands, extending along the southeastern shore of San Pablo Bay from west of Pinole Shores Drive in San Pablo to the town of Rodeo. When completed, this trail will connect Point Pinole Regional Shoreline with the shorelines in the cities of San Pablo, Pinole, Hercules, and Rodeo, and eventually to regional trails further east. Budget and jurisdictional constraints have delayed the completion of the trail due to the necessity of constructing bridges across the railroad tracks at two locations, and is an expensive trail segment to build. Construction of the trail is expected to begin in 2018.

Many users of the San Pablo Bay Trail are elderly or disabled, and low-income; therefore maintaining unobstructed access to the trail is critical. Lone Tree Beach in Rodeo, a popular recreation site along the San Pablo Bay Trail, has suffered severe erosion due to strong tidal action and poor shore stabilization. The cliffs are being undermined and are becoming unstable. In addition, Lone Tree Beach is adjacent to derelict private property that has drawn graffiti and crime to the area, making park management difficult and requiring more attention and resources.

512 words

- What are the social vulnerabilities?

Maximum Allowed: **250** words.

i.e. risk of displacement, poverty, health indicators) (200 word max

Rodeo is a disadvantaged community according to CalEnviroScreen 3.0, being in a census tract that is in the 81st highest percentile statewide overall, and in the 98<sup>th</sup> percentile for hazardous

waste and asthma, the 92<sup>nd</sup> percentile for low birth weight, and the 86<sup>th</sup> percentile for impaired water. In 2014, the total population of Rodeo was estimated at 9,648. Rodeo has a number of senior residents (15% of the population 65 years and over) as well as a sizeable youth population (18% of the population 14 years and under). Approximately 17% of residents do not have a high school degree, and 23% of the population have a Bachelor's degree or higher. 40% of Rodeo residents, both renters and owners, are housing cost burdened. Additionally, the majority of northwest Rodeo has greater than 30% of households that are very low income, housing cost burdened, and transportation cost burdened. Many of the lowest income individuals live in public housing in closest proximity to the neighboring refinery.

Community services include the Rodeo-Hercules Fire District and one public school. Other than dental offices, there are no medical services located within the community, although there are some non-emergency medical services in nearby Hercules.

197 words

- Who owns or controls this site?

East Bay Regional Parks District, Contra Costa County (fire station, sheriff, public housing), West Contra Costa Unified School District, numerous private property owners, Phillips 66 refinery.

- What's threatened at this site?  
Maximum Allowed: **200** words.

i.e. homes, highways, public transportation, wildlife habitat, recreational areas

There are 55 commercial parcels identified as at risk of current or future flooding in Downtown Rodeo along Parker and San Pablo Avenues. Two of the parcels are associated with the Rodeo Marina; five comprise the mobile home park. The five industrial parcels at risk in Rodeo are part of the Phillips 66 refinery.

Downtown Rodeo is within the existing 100-year floodplain of Rodeo Creek, and is at risk of additional flooding with sea level rise. This area includes commercial and residential properties. The Rodeo Mobile Home and RV Park is located on five separate parcels in Rodeo on Parker and Vaqueros Roads at 3rd Street. The mobile homes are on either side of Rodeo Creek, and all five parcels are located within the 100-year floodplain. The two larger parcels on Parker Road are also at risk from six feet of sea level rise. Lower Rodeo Creek currently only provides flood protection for approximately a 15 to 20-year storm; ongoing sedimentation in addition to rising sea levels will further reduce flood resiliency.

The Rodeo cliffs are eroding. The railroad serves as a levee, although it was not designed or built for this purpose. Major thoroughfares are subject to flooding.

199 words

- What local partners would need to be involved for it to be successful; what has their involvement been to date?

Maximum Allowed: **150** words.

- Rodeo Municipal Advisory Council, which advises Supervisor Federal Glover
- Contra Costa County Department of Conservation and Development, which has focused redevelopment efforts on Rodeo since the early 1990s, and provides safety and other infrastructure services.
- East Bay Regional Parks District owns parks and trails in Rodeo and has plans to complete them, connecting Rodeo with neighboring communities.
- Numerous private property owners, including Phillips 66 refinery
- Lefty Gomez Community Center
- Rodeo Senior Center
- St. Patrick's Catholic Church
- YMCA
- R-10 special recreation district

81 words

- What local plans exist or are underway in this area?

Maximum Allowed: **150** words.

Feel free to add links or describe these plans here.

- 1997 Rodeo Waterfront/Downtown Specific Plan.
- Rodeo Redevelopment Plan (guide for needed improvements).
- 2005 Rodeo Planned Unit Development Zoning Code. Provides a development guide to achieve the community's goals to enhance Rodeo's small town, waterfront, and artistic character, streamline the entitlement process, increase certainty for entitlements, and promote economic vitality.
- On May 8, 2017, the Transportation, Water, and Infrastructure Committee of the County Board of Supervisors approved a Complete Streets study with bicycle, pedestrian, and transit facilities on San Pablo Avenue between Rodeo and Crockett. This would close an existing gap in the Bay Trail, provide continuous safe walking paths in a corridor that desperately needs them, and promote recreation between Lone Tree Point and the Carquinez Bridge. This project awaits approval from the full Board.

- San Pablo Bay Trail runs through Rodeo and is accessible from the Lone Tree Staging area near downtown Rodeo.

144 words

- Is there any additional information that you would like to add about the site? Maximum Allowed: **300** words.

Rodeo is a residential community with an industrial past, situated near an operating refinery. Economic revitalization work has been ongoing for many years, delayed by the recession. Rodeo's historic, small town character, arts community, and proximity to the Bay make it a hidden gem. Resilient by Design provides an opportunity to link resilience planning with economic development in an area that has not historically benefitted from these type of resources.

The passage of Measures AA (Restoration Authority) and WW (East Bay Regional Park District) provide opportunities to leverage state grant funds that favor disadvantaged communities such as Rodeo.



# Contra Costa County Board of Supervisors

## Subcommittee Report

### AD HOC COMMITTEE ON SUSTAINABILITY

8.

**Meeting Date:** 07/31/2017

**Subject:** CONSIDER report of updates from the Sustainability Coordinator, and take ACTION as appropriate.

**Submitted For:** John Kopchik, Director, Conservation & Development Department

**Department:** Conservation & Development

**Referral No.:** N/A

**Referral Name:** N/A

**Presenter:** Jody London, DCD

**Contact:** Jody London (925)674-7871

---

#### **Referral History:**

N/A

#### **Referral Update:**

This report provides an update to the Ad Hoc Sustainability Committee on the work of the County's Sustainability Coordinator since the Committee last met in May 2017. Key activities during this period included:

- Supported initial meeting of the Sustainability Commission, including developing bylaws and providing an overview of the County's Climate Action Plan, and providing Commission members with resources to become more familiar with the issues.
- Convened quarterly meeting of the Sustainability Exchange, a venue for anyone in Contra Costa County who works for a city, county, special district, or other organization with a governing board of elected officials.
- Assisted Department of Public Works in preparation of a grant application to the Bay Area Air Quality Management District for bicycle facilities for the Blackhawk Road project.
- Supervised application process to SolSmart program.
- Facilitated process for nominating three sites to the Resilient by Design program, and submitted nominations.
- Convened cities that have joined MCE to discuss process and priorities for transition to MCE. Initiated discussions with MCE regarding same.

- Coordinated with the Strategic Growth Council and Governor's Office of Planning and Research on contract for a grant that will fund a Renewable Resource Potential Study. Staff expects to bring grant acceptance documents to the Board of Supervisors for approval in August.
- Participated in planning meetings for the new County Administration building and Emergency Operations Center.
- Collaborated with County staff working on topics including land use and transportation, Northern Waterfront Economic Development Initiative, North Richmond Urban Greening, Planning Integration Team for Community Health (PITCH), codes, solid waste, energy.
- Participated in regional activities.

**Recommendation(s)/Next Step(s):**

RECEIVE update from the County's Sustainability Coordinator.

**Fiscal Impact (if any):**

There is no fiscal impact at this time.

---

**Attachments**

*No file(s) attached.*

---