

# Oil Independent Oakland (OIO) By 2020 Task Force

# Special Meeting

Thursday, August 30, 2007, 6:00 pm to 9:00 pm  
Hearing Room 1, City Hall, One Frank H. Ogawa Plaza

## **Minutes**

### Members:

Jane Seleznow	District 1	Mike Petouhoff	At Large
Louise Bedsworth	District 2	Parin Shah (Chair)	Mayor
Ian Kim (Vice Chair)	District 3	<i>Vacant</i>	Mayor
James Lutz	District 4	Richard Heinberg	Mayor
Shannon Graham	District 5	Patrick Tang, Esq.	Deputy City Attorney
David Room	District 6	Alice Glasner	Public Works Legislative Analyst
Richard Register	District 7		

Task Force Members Present: Bedsworth, Heinberg, Kim, Lutz, Graham, Room, Shah

Task Force Members Absent: Register, Petouhoff

Staff Members Present: Alice Glasner, Public Works Committee Legislative Analyst

## **BUSINESS MEETING**

1. Roll Call and Establishment of Quorum.
  - a. Meeting was called to order at 6:10 pm.
  - b. Roll was called and a quorum was established.
2. Open Forum.
  - a. Speaker: Ian Pocock. Mr. Pocock introduced his company, Blue Sky Bio-Fuels, which is located near the Coliseum. Their goal is to focus on supplying fuel to government fleets and school buses. The company is looking to expand in capacity and both skilled and unskilled jobs.
  - b. Speaker: Joel Ramos, Transportation and Land Use Coalition (TALC). TALC advocates support of Bus Rapid Transit, since it would offer increased efficiency and increased ridership. It could also provide future options for light rail.
3. Approval of Draft Minutes of July 19, 2007 meeting.
  - a. A motion was presented for approval by TFM Lutz, with a second by TFM Bedsworth. The Minutes were unanimously approved, with no amendments.

The Task Force agreed to take the next items out of order:

5. Power Point Presentation: *Ecocities and Oil Independence*, Presented By Ecocity Builders.
  - a. Kirstin Miller made the presentation, which first defined the "Ecocity" as one which offers a good quality of life, without using too many resources. It is a model that supports green infrastructure and biodiversity.
  - b. The Ecocity has a local food supply and has centers of vitality (for people and not cars) which are connected by transit.
  - c. This vision depends on "centers-oriented development", not only "transit-oriented development."
  - d. Ecocity Builders presented a number of ideas for moving Oakland forward in this direction, including:
    - i. Create urban villages of different sizes.

- ii. Evaluate existing vibrant centers and ways to improve them.
- iii. Update the General Plan and zoning.
- iv. Update the “Transfer of Development Rights” ordinance so that it encourages development in some areas and removes development or development potential in other areas.
  - v. Adopt initiatives such as “car-free” contracts for multi-unit development.
  - vi. Provide Green Building Incentives.
  - vii. Develop design guidelines that include incentives like “eco-roof” bonuses.
- e. Mapping by UC students was then presented as a tool to support the Ecocity goals.
- f. TFM Bedsworth asked if an analysis of housing prices had been used in model development. Ms. Miller responded that the objective is to increase housing supply in the centers.
- g. TFM Kim asked whether this model would continue to “ghetto-ize” urban populations or is there a way to build in greater equity as well as community. Ms. Miller responded that the urban village model is one that emphasizes community needs, and that new buildings, for example, should have a mix of unit pricing and a community plan to be more inclusive.
- h. TFM Room asked about how transportation fits into the urban centers model. Ms. Miller emphasized the access by proximity principle where transportation demand is reduced, through a mass transit network that could move people from center to center. Over time street networks could be altered.
- i. TFM Lutz asked if Ecocity Builders has recommendations to propose to the Task Force. Ms. Miller says that there are some draft recommendations from Ecocity Builders.
- j. TFM Room asked about outreach. Ms. Miller says that the mapping GIS layers could be taken to different communities to provide information and collect input, in conjunction with the city and community partners.
- k. Chair Shah asked what Ecocity does that may be incorporated. Ms. Miller says that they have a lot of experience working with Berkeley, proposing that downtown be an “ecological demonstration project.” She also said that these kinds of efforts need to be ramped up--- focus on those members of society that will benefit most quickly by these changes: e.g., students and elderly. Chair Shah doesn’t think that it’s always plausible to encourage work and living in close proximity. Ms. Miller says that some heavy industry should be isolated, but other work locations could be mixed with residential and other community land uses.
- l. Chair Shah also states that it is a good idea to emphasize the concept of “efficiency” with respect to this vision.
- m. Speaker: Joel Ramos. TALC supports the kind of vision presented here.

## 6. Working Group Status Reports

### a. **Transportation Working Group** (see materials in Agenda Packet).

- i. Screening process for recommendations is portrayed in diagram. Level I screening would include things such as:
  - 1. Amount of petroleum reduced.
  - 2. Greenhouse gas reduced.
  - 3. How viable – politically, economically, and in time.
- ii. Second level screening (if time permits) could include:
  - 1. Jobs and eco impact.
  - 2. Net energy.
  - 3. Health and air quality.
  - 4. Time to implement.

- iii. These would be evaluated in a relative scoring system.
- iv. Each member of this working group is going to interview several people, to find information or suggested recommendations. The questions asked will fit the following format:
  - 1. What can Oakland do in the short, medium, or long term?
  - 2. What can the City do on its own----
    - a. Which of these actions would fit into the local sphere of influence and which would influence a larger sphere?
    - b. What can the City do to empower citizens to take steps to use less oil?
    - c. How can Oakland take steps together with other jurisdictions to make a difference?
- v. Format for recommendations. The idea is that this should be helpful to City Council with resources that they can use, such as sample legislation or other documentation
- vi. Additionally, the report might contain a section on policy context and “next steps”.

**b. Land Use Working Group** (see materials in Agenda Packet).

- i. TFM Selznow remarks that the Transportation Working Group model could be a good one to use for the final report but that there should be a broad discussion about structuring recommendations.
- ii. There should be a consistent approach throughout the final document.

**c. Port Working Group**

- i. TFM Kim mentioned that there have been several meetings with Port staff and other experts, as well as attended events on Port activities.
- ii. TFM Kim thanked Nwamaka Agbo for her support.
- iii. This group has been talking to Port staff, which expects a tremendous expansion in their activities.
- iv. TFM Kim sees the Port Working Group (PWG) providing information divided into the following sections:
  - 1. General info about the Port, including basic strategic, and political and economic considerations needed to know when making recommendations.
  - 2. What the Port is already doing in the areas of environmental reforms and reducing oil consumption.
  - 3. Best Practices culled from other Ports.
  - 4. The recommendations for Port of Oakland.
- v. Roberta Reinstein, of the Port Environmental staff has agreed to meet with the Port Working Group.
- vi. TFM Kim notes that after Port Commissioners are nominated by the Mayor and approved by City Council, they act independently (from other City processes) to oversee the Port activities.
- vii. Port staff anticipates a large expansion of Port activities, presumably based on expected access/ pricing of oil and an existing labor agreement.
- viii. Most public attention on the Port, to date, is focused on health impacts and not what will happen when oil runs out.

- ix. The PWG will probably be able to use some emissions studies to develop baseline petroleum consumption estimates.
- x. TFM Kim emphasizes that the Port feels its primary role is that of a landlord to Port-related businesses.
- xi. Also, the PWG needs to keep in mind that this Port competes with other west coast ports, and so the TF needs to be creative.
- xii. Best Practices will include more “cold ironing” for large ships, switching to cleaner fuels, upgrades for existing equipment, changing infrastructure or layout at the Port for greater efficiencies.
- xiii. The PWG has no recommendations yet.
- xiv. TFM Graham suggested that the PWG speak with TFM Petuohoff, as he did environmental work for the Navy.
- xv. TFM Lutz says that a lot of changes need to happen worldwide (such as a change in fuels); they are not in the hands of the local port.
- xvi. TFM Bedsworth remarked that though jurisdictional responsibility may be in question, it is important for local jurisdictions to try to push policies forward. Southern California has been successful in this way, implementing air quality protection measures.
- xvii. TFM Lutz says that the Port does not consider contingency planning for Peak Oil at this time.
- xviii. In response to questions from TFMs Heinberg and Graham regarding the airport, TFMs Lutz and Shah acknowledged that the airport is already implementing many fuel saving measures, including cold ironing airplanes (plugging them into electricity sources at the gates).
- xix. Chair Shah added that funds earned at the airport are to be recycled for airport improvements---- this has financed fuel-saving measures there and could be considered in recommendations.
- xx. TFM Graham suggests considering some kind of voluntary carbon offset purchasing in exchange of flight miles.
- xxi. TFM Selznow suggests that a recommendation to support high speed rail in California could save a lot of fuel used for airplane travel within California.
- xxii. TFM Graham suggests facilitating hybrid or more efficient taxi service from the airport
- xxiii. TFM Bedsworth suggests better signage and better enforcement at the Port could help with idling issues.

**d. Speakers.**

- i. Kirstin Miller supports high speed rail, improving rail in and out of the Port to reduce truck traffic.
- ii. TFM Lutz reports that the rail system needs improvement, which may happen in terms of expanding rail yard and increasing tunnel capacity. Then the Port would be more competitive for longer-haul freight trips.
- iii. Nwamaka Agbo remarked that Port staff has told her that more info is available regarding the sea port as it seems that the airport has been more proactive. Also, there has been information presented that starting and stopping trucks is more polluting than allowing them to idle.

iv. Joel Ramos reports that making the independent truckers Port employees would correct some of these problems.

**4. Discussion of the Process and Metrics to be utilized by the OIO Task Force to Prioritize Recommendations to Council.**

- a. TFM Kim thinks that the TF might recommend the metrics to be used by City Council since the Task Force does not have resources itself to do a lot of analysis.
- b. TFM Selznow believes that the Task Force could put forward estimates that could be very useful.
- c. TFM Room states that there could be some measures that don't fit into the categories of the working groups.

**7. Future Agenda Items.**

- a. Chair Shah proposed that the Task Force continue to write and complete its Action Plan through the end of the year, and present the report to City Council in January.
- b. Oil depletion protocol / Richard Heinberg on targets.
- c. Daniel Lerch on potential city policies related to Peak Oil.
- d. Discussion on draft recommendations from working groups/outline for each working group.
- e. Discussion of framework for recommendations (focusing on Oakland specifically).
- f. Discussion of format and content of Action Plan.

**8. Announcements**

- a. There was a discussion of the schedule for meetings in September and October, including the Charrette.
  - i. Regarding the Charrette, TFM Room says that it is an opportunity to bring together land use and transportation experts to get feedback on the urban village concept.
  - ii. TFM Room made a motion to cancel the regular September 20 meeting and add an October 4 meeting, pending room availability (with a second by TFM Besdsworth). This was passed unanimously by the Task Force.
  - iii. Dates for meetings are: Charrette – September 14; full Task Force – October 4 and October 18.
- b. This meeting will be broadcast on KTOP September 1. See the Task Force website for the KTOP link.
- c. An OIO Task Force presentation is schedule for the Port/City Liaison meeting on October 4. Materials for the agenda should be submitted as soon as possible.
- d. TFM Kim offers assistance from the Ella Baker Center to remind members on submission dates or other reminders.

**9. Adjournment**

- a. The Task Force adjourned at approximately 9:00 pm.