



**City of Oakland, ECAP ad hoc Community Advisory Committee
Meeting Minutes from Tuesday, August 27, 2019 Regular Meeting
Oakland City Hall, 1st Floor, Hearing Room 3**

Item 1. Call to order

Meeting called to order at 6:16 PM by Brian in lieu of either Co-Chair.

Item 2. Roll call / Determination of quorum

At roll call, quorum was established with seven Committee members present; three more Committee members joined once the meeting was underway.

Committee Members	Present	Excused
Najee Amaranth	X	
Nicole Bratton	X	
Ryder Diaz	X	
Anne Olivia Eldred		X
Margaret Gordon	X	
Barbara Haya		X
Navina Khanna		X
Jody London	X	
Ryan Schuchard	X	
Susan Stephenson	X	
Tyrone “Baybe Champ” Stevenson Jr.		X
Dominic Ware		X
Jacky Xu	X	

Alternates	Present	Excused
Brian Beveridge	X	
Bruce Nilles	X	

Staff Attendees: Shayna Hirshfield-Gold (Acting Sustainability Program Manager), Daniel Hamilton (Acting Environmental Services Division Manager), Jared O’Shaughnessy (Sustainability Fellow)

Item 3. Approval of draft meeting minutes

- ➔ Brian (acting Chair) seeks motion to approve the July 23, 2019 ECAP Ad Hoc Community Advisory Committee Meeting minutes. Susan motions to approve; Ryan seconds.
- ➔ Ms. Margaret objects, motions to make amendments.
 - Ms. Margaret: Staff needs to add a reference to the studies Shayna cited in her presentation as well as an explicit mention of black carbon.
 - Ryan: For the bullet point that mentions “a new bus rule says all buses in the state will be carbon neutral by 2030,” replace “carbon neutral” with “zero emission.”

- Shayna: Staff will add page numbers to the minutes from here on out.
- Ms. Margaret: City should distinguish between the findings of modeling vs. the findings of measurements.
- ➔ Brian calls a vote on approving the minutes. All in favor; Jody and Ms. Margaret abstain.
- ➔ Brian passes the role of Chair to Nicole.
- Nicole: Again, please be sure to review meeting materials prior to meetings.

Item 4. Public comment

No public comment was offered.

Item 5. Agenda modification

- ➔ Bruce motions to add an item: Have Committee decide whether to write a letter to City Council in support of a gas ban similar to Berkeley's; Ryan seconds and suggests making it item 6.5.
- Jody: Usually you cannot add an item to the agenda without noting the public before the meeting; you may only rearrange the agenda order or agree to skip an item.
- Bruce: It also fits with number 6.
- Jody: Don't make this item 6.5, just bring up during item 6. Also, please make agendas easier to read by increasing font size and spacing.

Item 6. Review & discussion of "50%" Draft ECAP Strategy List

- Shayna: The draft (Attachment 1) has 8 sections and was developed over the last 9 months by our consultant, Integral Group. It includes lessons from other leading cities' plans, extensive technical research, and advice from climate and industry experts, and focuses on actions within the City's sphere of control. The priority list on pages 5 and 6 comes from the 8 community workshops that engaged almost 400 people. The draft mentions where recommended actions dovetail with community values and suggested solutions. This is an internal draft, to identify whether the proposed actions are feasible and reflect initial priorities. Feedback will lead to the public 70% draft, to be completed in early October. That will be posted online prior to two communitywide Town Halls. The actions in here are concepts; the wording and specific details will change. What we need to know from the Committee is your perspective on community needs. Are there actions here that are nonstarters? What's missing? What other sections does the ECAP need, like youth engagement and green economy? Note that there are non-policy items that could affect how Oakland thinks about climate action, and/or are important for a climate-justice-oriented economy, that may not make it to the list of top 40 actions.
- Nicole: We could divvy up the document between the Committee members to give you feedback on our collective perspective for the sake of time.
- Ms. Margaret: Back to the draft introduction, it seems too contradictory. It is my understanding that all documents coming from the City are supposed to have a certain equity lens. Did the consultants include equity in their work for this draft?
 - Nicole: Is your question about the wording?

- Ms. Margaret: Yes, but there is also supposed to be an equity lens. Did the consultants use that lens? If they did not, the draft needs to be brought to the Equity Department for review.
- Shayna: This initial draft has not gone through the equity review yet. We are in the preliminary phase of identifying potential actions, which we can then assess through the lens of equity.
- Brian: Can we log that this document has not yet been reviewed through an equity lens?
 - Shayna: Yes.
 - Ms. Margaret: Please include this note in the introduction
- Jody: I have a couple of questions for Shayna: There are a lot of measures here, which will be difficult to manage. Are you comfortable having this many measures? Do you feel you can track all of them, and are the stakeholders like the Port ready to step up and take these actions and track their metrics?
 - Shayna: Our current ECAP has 175 actions, and this draft has 42. We're sharing these with internal staff to see whether they're feasible. We may reduce the number of measures during the review process. We're asking staff if they can develop metrics for these actions to measure progress through the decade.
 - Daniel: You are among the first to read this document, in conjunction with departments in the City. We want to get a sense from you how the community may receive these actions before we remit our comments to the consultants.
 - Shayna: We need feedback on this by the end of the first week of September. Recognizing that there is a lot of information in here, and not a lot of time, I can take feedback from each of you over email or through the Chairs. High-level feedback will be the most helpful.
- Brian: I have no criteria of evaluation here to say yea or nay on this to reduce the number of actions. Everything listed here looks great. Are there criteria for equity, feasibility, etc.? I don't feel ready to give feedback until I have criteria.
- Bruce: Do these measures meet our climate goals for 2030 and 2050? Second, are we able to tease out the health benefits of these actions so we are not just looking at carbon reduction benefits?
 - Daniel: The ECAP consultants have a model that will attempt to calculate this, but we're not far enough along to get detailed results yet.
- Nicole: Are we supposed to believe this data all came from the community? How did those who voted even choose the actions they did? Not all of these actions are from the community.
 - Daniel: Don't think of this as a formal full draft. The Equity Facilitators and ECAP consultants are working concurrently. We wanted you to see this draft priority list to ensure the actions presented by the consultants pass the smell test.
 - Nicole: Are the equity consultant and the ECAP consultants working together?

- Shayna: They're separate teams but we work together closely. Another piece that will be included down the line is the racial equity impact analysis, which the Equity Facilitator will conduct.
- Susan: Was this done in alignment with the targets we have on the table? By doing all of these things, we have a chance of achieving our goals. Do the consultants say which of these have a greater potential than the others? Do some of these have a bigger bang for their buck?
 - Shayna: That is the purpose of the carbon impact column.
 - Daniel: There are a few like mode-shifting to low carbon transportation that are most impactful from the GHG emissions perspective.
- Colin: The equity facilitator team is doing an initial equity review of the 50% ECAP draft that they will return to the ECAP consultant team by next week.
- Najee: After we get the 70% draft, what is the next step?
 - Shayna: Town halls and an interactive, online draft that anyone can make comments on. Afterwards, all of the feedback will go back to both consultant teams and they will work to incorporate it. There is an in depth racial equity impact analysis starting now that will be repeated in November through January.
- Nicole: Let us move forward with our perspectives on these actions.
 - Shayna: The reason we have the consultants is to do the deep technical analysis. What to me is most valuable from this Committee is hearing what sort of framing to use when looking at these actions, and what high-level things are missing.
 - Nicole: I am interested in what lens the consultants are using and whether the consultants themselves are equitable. Please ask consultants to check their own biases while working.
- Najee: Off the top of our heads, is there anything that should definitely be included in this plan? For me, these green jobs that are being created should have some portion set aside for marginalized people; we must ensure that building upgrades keep housing affordable for Oakland residents.
 - Ryan: That's an important part. There are some subject areas that have the potential to be regressive and harm equity, but if done the right way can have a progressive, equitable effect. There should be categories to discuss the pros and cons of equity in each action. For instance, parking.
 - Nicole: Thank you Ryan. In providing feedback, is it suitable to do it in the form of a Google Doc? I want it to be available for us to all provide our feedback.
 - Jody: I think you're going to have a problem with that. I would be happy to receive 12 emails about what to include and discuss it at the next meeting.
 - Shayna: I am fine receiving individual feedback.
 - Brian: I don't understand the purpose of a Committee that then functions as individuals. As a Committee, we should be discussing the issues and determining the position of the Committee. If we are sending separate notes, then we don't need a Committee. The individual comments sent to staff will be done during the

30-day public comment period. The only thing we can do is establish criteria for evaluation.

- Susan: As Nicole and Brian said, this is a lot of stuff to cover and we don't have much more time tonight. If you would like to divide this up for the rest of the time, then we can address some actions.
- Nicole: Let's split up, and then after this meeting you can provide more feedback to staff.
- Ms. Margaret: I would like to have a three-minute discussion about Port leadership. Some of the things in this draft have nothing to do with the Seaport Plan. Under the Port leadership, P4 has nothing to do with the Seaport Plan. If it has to do with ships, it should say it. Also, the seaport plan has nothing to do with the airport.
 - Brian: The Port runs the seaport and the airport. What's your recommendation?
 - Ms. Margaret: We have never had a discussion about what happens at the airport, so why is it here? They need to clarify their language. Where are the footnotes? Where are the references?
 - Shayna: This section has to do with Port leadership, which covers both the seaport and airport and real estate. Many assumptions go into the ECAP analysis, and the consultants call them out under the key assumptions section.
 - Ms. Margaret: You will confuse the general public if you just say Port, they will think it is just the seaport.
 - Brian: For electrification by 2023 goal, does the Port refer to the tenants or the buildings?
 - Daniel: This action item is referring to electricity provided by the Port. Tenants who receive electricity from EBCE will not be affected.
 - Bruce: Do tenants have gas access?
 - Daniel: The Port is a gas utility, but most tenants receive their gas from PG&E
- Najee: Let's break into smaller groups, take these smaller pieces, and review together. I think three groups of three would be effective. Let's spend the next 15 minutes developing suggestions to bring to the Committee. Buildings, transportation, and land use are the big three. Should they go together?
 - Bruce: We could split them up.
 - Jody: Three groups could each address one of the big three.
- Jody, Susan, and Bruce discuss buildings.
- Jacky, Ryder, and Ryder discuss transportation.
- Najee, Brian, and Ms. Margaret discuss land use.

Reconvening to share ideas:

- Transportation:
 - T1 – Make an addendum to include incentives or investments from ride sharing companies in underserved communities.

- Ridesharing – S.B. 1014 might supersede what the City can do on ride sharing with EVs. The City should use requirements, not incentives.
- Parking – Change to “Redesign Parking.” Staff should look at the parking report more closely. We also want the City to consider those who live in their cars and how parking redesign will affect them.
- Transportation and housing are tightly related. Affordable housing requires less driving for people.
- T5 – Reword to say “supplement existing transit with innovative micro-transit services;” we also suggest the city experiment with running EVs.
- We propose an addition: The City is rolling out a new bike plan. Swiftly rolling this out and leaping at opportunities will perhaps have the biggest reduction impacts.
- Buildings:
 - B1 – 2023 should be lowered to 2020; Berkeley is already doing it now.
 - B3 – Make sure we catch things like the new Kaiser building, which will be bigger than the Salesforce tower and would be a wonderful gas-free beacon.
 - Equity needs to be clearly stated as a priority.
 - Need to find out if 2040 is sufficient to reach our goals
 - Comfort, insulation, health all need more detail in this section.
 - Retrofitting City buildings seemed a little modest, but there is the use of tax money question – where would it be best spent?
 - Important to focus on the MUSH sector (municipal buildings, universities, schools, hospitals) to catalyze demand and ensure bulk projects, especially to give tradespeople the confidence that the demand will be there.
 - Big idea: Focus on libraries or other community-serving buildings in frontline communities, focus on apprenticeship program with trades to do the retrofit work, partner with Peralta or OUSD
 - Talk about embedded carbon in building materials; while Oakland does not drive global material markets, we should be supporting and joining solutions to make steel and other building materials be as low-carbon as possible.
 - Ryan: We can also imagine a whole ecosystem of bike parking and EV charging around these library projects.
 - Daniel: Note there is an embodied carbon action in Land Use section
- Land Use:
 - L1 – This is a state law issue.
 - L2 – This has a lot of parts; we should find some other constituency to use than just bicyclists. They don’t drive already, so why would they care about parking?
 - L3 – This should be the strategy for L1.
 - We need to implement S.B. 1000. We need an environmental justice component in our general plan and we shouldn’t have to wait.
 - Need to explain embodied carbon, opportunity zone, overlay terminologies.

- Need to define daily needs; we suggest neighborhood-serving retail.
- Equity focus for local small businesses. In West Oakland, they tore down vacant storefronts in the '70s, so now all we have are vacant lots. When these big developers come in, we should trade density for lease subsidies in ground floor commercial spaces.
- Ms. Margaret: Some of the approaches here are not my experience. We need to deal with the old buildings that cause health issues. The City needs to look at the permits they give to transportation related businesses that increase exposure to combustion byproducts. There should be a glossary included when this goes to the greater community. Senior homes and schools need air filtration for future fire seasons.
- Najee: Nicole and I are adamant that these solutions and future suggestions be provided in a document. Does anyone have questions?
 - Jody: Thank you staff.
 - Bruce: The City Planning department is going to be putting forth a series of changes to prevent gas in new buildings. Do we as a Committee want to put together a statement on our support of a gas ban? I would be happy to work with Anne-Olivia to write something up.
 - Daniel: To clarify, staff is bringing forward code changes as we do every three years in October.
 - Jody: It is within our purview to send a letter to whoever adopts the code (Council).
 - Shayna: There will be a public meeting September 12 from 3 to 5 PM regarding building electrification and proposed requirements.
 - Brian: Bruce, are you suggesting we add an item to next meeting's agenda to review this letter?
 - Bruce: Yes.

Item 8. Community engagement update

- Shayna: In the interest of time, I covered the high points of the community engagement process so far. If you want to go deeper, I recommend you read the Findings Report from the community workshops, as prepared by the Equity Facilitator (Attachment 2). I also sent out a link to the community ECAP survey, which is the second phase of community engagement and is available in English, Spanish, and Chinese.
- Najee: Can we all agree to send this link to at least two other people?
 - All: Yes.

Meeting adjourned at 8:07 PM.

Attachment 1



Oakland's Equitable Climate Action Plan - 50% Draft

Draft prepared by Integral Group for the City of Oakland.

Internal draft only - not for distribution. Draft not reviewed by City of Oakland.

Introduction

Thank you for reviewing the 50% Draft of the Oakland Equitable Climate Action Plan. Each strategy section includes our approach, some key assumptions, and key questions. We are **asking for your help to review** these proposed strategies. We understand that some of these strategies have been considered before. If there are **lessons learned**, past challenges unique to Oakland, or policy mechanisms that could support the implementation of these strategies, please let us know.

You'll see that we have highlighted potential **equity considerations** for each strategy section. Of course, these considerations are just the tip of the iceberg. For an equitable implementation of this plan, we recommend that all programs and policies are developed in tandem with the Race + Equity Department's Racial Equity Impact Analysis tool. Using this tool will be critical in ensuring that program and policy development have explicit racial equity outcome goals, as well as mechanisms for data collection and evaluation of outcomes.

Our Equity Facilitation partners (Environmental Justice Solutions, Oakland Climate Action Coalition, and BlueStar Integrative Studio) have just **completed the first phase of the Community Workshops**, in which they held meetings in every Oakland district and a city-wide meeting at City Hall. Based on local community knowledge and feedback, the Equity Facilitation team aggregated the top suggested actions for the 2030 ECAP. Recommended strategies largely align with the community suggested actions. We will continue to refine our strategy development to ensure they are **responsive to community needs** and vision for Oakland.

Our next steps will be to develop forecast GHG impacts of suggested policies and project Oakland's 2030 and 2050 GHG emissions. We will **continue to refine strategies** to best align with the City's goals of carbon mitigation, sequestration, flexibility in policy development, and community resilience. We are looking forward to your feedback. Thank you for supporting Oakland's work to create a more equitable climate future.

Goals | *Reduce carbon emissions and seek sequestration opportunities while preparing for a changing climate.*

Prioritize investment in frontline communities and consider equity in all decisions.

- Reduce carbon emissions
- Prepare for impacts of climate change
- Consider and address equity impacts of all strategies and actions
- Create operational flexibility to respond to changing conditions
- Improve health outcomes and economic opportunities, particularly for frontline communities
- Address priority community-identified needs and values

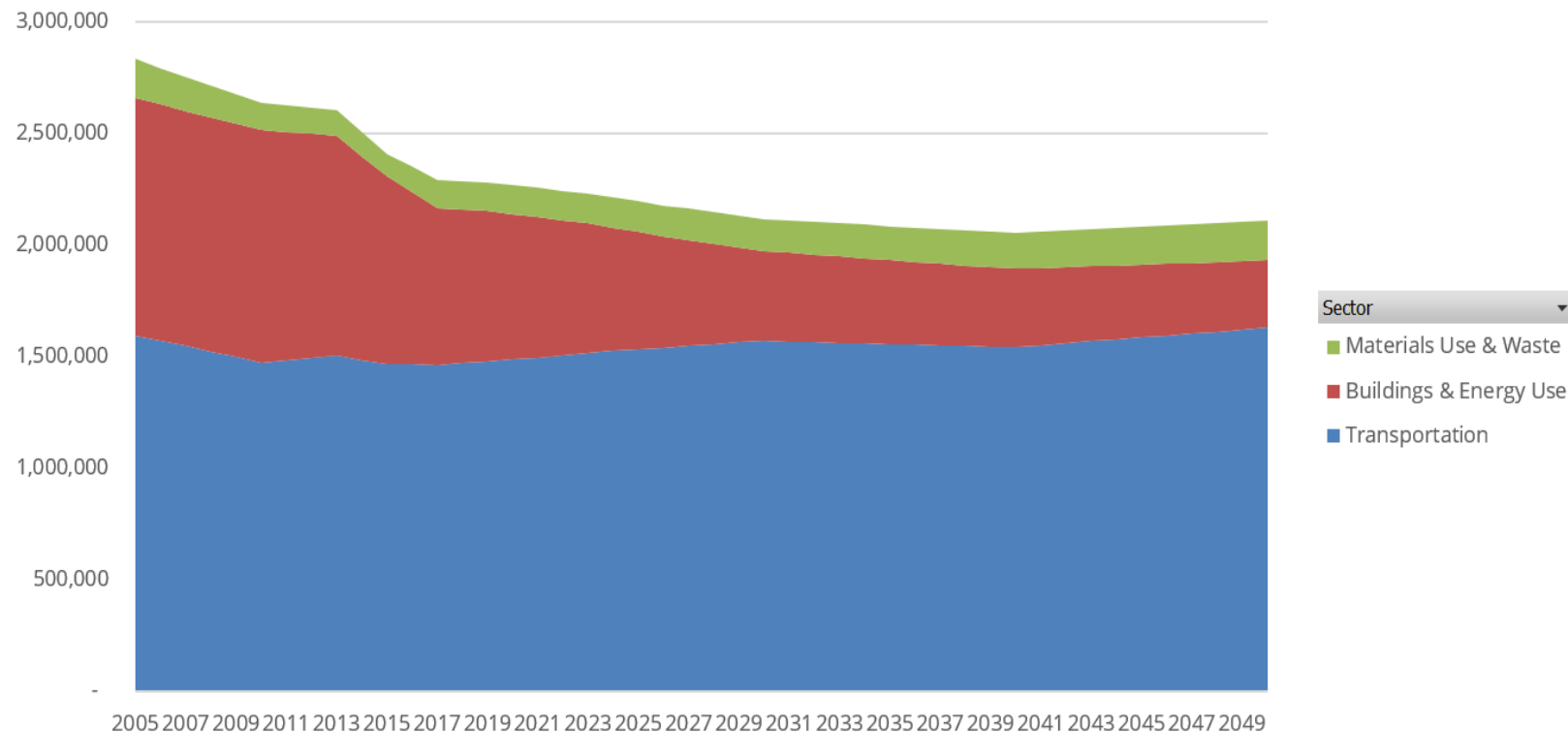
BAU | *If the City continues with "Business as Usual," Oakland will not meet its GHG emission reduction goals.*

The current BAU model forecasts that Oakland will only reduce emissions by 25% by 2050. Based on 2005 GHG emissions, Oakland is targeting a 56% reduction by 2030 and an 83% reduction by 2050. This BAU accounts for existing state policies as well as growth estimates. This represents the emissions reductions Oakland can expect if the City takes no additional actions. Some key assumptions are:

- Electricity is zero carbon by 2030
- Growth in Oakland is concentrated in multifamily developments near transit
- SB 1383 (50% reduction in organics to landfill) is not fully implemented
- EV adoption is low (consistent with EMFAC projections of 0.2% of VMT by 2050)

Despite ambitious state policies, population growth means that emissions will likely continue to rise without significant intervention and behavioral shifts.

The City of Oakland should address all emissions within its sphere of control.



Community Engagement | *Community Engagement included 8 workshops to enable residents to provide meaningful impact on the ECAP and discover community-preferred climate actions. The top actions are listed below in order of their rank.*

1. **Support a public bank** to divest public money from fossil fuels and enable local financing of local sustainable economic development projects promoting climate action and creating local benefits.
2. **Support community land trusts** for permanently affordable housing, local businesses, growing food, and supporting biological and cultural diversity.
3. **Municipal ban on single-use plastics** such as packaging and flatware.
4. **Low-cost or free bus fare.** Transit passes or reduced fares for all.
5. **Climate justice education & curriculum.** Teachers and students develop K-12 curriculum with service-learning opportunities and partnerships with the City and community-based organizations for Oakland Unified School District.
6. **Improve public transit.** More frequent, reliable bus service, public safety at bus stops, more destinations, more amenities.
7. **Community-owned solar** that allows renters and neighbors to financially benefit from shared solar energy installations.
8. **Ensure complete neighborhoods** so that needed daily services are accessible without a car, including green pathways and alleyways and safe streets and sidewalks for active mobility.
9. **Make streets safer** for pedestrians, bikes, wheelchairs, skateboards, and scooters.
10. **Divert quality unused food** from restaurants and grocery stores in Oakland to food banks and pantries for people in need.
11. **Urban farming & gardens.** Grow local food production and food access by supporting more community-based farms and gardens on vacant lots.

12. **Support establishment of** green, community- and worker-owned **cooperative businesses** to retain local wealth and build economic democracy.
13. **Green Buffer Zones** to prioritize tree planting and vegetation near schools and residential areas adjacent to freeways, truck routes and other pollution sources to protect community health.
14. **Green jobs training** for development of local businesses that **repair & upcycle goods**.
15. **Increase and ensure affordable housing** near transit and in new transit-oriented development.
16. **Grow and maintain urban forest**, with a focus on reducing urban heat islands by increasing tree cover.
17. **Urban farming & gardens**. Increase local food production and food access by supporting more community farms and gardens on public land, vacant lots and schools.
18. **Restore creeks**. Reduce flood risks from sea level rise and create walking / biking paths & habitat by surfacing and restoring neighborhood creeks.
19. **Permeable Concrete, Bioswales & Rain Gardens**. Reduce toxic runoff to the Bay by switching out concrete for permeable materials and adding bioswales and rain gardens in parking lots & street medians.
20. **Neighborhood disaster preparedness**. Support and expand City and community-led programs that train volunteers, identify vulnerable populations and develop emergency plans, in partnership with emergency response agencies.
21. **Green jobs training & development** in urban forestry, tree planting & maintenance, ecosystem restoration, installation of greywater systems and rainwater catchment.

Strategies

Strategies | *This 50% Draft ECAP recommends 42 actions that address the following strategy areas*

Buildings: Decarbonize Oakland's built environment with clean energy sources, efficiently used, while considering new carbon challenges from decarbonization.

Transportation: Shift trips from single occupancy vehicles to active transportation or transit. For trips that must be in single occupancy vehicles, accelerate adoption of cleaner vehicles.

Port Leadership: Continue and accelerate the Port of Oakland's leadership on sustainable freight.

Waste: Accelerate waste reduction and reuse through infrastructure and policy.

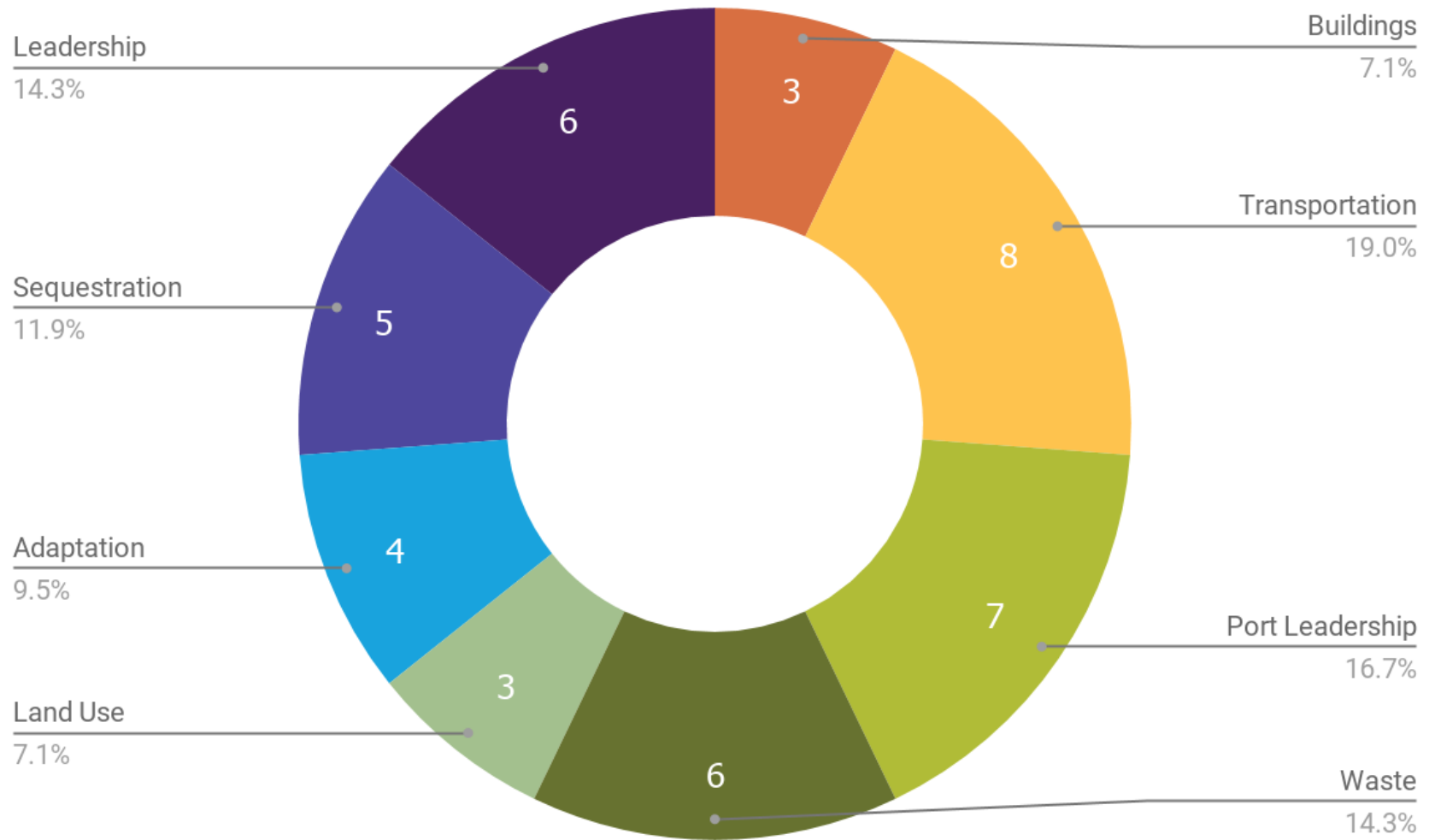
Land Use: Enable equitable climate-positive land use and development patterns through innovative policy.

Adaptation: Prepare for the main climate risks faced by Oakland through both direct adaptation strategies and mitigation strategies that also support adaptation.

Sequestration: Consider ways to remove carbon from the atmosphere while supporting community values and priorities.

Leadership: Lead by example with City-controlled assets and advocate for climate action policy outside of City control.

Strategies | *This 50% Draft ECAP recommends 42 strategies that address the following topics:*



Buildings

The City must decarbonize Oakland's built environment with clean energy sources, efficiently used, while considering new carbon challenges from decarbonization.

Approach

Decarbonization should be a higher priority than efficiency given the rapid decarbonization of the electric grid and increased awareness of health risks and upstream climate impacts from fossil fuel combustion. Natural gas use is mainly in residential buildings, and of those, mainly in single family homes. Existing building retrofits will be much more challenging than addressing new construction. City programs should not seek to replicate existing programs like energy benchmarking.

Key Assumptions

- Oakland's electricity grid will be 100% carbon-free by 2030
- Existing efficiency programs will continue or increase to meet State goals
- Current City GHG Inventory does not include refrigerants

Equity

Removing combustion from buildings will have immediate health benefits to building occupants - especially important for vulnerable communities facing higher existing air pollution burdens. Switching to electric heat pump technology also adds air conditioning capacity, which can build resilience for a future climate with more heat risk to vulnerable populations.

Decarbonizing new buildings can be done cost effectively with current technology. Retrofitting existing buildings will require massive infrastructure investment and could be a source of local green jobs. Electricity is more expensive than gas, but current technologies use electricity much more efficiently. Nevertheless, the City should consider the impact on costs, evictions, and other equity considerations for vulnerable communities

Key Questions for Reviewers

- Reactions to the proposed 2040 timeline to electrify all buildings?
- The proposed existing building requirement will likely be staff-time intensive, based on other cities' experience with benchmarking. However, it's likely to be necessary to decarbonize... is the City on board with creating some level of existing building requirement?

Buildings

The City must decarbonize Oakland's built environment.

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
B1	<p>Require all new construction to be gas-free by 2023</p> <p>New buildings and major renovations should be required to avoid connection to natural gas infrastructure. All-electric buildings can be done cost effectively with current technology. Natural gas combustion in buildings presents substantial indoor air quality and health risks and potential fire risk in the event of a fire or an earthquake. Many cities throughout California are currently exploring similar policies.</p>	□□□	\$	Improved Air Quality Resilience	Control	Planning EBCE
B2	<p>Require all existing buildings to be all-electric by 2040</p> <p>Develop a retrofit requirement timeline by 2023, including possible trigger points (point of sale, permit issuance for equipment replacement, rent control adjustment, etc.) and decreasing size thresholds so that the largest buildings are addressed first.</p> <p>Streamline and incentivize electrification for early adopters by removing existing code obstacles, priority permitting and fee waivers for any related activities (water/space heater replacement, EV charging equipment, etc.)</p> <p>Develop a refrigerant management program that identifies stock of refrigerants in existing buildings and an expected equipment replacement timeline. Establish a phaseout timeline for high-GWP refrigerants, with incentives for early adopters and requirements later. Programs should align with CARB's refrigerant management strategies.</p>	□□□	\$\$\$	Improved Air Quality Resilience Green Jobs	Control	Planning BayREN EBCE CARB Civic Design Lab
B3	<p>Retrofit one City building to be all-electric</p> <p>To lead by example, the City of Oakland should retrofit one existing city municipal building and publicly issue a case study by 2025. The project can share lessons learned with local contractors, job training centers, and other stakeholders. School groups could tour the buildings through partnership with OUSD.</p>	□	\$\$\$	Improved Air Quality Resilience	Control	Public Works

Transportation

Shift trips from single occupancy vehicles to active transportation or transit. For trips that must be in single occupancy vehicles, accelerate adoption of cleaner vehicles.

Approach

Prioritize shifting single occupancy vehicle trips to active mobility and transit. Shift remaining vehicle trips to cleaner fuel sources, mainly electricity. Recognize that mobility is a rapidly changing industry. Oakland should be ready to adapt to new transportation options, while ensuring new options are carbon-free and equitable.

Key Assumptions

- Multimodal street design increases active transportation and decreases use of SOV.
 - Oakland's electricity grid will be 100% carbon-free by 2030
 - Job and Population Growth will be concentrated in a few specific areas. Specific Plans for those areas will require VMT reductions below what currently exists
 - All new buses will be clean vehicles by 2030 ([CARB Innovative Clean Transit Regulation, 2018](#))
-

Equity

Reliable, safe, and widespread transportation access is critical to an equitable Oakland. Transportation planning should respond to Oakland's mobility needs while providing carbon-free transportation options to all communities. Electrification of public and private transportation will improve air quality for all Oaklanders. Free transit for all will eliminate barriers to ridership and provide equitable access.

Key Questions for Reviewers

- The GIG Carshare program creation [required certain data](#) to be reported annually. Is that data available?
- Have the recommendations of the 2016 [Downtown Oakland Parking Management Report](#) been implemented?
- Many things are combined in the New Mobility action, which often provides direction instead of specific actions. Is this an appropriate way to intersect with OakDOT's existing thinking on New Mobility?

Transportation

Shift trips from single occupancy vehicles to active transportation or transit. For trips that must be in single occupancy vehicles, accelerate adoption of cleaner vehicles.

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere (control, influence)	Partners
T1	<p>Ensure new mobility platforms and technologies support City’s carbon and equity goals The mobility landscape is changing faster than regulation and policy can keep up. The City should ensure that all new mobility platforms and technologies support its carbon reduction goals while also addressing equity considerations. Specifically, the City should consider the following actions:</p> <ul style="list-style-type: none"> - Demonstrate the new mobility programs align with and support carbon goals in the ECAP - Apply Greenlining Institute’s Mobility Equity Framework to policies and programs related to new mobility - Require autonomous vehicles to operate on zero-carbon fuels - Increase use of Intelligent Transportation Systems to give preference to transit and clean vehicles - Provide incentives for ride sharing and electric vehicle ride hailing services and disincentives for fossil-based ride hailing services in transit-rich areas - Require carbon emission reduction plans for charging and rebalancing of micro-mobility fleets - Encourage and incentivize carpooling and ridesharing services <p>This strategy aligns with one of the community feedback top actions to have “Improve public transit.”</p>	□□	\$\$	Improved air quality Increased mobility	Control	DOT
T2	<p>Rethink Parking Revise pricing, availability, and location of parking to de-subsidize driving and to encourage active transportation, transit, and electric vehicles. Accelerate implementation of and expand citywide the recommendations in the Downtown Oakland Parking Management Report</p> <p>To receive a residential parking permit, Oakland residents will be required to submit the make/model/mileage of their car. The City will use the parking permit applications to generate a database that can inform “cash for clunker” programs and other incentives.</p>	□□□	\$	Improved air quality	Control	DOT Planning
T3	<p>Hold regular Open Streets events [“Public Streets for Public Enjoyment”] Establish regular car-free open streets festivals at both pedestrian-scale and bicycle-scale. Engage with community groups like First Fridays, Scraper Bikes, and the bike repair community to re-establish community connections with streets as public space, not just car infrastructure.</p>	□	\$	Build community Safer Streets	Control	DOT

T4	<p>Expand and Strengthen Transportation Demand Management (TDM) Establish higher performance requirements for the existing TDM program for new developments. Expand the TDM program to include requirements for existing employers.</p>	□□	\$	Improved air quality	Control	Planning
T5	<p>Supplement Existing Transit with Shuttle Service Expand zero-carbon shuttle service between key origin-destination locations and consider dynamically routed shuttle services to support school commutes and other unique traveler patterns. Consider adding shuttle service for popular frequented destinations and key transit connection aggregation points in each Council District.</p>	□□	\$\$	Increased mobility Improved air quality	Control	DOT AC Transit
T6	<p>Free Transit Transit riders often already face higher costs in commute time and convenience. By 2030, the City should develop a roadmap to provide free transit for all Oakland residents.</p> <p>This strategy aligns with one of the community feedback top actions to have “Low-cost or free bus fare.”</p>	□□	\$\$	Increased mobility Improved air quality	Influence	BART AC Transit OakDOT
T7	<p>Zero Emission Vehicle (ZEV) Action Plan The City is currently developing a ZEV Action Plan to increase adoption of electric vehicles. This Plan should address equity considerations and prioritize investment in frontline communities. The plan should set ambitious targets for ZEV infrastructure and should coordinate with new mobility options so that ZEV ownership is not necessarily a precursor to ZEV trip adoption.</p>	□□	\$	Improved air quality	Control	DOT
T8	<p>Neighborhood Car Sharing The City should build on its early success with shared mobility guidelines and substantially expand the program. Specifically, the city should ensure that most or all of the shared vehicles are electric vehicles and that program expansion is done in concert with new mobility programs, with EV infrastructure planning, and with revised parking policies. Consider providing dedicated EV car sharing services bundled with affordable housing developments.</p> <p>This strategy aligns with one of the community feedback top actions to have “Improve public transit.”</p>	□□	\$	Increased mobility Improved air quality	Influence	DOT EBCE

Port Leadership | *Continue and accelerate the Port of Oakland's leadership on sustainable freight.*

Approach

The Port recently adopted an [Air Quality Plan](#) for the seaport that documents Port successes and outlines future plans. To build on that work, the strategies in the ECAP look to the next Plan's next revision and draw from commitments and best practices at other California ports.

Key Assumptions

- The Final [Seaport Air Quality 2020 and Beyond Plan](#) will be updated in 2023
 - State policy will continue to push towards sustainable freight
 - Zero emissions technologies will continue to become more accessible
-

Equity

The Port has extensively engaged with frontline communities, particularly related to frontline community exposure to air pollution from the Port's activities. Many strategies that reduce carbon also reduce other air pollutants, benefitting the entire community. The Port should continue to review its plans and operations in the context of impacts on vulnerable communities and populations.

Key Questions for Reviewers

- Is this the appropriate way for the ECAP to intersect with work the Port is already doing?

Port Leadership | *Continue and accelerate the Port of Oakland's leadership on sustainable freight.*

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
P1	<p>Reduce emissions from Port vehicles and equipment.</p> <p>Drayage trucks: Require all drayage trucks to be Model Year 2014 or newer by 2023. Require all drayage trucks to be zero emissions by 2035 Develop a Clean Truck Rate by 2023 to incentivize early adoption of zero emissions trucks.</p> <p>Container Handling Equipment (CHE): By 2023, require of all Port tenants an annually updated 10-year procurement schedule for Container Handling Equipment. By 2023, require all new purchases of CHE to be zero emissions or best available technology</p> <p>Vessels at berth: By 2023, set targets for at-berth emissions control systems</p>	●●●	\$\$	Improved air quality	Control	Port
P2	<p>Continue to track availability of zero emissions vehicles</p> <p>Update the 2019 zero emissions feasibility studies for CHE and Trucks every 3 years, either through the Port's own studies or those of other peer Ports.</p>	●	\$		Control	Port
P3	<p>Reduce emissions from electricity</p> <p>By 2023, Port of Oakland should procure 100% carbon-free electricity</p>	●●●	\$	Improved air quality	Control	Port EBCE
P4	<p>Voluntary Speed Reduction</p> <p>By 2023, set a target date to implement a Voluntary Speed Reduction Program</p>	●●	\$	Improved air quality	Influence	Port
P5	<p>Influence tenant sustainability</p> <p>Incorporate Sustainable Practices in Tenant lease agreements</p>	●	\$		Control	Port
P6	<p>OAK to pursue Airport Carbon Accreditation (ACA)</p> <p>OAK airport to achieve "Reduction" certification through ACA by 2022 and achieve "Optimization" Certification by 2025. Through the ACA's third-party certification, the airport will benchmark carbon emissions and demonstrate reduction. OAK will be able to compare carbon reduction impact to other airports globally.</p>	●	\$\$	Improved air quality	Control	OAK
P7	<p>Win industry recognition for sustainable leadership</p> <p>By 2025, the Port of Oakland should win recognition for carbon emissions reductions by the American Association of Port Authorities, or other recognized national or international body.</p>	●	\$		Influence	Port OAK

Waste | *Infrastructure and policy accelerates waste reduction and reuse.*

Approach

Waste produces a small portion of Core carbon emissions, but a much larger portion of Consumption carbon emissions. Waste data for Oakland is very hard to track accurately due to the nature of the regional waste management infrastructure. Reducing the amount of organic waste going to landfill is the most important waste strategy to reduce Core carbon emissions.

Key Assumptions

- Oakland waste franchise agreements will be re-opened in 2025 to include SB 1383 Organic Waste Diversion requirements
- Consumption and waste will increase with Oakland’s projected population growth
- Consumption and waste statistically increase in times of economic prosperity

Equity

Improved waste infrastructure can lead to a healthier community for all communities - especially those who are houseless. By fostering a culture of repair and DIY, the City has an opportunity to support waste reduction and job creation.

Key Questions for Reviewers

- Has Oakland explored a “Pay for Performance” model for franchise agreements?
- Which things are on the City’s wish list when the franchise agreements get reopened?

Waste | Accelerate waste reduction and reuse through infrastructure and policy.

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
W1	<p>Update waste franchise agreements to include higher waste diversion targets and data management reporting</p> <p>In 2025, the city will need to re-open franchise agreements with Waste Management to respond to SB 1383. Minimizing organic waste will reduce GHG emissions. In addition to reducing organic waste going to landfill and creating infrastructure for food recovery, Oakland has an opportunity to specify data collection standards and requirements.</p>	<input type="checkbox"/>	\$\$		Control	Public Works
W2	<p>Establish Deconstruction Ordinance</p> <p>The City should establish a deconstruction requirement to reduce demolition waste and encourage material reuse. The ordinance should ensure that salvageable materials are identified and removed for reuse, instead of going to the landfill. The requirement would help bolster the market for reused building materials and potentially contribute to low-skill local green jobs.</p> <p>City should partner with local reuse organizations like the ReUse People of America to identify best materials for reuse or resale, as well as opportunities for job training.</p>	<input type="checkbox"/>	\$	<p>Potential green jobs</p> <p>Reduced dumping</p>	Control	<p>Planning</p> <p>Public Works</p> <p>ReUse People of America</p>
W3	<p>Add bike repair facilities and tool lending libraries to all OPL branches</p> <p>Oaklands DIY culture is evident in our art, festivals, music, and bikes. To encourage and amplify Oakland's reuse economy, Oakland Public Library should establish bike repair facilities and tool lending libraries at every branch, starting with DAC communities. Already, the Telegraph Branch has a successful tool lending library and several branches hold bike fix-it clinics. Creating spaces and regular programming for repair will foster Oaklanders DIY attitude, while reducing waste to landfill. These spaces are critical in shifting our consumption habits through cultural shifts.</p> <p>This recommendation is consistent with the 2019 Oakland Bike Plan.</p>	<input type="checkbox"/>	\$\$	<p>Potential green jobs</p> <p>Economic Benefit</p> <p>Reduced transportation cost</p>	Control	<p>OPL</p> <p>Bike Mobile Program</p> <p>Scraper Bike Team</p> <p>DOT</p> <p>Public Works</p>

W4	<p>Enable and encourage personal use foodware at restaurants</p> <p>Building on the success of the Disposable Food Service Ware Ordinance, which bans single use plastic takeaway containers, the City should ensure its health code allows personal use foodware at restaurants and educate food service establishments about this option. Allowing customers to use their own utensils or re-usable containers will encourage reduction of single use take-away containers. Clarifying health code will empower food service establishments to foster behavior change to decrease waste.</p> <p>This strategy aligns with one of the community feedback top actions to “Municipal ban on single-use plastics.”</p>	<input type="checkbox"/>	\$	Personal Stewardship and engagement	Influence	Planning Alameda County Health
W5	<p>Expand Bulky Block Party program</p> <p>City should expand the frequency of its Bulky Block Party, which currently occurs one Saturday a month. Expand collection opportunities at existing community events, and through new dedicated events.</p> <p>City should consider how to offer these services to Oaklanders experiencing homelessness.</p>	<input type="checkbox"/>	\$	<p>Convenient disposal</p> <p>Reduce street waste</p> <p>Safer Streets</p>	Control	<p>Public Works</p> <p>OAKRecycles</p>
W6	<p>Establish infrastructure for edible food recovery</p> <p>In response to AB 1383 and the growing need to divert organics from landfills, the City should work with local restaurants and the Alameda County Community Foodbank to establish a routine pick up route for unused, edible food.</p>	<input type="checkbox"/>	\$\$	Increase food security	Influence	<p>Public Waste</p> <p>OAKRecycles</p> <p>Alameda County Community Food Bank</p>

Land Use | *Enable equitable climate-positive land use and development patterns through innovative policy.*

Approach

Land use policy affects many sectors of carbon emissions both directly and indirectly. Zoning requirements for new developments affect residents access to and use of transit and active transportation. Many of the ECAP recommended strategies may be most appropriate as elements of the upcoming LUTE update.

Key Assumptions

- The Land Use and Transportation Element update to the General Plan will proceed as scheduled.

Equity

Zoning and land use policies historically has been used as a tool to prevent economic and social advancement for people of color in Oakland. By investing in public space, funding community land trusts, and supporting local business, land use policies can create safe, thriving communities. This ECAP should consider how to require CEQA offsets to be directed to Oakland projects so that new development can also become a new source of funding for existing projects, especially within frontline communities.

Key Questions for Reviewers

- Besides financial support, what other ways can the City support local community land trusts?
- There aren't many actions but a lot is bundled into the LUTE/General Plan update. Is this a good approach, especially in the context of the larger strategy regarding ECAP as advisory to the GP update?

Land Use | *Enable equitable climate-positive land use and development patterns through innovative policy.*

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
L1	<p>Require CEQA-related GHG offsets to come from projects in Oakland The City should require that any projects needing CEQA-related GHG offsets must procure them via local Oakland projects.</p> <p>See Sequestration section for additional strategies related to local carbon offsets.</p>	□□	\$	Funding for local projects	Control	
L2	<p>Update General Plan to support Complete Neighborhoods and carbon-free development</p> <ul style="list-style-type: none"> ● Eliminate parking minimums, develop parking maximums citywide, consistent with 2019 Bike Action Plan ● Require new housing projects to bundle free transit passes with each unit. ● Consider graduated density zoning in single-family home neighborhoods ● Add an embodied-carbon overlay district to Opportunity Zones ● Modify zoning to ensure that 90% of residents live within walking distance of daily needs ● Include heat island mitigation strategies, consistent with the Urban Forest Master Plan ● Incorporate Sea Level Rise, Resilience, and Adaptation considerations into the LUTE and GP updates <p>This strategy aligns with one of the community feedback top actions to have “Ensure complete neighborhoods” and to “Make streets safer.”</p>	□□□	\$	Safer Streets More housing	Control	Planning
L3	<p>Increase direct and indirect support of Community Land Trusts The City should take action to prevent displacement of local business. Oakland should consider adopting policies similar to NYC’s 5 new small business bills, which require annual reporting of storefront vacancies, local business indicators, and specific data on mom-and-pop stops. These policies also provide training on regulation compliance and marketing for small business.</p> <p>The City should continue to financially support local organizations that directly address housing issues, displacement and homelessness. With the approval of the FY 2019-21 budget, the City directly supports community land trusts and limited equity housing cooperatives, which takes housing off of the speculative market and maintains affordability for Oaklanders.</p> <p>This strategy supports three of the Community Feedback’s top actions to “Support community land trusts,” to “Support establishment of green, community- and worker-owned cooperative businesses,” and to “Increase and ensure affordable housing.”</p>	□□	\$\$	Prevents displacement	Influence	OakCLT NYC Dept. of Small Business Services

Adaptation| *Prepare for the main climate risks faced by Oakland through both direct adaptation strategies and mitigation strategies that also support adaptation.*

Approach

Oakland has done extensive planning on resilience, particularly for sea-level rise and flooding. Wildfire and heat stress are other major climate risks that affect Oakland, particularly vulnerable communities. ECAP should include specific adaptation strategies to build resilience, but also select mitigation strategies that support resilience indirectly.

Key Assumptions

- Wildfire, Sea Level Rise, Heat Stress, and Flooding will continue to be the main climate risks facing Oakland
- The Resilience Oakland Plan has identified equitable adaptation strategies for Oakland's stressors, including climate-related stress.

Equity

Frontline communities experience the impacts of climate change first and worst. Low income communities and communities of color are often located in geographies most vulnerable to impacts like flooding and sea level rise, and frequently have low financial capacity to bounce back from climate shocks when they occur. The ECAP should consider how to invest in climate adaptation first to protect frontline communities, but also how to build long term capacity, consistent with the City's extensive previous work on Resilience.

Adaptation | *Prepare for the main climate risks faced by Oakland through both direct adaptation strategies and mitigation strategies that also support adaptation.*

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere (control, influence)	Partners
A1	<p>Develop Resilience Hubs at existing community facilities that build community resilience, prioritizing frontline communities.</p> <p>Resilience hubs should respond to local priorities, vulnerabilities, and climate hazards. They should include efficient passive systems, all-electric design, solar plus storage, EV charging, cooling centers, and water filtration. Consider both City facilities (e.g. libraries) and community facilities (e.g. houses of worship).</p>	<input type="checkbox"/>	\$\$\$	Resilience	Control	Resilience Office
A2	<p>Wildfire Risk Reduction</p> <p>Fully fund and implement a Vegetation Management Plan for high-fire risk areas. Require owners in high-risk areas to maintain defensible space and implement low-cost fire prevention measures, like screens on attic vents. Establish elevated fire safety requirements for new construction or major renovations in high fire risk areas. These measures could be implemented at the same time that home electrification retrofits are conducted.</p>	<input type="checkbox"/>	\$	Resilience Safer neighborhoods	Control	Planning Fire
A3	<p>Parametric Insurance</p> <p>Consider Parametric Insurance to assist in wildfire suppression, evacuation, and infrastructure repair costs in the event of a wildfire.</p> <p>[Case study from SwissRe]</p>	<input type="checkbox"/>	\$	Resilience	Control	SwissRe
A4	<p>Fund and Implement Citywide Vulnerability Assessment and Comprehensive Adaptation Plan</p> <p>Fully fund and implement recommendations from Oakland’s Sea Level Rise Roadmap, specifically the vulnerability and risk assessment and the comprehensive adaptation plan.</p> <p>(**need to confirm with Alex McBride what is already underway).</p>	<input type="checkbox"/>	\$		Control	Resilience

Sequestration| *Consider ways to remove carbon from the atmosphere while supporting community values and priorities.*

Approach

Sequestration is a new area of focus for Oakland, and initial assessment shows that opportunities are limited in urban areas. Oakland should pilot projects with promising sequestration potential, and support other projects that have limited sequestration potential but provide many other community benefits.

Key Assumptions

- Urban Forest Master Plan will be completed in 2020
- Food sourcing throughout the Bay Area is relatively low-carbon due to the proximity of high quality agricultural land
- Industrialized coastline limits capacity for eelgrass and other blue carbon strategies

Equity

Sequestration strategies can respond to several community priorities including increased vegetation, urban tree coverage and maintenance, and green jobs. In the face of accelerating climate change, a sequestration incubator could create global solutions while providing good, creative jobs locally.

Key Questions for Reviewers

- Suggestions on mechanisms for how to allow carbon farming on private vacant land?

Sequestration

Consider ways to remove carbon from the atmosphere while supporting community values and priorities.

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
S1	<p>Explore Carbon Farming The City should explore the potential for carbon farming on vacant public or private land. Adding compost to agricultural and rangeland has demonstrated larger potential for sequestration than forests, but less is known about urban applications. Compost application can also improve soil potential for future urban agriculture. Carbon farming and cover crops could be implemented in conjunction with brush-clearing operations under the Vegetation Management Plan. Consider opportunities for edible and non-edible urban agriculture in conjunction with this strategy.</p>	□□	\$\$	Potential job creation Urban agriculture	Control	Marin Carbon Project Carbon Cycle Institute East Regional Parks District
S2	<p>Develop Plan for an Oakland Sequestration Incubator Sequestration as a policy instrument is relatively new but likely to grow as impacts from climate change become more severe. Oakland has local opportunities to test and research biological and technological sequestration strategies, which may become a source of jobs and economic development as communities in the Bay Area and worldwide show increased interest - especially if a price is placed on carbon emissions in the future.</p> <p>The Coliseum Specific Plan suggests and R+D District to be zoned between 880 Freeway and the San Leandro Bay. The City could establish the Sequestration Incubator in this R+D District. Located next to the San Leandro Bay, this area could specifically evaluate eelgrass beds, as well as more technical solutions, like direct air capture.</p>	□□	\$\$\$	Potential job creation	Control	Planning Resilience Office/ Civic Design Lab
S3	<p>Develop Local Carbon Offset Program If the City requires CEQA-related offsets to happen locally, it may also need to create a program to ensure the validity and priority of local offsets. The City should establish a program for both voluntary and compliance offsets to be executed locally. The City should prioritize offset actions in frontline and disadvantaged communities (e.g. building electrification and neighborhood EV car share). The City should also partner with Oakland businesses to develop localized voluntary offset programs and establish a "Carbon Neutral Oakland Business" designation.</p>	□	\$\$	Increased funding for local projects	Control	Public Works Econ/Workforce Dev
S4	<p>Align biological sequestration efforts throughout the Bay Oakland should coordinate with other coastal municipalities and districts to align a regional approach to aquatic sequestration efforts. Coordination should be coupled with ongoing regional coordination resulting from Oakland's Sea level Rise Roadmap.</p>	□□	\$	Potential Green Jobs	Influence	Resilience Office Dept. of the Environment?
S5	<p>Urban Forest Master Plan The Urban Forest Master Plan is underway and plans to increase tree coverage throughout Oakland. This Plan should prioritize investment in frontline communities, and set ambitious targets for tree planting.</p>	□	\$\$	Heat mitigation Air Quality	Control	Planning Resilience

Leadership | *Lead by example with City-controlled assets and advocate for climate action policy outside of City control.*

Approach

Analysis of Oakland’s core and consumption GHG emissions demonstrates that the City only has direct control over a small portion of total emissions. However, the City has a responsibility to lead by example and align its internal policies with its carbon goals. Additionally, the City should leverage its public leadership to help shift behavior consumption patterns by celebrating local climate action work and promoting local business.

Key Assumptions

- The City already publicly champions climate action, including [divestment of city funds](#) from fossil fuel companies in 2014.
- The City is slowly replacing its fossil-fueled vehicles with carbon-free vehicles, without a strict timeline
- The City has the legal ability to update its Utility Franchise Agreements, although it has not been updated in almost a century.

Equity

The City has a huge leadership role to play in advancing racial and economic equity in Oakland. Through public campaigns and programming, the City can support and elevate visibility for existing community projects as well as support local business. Additionally, acceleration of a carbon free fleet will support improvement of air quality throughout Oakland.

Key Questions for Reviewers

- What is the status of fossil fuel divestment since public commitment in 2014? We understand full divestment occurs several years.

Leadership

Lead by example with City-controlled assets and advocate for climate action policy outside of City control.

#	Strategy	Carbon Impact	Cost	Community Benefits	Sphere	Partners
S1	<p>Evaluate all City expenditures and operations through a climate assessment Incorporate aClimate Assessment into budget, capital, and work plans at the departmental level. Similar to the Race & Equity Department's Racial Equity Impact Analysis, all City expenditures should undergo a GHG emissions Impact Analysis prior to approval.</p> <p>Incorporate embodied carbon considerations in city procurement standards. Establish GHG reporting and thresholds for certain material purchased by the City, especially those related to construction, building maintenance, travel, and food.</p>	<input type="checkbox"/> <input type="checkbox"/>	\$\$		Control	Race + Equity Dept. Of Environment
S2	<p>Accelerate City Fleet Vehicle Replacement Replace Oakland's fleet, including emergency vehicles, buses, municipal vehicles, with all-electric vehicles. Clean zero Emissions (prioritize electric) by 2032.</p> <p>Align with Oakland's existing Climate Mayors Electric Vehicle Purchasing Collaborative. Use existing tools like LBNL's MyGreenCar.</p>	<input type="checkbox"/>	\$\$	Improved air quality	Control	Police, Fire
S3	<p>Establish annual Climate Champion Awards. The City to establish annual public awards to celebrate Oaklanders who are advancing climate action within our community. These awards elevate public awareness of existing community projects and climate action. City should consider cash awards, funded from sponsors. Major city officials, business leaders, and local celebrities should be present..</p>	<input type="checkbox"/>	\$	Education Oakland pride	Control	
S4	<p>Update Utility Franchise Agreements for natural gas Explore ways to renegotiate its franchise agreement to require natural gas leak detection and abatement</p>	<input type="checkbox"/>	\$		Control	
S5	<p>Buy Local City to create a Buy Local campaign to support local small businesses and reduce upstream carbon emissions.</p>	<input type="checkbox"/>	\$\$	Economic benefit Oakland pride	Influence	

Excluded Actions

A sample of some actions that were considered but not included:

Strategy	Rationale
Energy Benchmarking	Create an Energy Benchmarking program in addition to AB802 May be limited marginal value to go beyond AB802 but creates mechanism for outreach to owners on decarb. This would be a material cost to administer- but perhaps another entity should manage.
Safe Routes to School	Oakland already participates in a Safe Routes to School program. Additionally, because of the school lottery system, it is difficult to implement in Oakland.
Revise standard street design to include bike lane as default (instead of separate project).	OakDOT is already doing this.
Blue carbon	We evaluated Oakland geographic conditions for feasibility of growing sea grasses, kelp, and other sources of "blue carbon" sinks. Due to the industrial activity along Oakland coastlines, there are very limited opportunities for seagrass beds. Marine conditions would preclude opportunities kelp forests.
Support Right to Repair	Although the City should support the California's state policy proposals around the "Right to Repair," which allows consumers to choose their repair provider, there is no clear action for what "support" should look like.

Feedback

Thank you for reviewing the 50% draft of the Oakland ECAP strategies.

Please submit feedback to Shayna Hirshfield-Gold at <SHirshfield-Gold@oaklandca.gov>.

Attachment 2

2030 ECAP Phase I Community Workshops



Oakland Climate Action Coalition



Findings Report

AUGUST 2019

OVERVIEW

The Equity Facilitator (EF) team held District Meetings in May - July 2019 according to the following schedule:

<p>District 2 (East Lake/ Chinatown)</p>	<p>Thu, May 23 Lincoln Community Center, 250 10th St. oaklanddistrict2workshop.eventbrite.com</p>
<p>District 4 (Dimond/Laurel)</p>	<p>Tue, May 28 Dimond Branch Public Library, 3565 Fruitvale Ave oaklanddistrict4workshop.eventbrite.com</p>
<p>District 5 (Fruitvale)</p>	<p>Mon, Jun 10 Spanish Speaking Citizens Coalition, 1470 Fruitvale Ave oaklanddistrict5workshop.eventbrite.com</p>
<p>District 1 (North Oakland)</p>	<p>Sat, June 15 Charles Porter Golden Gate Recreation Center, 1075 62nd St oaklanddistrict1workshop.eventbrite.com</p>
<p>District 3 (West Oakland, Downtown, Jack</p>	<p>Wed, June 19 West Side Missionary Baptist Church, 732 Willow St</p>

London)	oaklanddistrict3workshop.eventbrite.com
District 6 (East Oakland)	Wed, July 17 Rainbow Recreation Center, 5800 International Blvd oaklanddistrict6workshop.eventbrite.com
District 7 (Deep East Oakland)	Wed, July 24 81st Avenue Public Library, 1021 81st St oaklanddistrict7workshop.eventbrite.com
At Large	Wed, July 31 City Hall, 1 Frank Ogawa Plaza oaklandcitywideworkshop.eventbrite.com

The workshops ranged in length from 120 - 150 minutes. Members of the Neighborhood Leadership Cohort (Neighborhood Leaders or NLC) were present and played vital roles at each workshop.

Objectives

1. Educate Oakland residents about Climate Equity. Demonstrate how climate solutions can have profound benefits for social equity. Share baseline data on challenges and inequities in District neighborhoods.
2. Educate residents about the 2030 ECAP and the opportunity to advance climate equity and a Just Transition.
3. Enable residents to provide meaningful input into the creation of equitable solutions.
4. Discover community-preferred climate actions, including those with the greatest local benefits for Oakland’s frontline communities: (i) address priority community needs and (ii) build on community assets.
5. Share valuable climate resources participants and their neighbors can access now.

Exercises

After opening presentations sharing the ECAP framework, Oakland's GHG emissions impacts, data on climate risks, and community/environmental impacts, the workshops featured two primary breakout sessions.

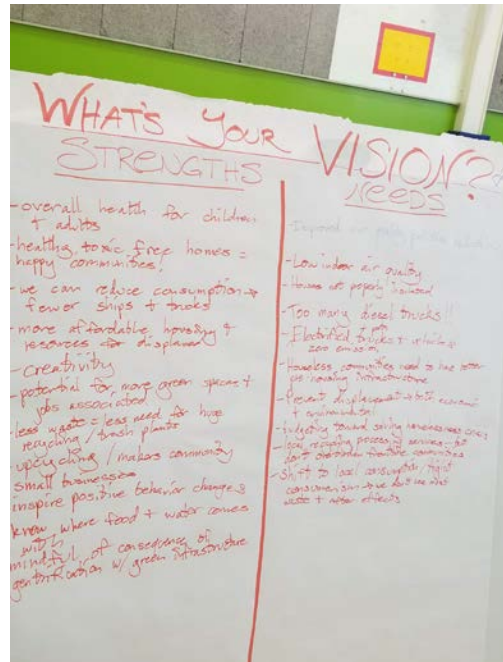
The first small group discussion exercise was for each table of participants to shape their vision by considering this question: How do you want Oakland to achieve climate equity by 2030? Identify strengths (what to protect) and needs (what to change). Neighborhood Leaders facilitated these discussions and acted as scribes.

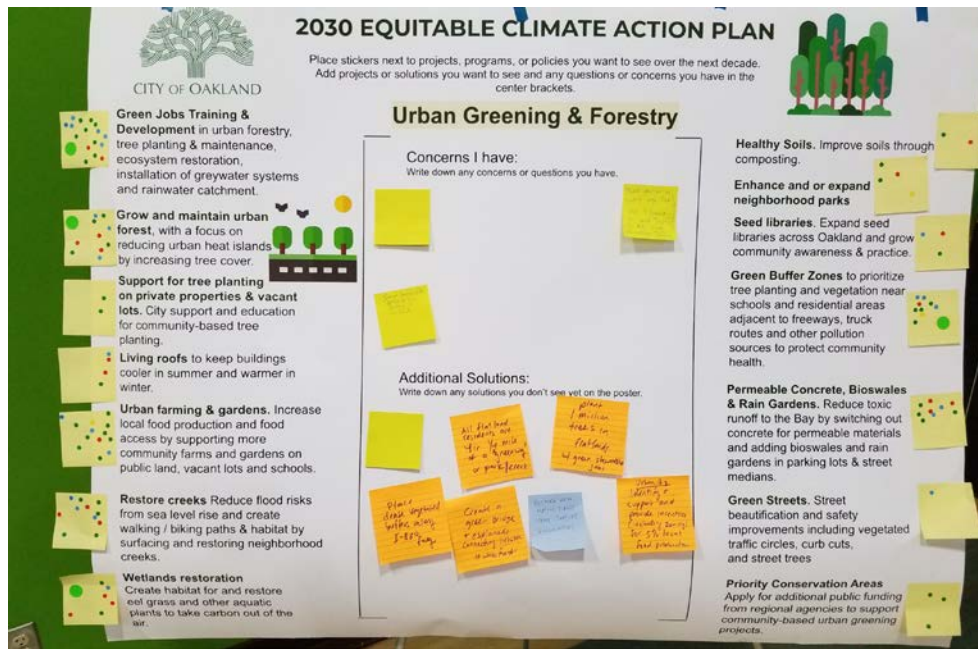
The second workshop activity involved Climate Action Boards stationed around the meeting room, where participants voted for program ideas in seven areas of climate action:

- Transportation
- Land Use
- Energy Use in Buildings
- Urban Greening and Forestry
- Purchases and Waste
- Disaster-Preparedness, Adaptation and Resilience
- Community Projects

We also placed maps of each district on the meeting walls for participants to flag the locations of desired projects, community assets to protect and/or concerns to address.

For the workshops that were 150 minutes in length, a third breakout session was devoted to small group discussions on plan implementation, styled as moving From Vision to Reality.





FINDINGS AND RESULTS²

Climate Action Boards

Each climate action board (CAB) features 12-16 broadly framed climate strategies, program and policy ideas. The CABs are designed as stand-alone demonstrations of holistic climate action in each topic area, to spark discussion and additional ideas.

There is intentional overlap between the boards, with some strategies repeated on different boards. The primary example of this overlap is Green Jobs Training, Employment & Entrepreneurship. Each CAB includes an entry for green jobs to ensure that workshop participants considered how green jobs can be created in all seven climate action areas. Of the top 21 actions, two pairs overlap:

- **Urban farming and gardens** - particularly resonated with workshop participants as both a greening issue, increasing access to open space, and a resilience issue, increasing local food production and access to inexpensive food.
- **Green jobs training** - green jobs in tree-planting, ecosystem restoration, and repair/upcycling rose to the top, indicating a need to prioritize program developments and green jobs pipelines in these sectors.

¹ Select Photos of Community Vision Boards and Climate Action Boards in Appendix. Full photo set is available in Google Drive.

² To view the raw data from each of the Phase 1 community workshops, visit:

- [ECAP Workshop Data](#) spreadsheet (sign-ins, demographics, vision board results, CAB votes, CAB comments)
- [Photos Repository](#) for all District meeting

As is logical, the similar actions garnered similar numbers of votes, which we can use as additional validation of these actions.

Generally speaking, the rankings will inform, rather than define, the EF's comprehensive and detailed policy recommendations. CAB strategies can be combined, support other strategies or be used as financing methods.

Top Overall Actions

The top 21 actions overall each garnered 99 votes or more at completion of the eight Phase 1 district workshops. The actions are listed below in order of their rank.

1. **Support a public bank** to divest public money from fossil fuels and enable local financing of local sustainable economic development projects promoting climate action and creating local benefits.
2. **Support community land trusts** for permanently affordable housing, local businesses, growing food, and supporting biological and cultural diversity.
3. **Municipal ban on single-use plastics** such as packaging and flatware.
4. **Low-cost or free bus fare.** Transit passes or reduced fares for all.
5. **Climate justice education & curriculum.** Teachers and students develop K-12 curriculum with service-learning opportunities and partnerships with the City and community-based organizations for Oakland Unified School District.
6. **Improve public transit.** More frequent, reliable bus service, public safety at bus stops, more destinations, more amenities.
7. **Community-owned solar** that allows renters and neighbors to financially benefit from shared solar energy installations.
8. **Ensure complete neighborhoods** so that needed daily services are accessible without a car, including green pathways and alleyways and safe streets and sidewalks for active mobility.
9. **Make streets safer** for pedestrians, bikes, wheelchairs, skateboards, and scooters.
10. **Divert quality unused food** from restaurants and grocery stores in Oakland to food banks and pantries for people in need.
11. **Urban farming & gardens.** Grow local food production and food access by supporting more community-based farms and gardens on vacant lots.
12. **Support establishment of** green, community- and worker-owned **cooperative businesses** to retain local wealth and build economic democracy.
13. **Green Buffer Zones** to prioritize tree planting and vegetation near schools and residential areas adjacent to freeways, truck routes and other pollution sources to protect community health.
14. **Green jobs training** for development of local businesses that **repair & upcycle goods.**

15. **Increase and ensure affordable housing** near transit and in new transit-oriented development.
16. **Grow and maintain urban forest**, with a focus on reducing urban heat islands by increasing tree cover.
17. **Urban farming & gardens**. Increase local food production and food access by supporting more community farms and gardens on public land, vacant lots and schools.
18. **Restore creeks**. Reduce flood risks from sea level rise and create walking / biking paths & habitat by surfacing and restoring neighborhood creeks.
19. **Permeable Concrete, Bioswales & Rain Gardens**. Reduce toxic runoff to the Bay by switching out concrete for permeable materials and adding bioswales and rain gardens in parking lots & street medians.
20. **Neighborhood disaster preparedness**. Support and expand City and community-led programs that train volunteers, identify vulnerable populations and develop emergency plans, in partnership with emergency response agencies.
21. **Green jobs training & development** in urban forestry, tree planting & maintenance, ecosystem restoration, installation of greywater systems and rainwater catchment.

The following chart shows each strategy with its vote total.

Top Actions by Topic

In each topic area, a cluster of measures is visibly more popular than the others. (See voting results charts included below.) On many action boards, three - four actions were clearly more popular. With Adaptation and Urban Greening, there were a larger cluster of actions with higher vote totals.

The results also illustrate that Urban Greening and Community Projects were popular areas in general, each having five or more actions in the top 21. Least popular were Energy and Adaptation and Resilience, with only one item registering in the top 21.

The highest-ranked measures in each topic area are listed below, in order of most to least votes. The measures that are also in the top 21 overall - with 99 votes or more - are in bold green.³

1. Transportation

		Votes
T1	Low-cost or free bus fare. Transit passes or reduced fares for all.	129
T2	Improve public transit. More frequent, reliable bus service, public safety at bus stops; more destinations, more amenities.	124
T3	Make streets safer for: pedestrians, bikes, wheelchairs, skateboards, and scooters.	117
T5	Green transit. Switch to zero emission buses.	90

2. Adaptation and Resilience

		Votes
A1	Neighborhood disaster preparedness. Support and expand City and community-led programs that train volunteers, identify vulnerable populations and develop emergency plans, in partnership with emergency response agencies.	99
A8	Reduce exposure to local toxic air contaminants, including through green buffer zones and cleaning up toxic polluting facilities,	96
A12	Green jobs training & employment programs to train and employ low-income residents and youth in climate resilience and disaster preparedness sectors and support local entrepreneurs.	94

³ The complete list of numbered climate action board strategies is available in Appendix A.

A11	Urban forestry to reduce local heat spikes.	92
A7	Creeks and wetlands restoration. Address the threat of flooding from sea level rise and intense weather.	90
A2	Disaster recovery centers. Open air-conditioned and filtered public buildings to provide relief and support residents' needs during extreme heat, fires and disasters. Provide free shuttles for houseless & transit-dependent residents.	86
A6	Storm water and sewer infrastructure improvements. Integrate projections for future sea level rise and precipitation into new and existing infrastructure.	84

3. Urban Greening and Forestry

		Votes
G11	Green Buffer Zones. Prioritize tree planting and vegetation near schools and residential areas adjacent to freeways, truck routes and other pollution sources to protect community health.	109
G2	Grow and maintain urban forest. Focus on reducing urban heat islands by increasing tree cover.	105
G5	Urban farming & gardens. Increase local food production and food access by supporting more community farms and gardens on public land, vacant lots and schools.	103
G6	Restore creeks. Reduce flood risks from sea level rise and create walking / biking paths & habitat by surfacing and restoring neighborhood creeks.	103
G12	Permeable Concrete, Bioswales & Rain Gardens. Reduce toxic runoff to the Bay by switching out concrete for permeable materials and adding bioswales and rain gardens in parking lots & street medians.	102

G1	Green Jobs Training & Development. Focus on urban forestry: tree planting & maintenance, ecosystem restoration, installation of greywater systems and rainwater catchment.	99
-----------	---	----

4. Land Use

		Votes
L6	Complete neighborhoods. Ensure that needed daily services are accessible without a car, including green pathways and alleyways and safe streets and sidewalks for active mobility.	120
L10	Affordable housing near transit. Increase and ensure affordable housing near transit and in new transit-oriented development.	106
L2	Tiny House Villages. Build ecologically sustainable tiny house villages to support housing needs of houseless residents and curbside communities.	88
L8	Green jobs training, employment & support for entrepreneurs. Programs to train and employ low-income residents and youth in green architecture, construction, and landscaping.	83

5. Energy Use

		Votes
E14	Community-owned solar. Allow renters and neighbors to financially benefit from shared solar energy installations.	123
E13	Green Jobs Training & Employment Program. Programs to train and employ low-income residents and youth in energy efficiency & solar jobs.	85
E10	Update Building Code. New buildings must be all-electric. Retrofits should support future electrification.	79

E7	Low cost/free weatherization programs providing caulking, air sealing and insulation to reduce energy costs and improve indoor air quality.	76
----	---	----

6. Purchases and Waste

		Votes
W14	Municipal ban on single-use plastics. Include packaging and flatware.	138
W2	Divert quality unused food from restaurants and grocery stores. Send unused food to Oakland food banks and pantries for people in need.	115
W3	Green jobs training for development of local businesses that repair & upcycle goods.	109
W4	Establish a municipal reuse center with curbside pick up of slightly damaged clothes, electronic devices, toys, and footwear to be repaired and made available at little or no-cost to people in need.	85

7. Community Projects

		Votes
C6	Support a public bank. Divest public money from fossil fuels and enable local financing of local sustainable economic development projects promoting climate action and creating local benefits.	156
C7	Support community land trusts. Increase permanently affordable housing, and support local businesses, growing food, and biological and cultural diversity.	152
C10	Climate justice education & curriculum. Teachers and students develop K-12 curriculum with service-learning opportunities and partnerships with the City and community-based organizations for Oakland Unified School District.	129

C2	Urban farming & gardens. Increase production of locally-grown food sources and increase food access by supporting more community-based farms and gardens on vacant lots.	113
C11	Support establishment of green, community- and worker-owned cooperative businesses. Retain local wealth and build economic democracy.	112

Top Actions By District

(number of district votes in parentheses; relatively novel popular actions underlined)

D1

Complete Neighborhoods (27), Community Land Trusts (25), Affordable Housing Near Transit, Climate Justice Education (20), Public Bank, Ban Single-Use Plastics (19), Community-Owned Solar (17), Low/No-Cost Bus, Disaster Recovery Centers, Restore Creeks (16).

D2

Community Owned Solar (17), Community Land Trusts (15), Green/Worker-Owned Cooperatives, Affordable Housing Near Transit, Green Job Training and Employment, Improve Transit, Low/No-Cost Bus (14).

D3

Community Land Trusts, Public Bank, Green/Worker-Owned Cooperatives, Low/No-Cost Bus (21), Improve Transit (20), Climate Justice Education (19), Ban Single-Use Plastics (18), Community-Owned Solar (17).

D4

Public Bank (19), Divert Quality Unused Food (16), Neighborhood Disaster Preparedness, Community Land Trusts (15), Improve Transit, Low/No-Cost Bus (14).

D5

Community-Owned Solar (21), Adapt Buildings (14), Make Streets Safer, Divert Quality Unused Food (13), Green Jobs Training and Development (12).

D6

Grow/Maintain Urban Forest, Ban Single Use Plastic (18), Public Bank (16), Green Streets (14), Complete Neighborhoods (13).

D7

Low/No-Cost Bus (16), Make Streets Safer, Green Jobs and Training, Restore Creeks, Community Land Trusts, Climate Justice Education (12).

Citywide

Public Bank (53), Ban Single Use Plastic (45), Community Land Trusts (44), Make Streets Safer, Improve Public Transit (41), Green Buffer Zones (39), Urban Farming & Gardens (38 & 35), Green/Worker-Owned Cooperatives (37), Climate Justice Education (35).

Additional Comments/Actions

The CABs also featured open space for participants to offer relevant thoughts.⁴ We've highlighted several themes alongside demonstrative comments. Comments with additional + votes next to them indicate that during the workshop other participants added their votes to the comment once it was posted.⁵

Themes are highlighted in bold text. Particularly actionable comments that are additional to priorities above are underlined.

Transportation

- ★ **Commenters affirmed the need for a multi-pronged approach.**
 - All of the above! (e.g. do everything)
- ★ **Commenters seek to learn about and ensure the safety of and access to efficient alternatives to driving.**
 - Do online shopping services that deliver do it more efficiently?
 - Scooters aren't safe, but could be part of the solution if managed well.
 - More bike infrastructure (parking), separate bike routes (not just shared with cars) other programs (free bikes and or equip, e.g. helmets & locks for low income).
 - Bike lanes/bikeways do not connect - leaving gaps in what should be full networks!
- ★ **Commenters provided suggestions for avoiding displacement and other negative impacts on frontline communities, including low-income families, families of color, and small immigrant businesses.**
 - Unless transit costs are lowered and/or free then proposals to prioritize public transit in street design, car free zones, will inequitably impact poor families of color, & small immigrant businesses who lose parking in this process.
 - TOD needs a high quota of truly affordable housing (for very low income households). Too often TOD fuels gentrification.
 - During heat waves, partner with AC transit to transport vulnerable individuals free or low cost to cooling centers or parks in our city.

Adaptation and Resilience

- ★ **Commenters are concerned about houses and businesses in areas with high climate risks.**
 - Increase cost of building permits for hills, fire and flood-prone areas. (+2 votes)
 - Start now resourcing, moving housing and services out of SLR zones.
- ★ **Oakland needs disaster-preparedness in all neighborhoods and to ensure the safety of vulnerable populations.**
 - Establish an emergency center in each city council district that is supported by a microgrid.
 - Resilience hubs - sites that are showcases of resilience through disaster prep, sustain, and community engagement homes, neighborhood centers, etc. (+1 vote)

⁴ All submissions are captured in the [ECAP Workshop Data](#) sheet.

⁵ Comments posted to the CABs were transcribed and cleared prior to subsequent workshops.

- Neighborhood disaster preparedness in partnership with agencies: check (yes) But, I'd be worried about what police involvement would look like.
- City-wide disaster response ignores houseless, puts them at risk.

★ **Commenters are interested in ways to effectively get the word out about existing and future programs and sustain effective implementation efforts.**

- The City should hire a community organizer in each District or WCPC District to organize residents around ECAP through the 10-year implementation phase. (+1 vote)
- There are green jobs that need to be filled NOW! How do we get in touch w/ people (young & elder) who want & need work.
- The ECAP process must include: (a) A report/summary that has had input from the public (b) Where has the City failed to implement the last CAP (c) Special attention must be given to areas where City departments have active[ly] opposed/worked counter to the plan.

Urban Greening

★ **Commenters urge reclaiming and rewilding the urban landscape with attention to native plants.**

- Green Superblocks: Block off roads, depave road, rewild and green, create community gathering spaces there (see Barcelona, Spain which has created superblocks) (+14 votes)
- Too much landscaping uses exotic/invasive plants, use drought-resistant natives instead (+1 vote)
- Rewild the Road: Take a block segment of road, or a cul de sac, and depave it. Turn it into community garden, permaculture design site, food forest, neighborhood gathering space, etc (+2 votes)

★ **Commenters highlighted the need to fully fund and streamline City Tree Services and ensure equity goals are aligned.**

- Fully fund city support departments: Tree Services efficiency and increase accessibility to public works department (+2 votes)
- City of Oakland Tree Services Staff are not supportive or responsive enough to community groups working to plant trees. They obstruct this goal.
- Start by looking at what the City has actually been doing around urban forestry and equity. Plans mean nothing if they are ignored.

★ **Commenters want to ensure that Native American organizations in Oakland lead and benefit first from land stewardship and urban greening programs.**

- Please partner with native orgs like IPOC and Sogorea Te Land Trust for ALL land stewardship and urban greening (as in contract hire).

★ **Commenters want to address the disparities in tree cover and access to open space.**

- Plant 1 million trees in flatlands with green stewardship jobs.
- All flatlands residents are within 1/4 mile of a greenway or park/creek
- How will we measure what community gets access? POC, low income, non-English speaking, LGBTQIA, disabled.

Land Use/Housing

★ **Comments highlight issues with the idea that tiny homes are for low-income people.**

- Recycle all those shipping containers sitting at the port to build housing for low-income community.
- Will tiny house villages replace dignified low-income family housing? I'm concerned with this.
- Tiny house villages also good for seniors, with support services
- ★ **Commenters want to hold large corporate entities accountable.**
 - Tax luxury developers! (+1 additional vote)
 - Hold tech companies placing all of these electric scooters on the street responsible for storage so they don't litter our sidewalks.
 - Localized food systems, owned by community member co-ops. Industrial food chain takes money out of communities. These could help keep money IN.
- ★ **Commenters want the City to do its part to increase access to community centers, green space, and homeownership rates in the African American community.**
 - Make public lands accessible + for community needs/use public lands for public. (+2 votes)
 - Add trees and gardens wherever you can, make approval process easier. (+1 vote)
 - Connected, walkable ecological corridors (+1 vote)
 - Reparation to African American children in Oakland who were unconstitutionally denied loans to participate in wealthier development (homeownership).

Purchases & Waste

- ★ **Commenters note the need for public education.**
 - Green training for reupholstery and shoe repair, zero waste business incentives
 - Reuse + recycle is great, but how do we stress reduce first and foremost?
 - How do we encourage the community to care about green practices? (of those who don't care, or don't know, or prioritize it)
 - Composting, vermiculture, & recycling education in schools
 - Along with the compost and recycle campaign we need full disclosure about where the compost and recycle goods are taken and how they are actually used, ie. landfill in China is not ok.
 - Purchasing policy at City level. Oakland supposedly has a styrofoam ban, but does not appear to be enforced.
- ★ **Commenters feel that while buying local is often more expensive, along with repair/reuse, it should be incentivized, especially as a strategy for directing funds to frontline communities.**
 - How can we make buying local more cost accessible for people?
 - Buying from local organizations that are owned and operated by POC and women
 - Incentivize through policy and subsidies repair and reuse behavior and local businesses and organizations

Energy

- ★ **Commenters are concerned about solutions for renters.**
 - Solutions should include renters, as a renter it's hard to take action to improve my building's energy use!
 - For all efficiency, weatherization, electrification, etc. provide ways for renters to initiate projects without relying on landlords (+1 vote)
 - Concerned that landlords will [drive] up rent prices after retrofits / upgrades, especially re: earthquake retrofits -- none of upgrade cost burden should go on to tenants.

- Holding slum lords accountable
- ★ **Trees first!**
 - Promoting solar needs to be weighed out with tree canopy which is seen as limiting solar panel efficiency. The CA solar Shade Act gives priority to whichever thing (tree or panel) was installed first. If trees follow solar installation, they (the trees) could be subdued. Ultimately, trees can reduce every cost AND provide many other benefits, while solar panels are only singularly beneficial.
- ★ **Commenters want support, including technological support for behavior change.**
 - Energy and water use appliances with meters so we can see our real time energy and water usage - immediate feedback helps behavior change!
 - Why aren't Oakland residents auto enrolled into greener EBCE power tiers?

Community-Based Products

- ★ Invest in Sogorea Te Land Trust (+3 vote)
- ★ Jobs for formerly incarcerated (+1 vote)
- ★ Community incubators for eco development.
- ★ Create pathway for home owners to offer unused yard space for community gardens
- ★ Create a community gleaning program for fruits & herbs. Build local business from what is gleaned.
- ★ Give priority to citizens in economically distressed communities in Oakland.
- ★ Create more community spaces in general

Graphs of Climate Action Board Results

The following charts summarize the results of votes on the climate action boards. The starting letter on the X axis denotes the relevant board as follows:

- T** Transportation
- A** Adaptation, Resilience & Disaster-Preparedness
- G** Urban Greening & Forestry
- L** Land Use
- W** Purchases & Waste
- E** Energy Use in Buildings
- C** Community Projects