Green Infrastructure Planning in Bay Area Cities

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Widespread Green Infrastructure and Sustainable Streets Needed

- Right thing to do
- Required
- Cost challenges and benefits
MRP Requirements for Green Infrastructure

- Green Infrastructure Planning and Implementation (C.3.j)
- Mercury Controls (C.11)
- PCBs Controls (C.12)
GI Planning and Implementation

Framework or workplan for Plan
• “Decision maker(s)” approval - June 2017

Green Infrastructure Plan
• Submit w/ Sep 2019 Annual Report

Can serve as Storm Water Resources Plan required for grant funding
Mercury Control

- 2003 load estimate: $\approx 160$ kg/yr
- 2015 load estimate: $\approx 115$ kg/yr

Regionwide wasteload allocation: 82 kg/yr

$\approx 25$ percent load reduction
Mercury Control by 2020
via Green Infrastructure

- 48 g/yr load reduction
- Plan for load reductions with estimates for 2030 and 2040
  - At least 10 kg/yr by 2040
PCBs Control

- 2 kg/yr regionwide wasteload allocation
- 2003 load estimate ≈ 20 kg/yr
- ≈ 90 percent load reduction
PCBs Control by 2020 via Green Infrastructure

- 120 g/yr load reduction
- Plan for load reductions with estimates for 2030 and 2040
- At least 3 kg/yr by 2040
Other Green Infrastructure and Sustainable Streets Drivers

Reduce pollutant load due to directly connected impervious surfaces

- Transportation vehicle pollutants
  - Copper, PAHs, zinc
- Other atmospheric deposition pollutants
- Pesticides
- Other contaminants of emerging concern
- Trash
Other Green Infrastructure and Sustainable Streets Drivers

- Hydromodification management
- Aging infrastructure
- Climate change and sea level rise adaptation and resiliency
Green Infrastructure ⇔ Design and Operation of Roadways

- Streets and roads are part of storm drain system
- Integrate vs competing capital improvement needs and costs
- Integrate vs competing O&M needs and costs
Bay Area $$$$$

- Assessed property value ≈ $1.5 trillion
- Bay Area GDP ≈ $500 billion/yr
- Wastewater management ≈ $1 billion/yr
- Urban runoff management < $100 million/yr
- Transportation Improvement Program ≈ $7 billion/4yr
GI ↔ Roadway Funding

Communicate up via “decision maker(s)” approval of GI framework

• Get them to engage MTC

Account for integration in all funding initiatives

• Local, regional, and statewide ballot measures