

Thursday, August 30, 2007

Special Meeting

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		

BUSINESS MEETING: 6:00 pm to 9:00 pm

Hearing Room 1, City Hall, One Frank H. Ogawa Plaza

AGENDA*

1. Roll Call and Establishment of Quorum.
2. Open Forum.
3. Approval of Draft Minutes of July 19, 2007 meeting. (A)
4. Discussion of the Process and Metrics to be Utilized by the OIO Task Force to Prioritize Recommendations to Council. (A)
5. Power Point Presentation: *Ecocities and Oil Independence*, Presented By Ecocity Builders. (I/A)
6. Working Group Status Reports:
 - a. Transportation Working Group (I/A)
 - b. Land Use and Infrastructure Working Group (I/A)
 - c. Food and Materials Working Group (I/A)
 - d. Port of Oakland Working Group (I/A)
7. Future Agenda Items. (A)
8. Announcements. (I)
9. Adjournment.

*The order of the items on the Agenda may be changed by the Chair.

I = Informational Item

A = Action Item



Persons may speak on any item appearing on the agenda; however, a Speaker Card must be filled out and given to the OIO Task Force administrative representative *before that item is called*. Multiple agenda items cannot be listed on one speaker card. If a speaker signs up to speak on multiple items listed on the agenda, the Chairperson may rule that the speaker be given an appropriate allocation of time to address all issues at one time (cumulative) before the items are called. All speakers will be allotted 3 minutes or less – unless the Chairperson allots additional time.

This meeting is wheelchair accessible. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meetings of the Oil Independent Oakland By 2020 Task Force, please contact the Office of the City Administrator at (510) 238-3301. Notification two full business days prior to the meeting will enable the City of Oakland to make reasonable arrangements to ensure accessibility. In compliance with Oakland's policy for people with chemical sensitivities, please refrain from wearing strongly scented products to events.

If you have questions or concerns regarding this agenda, or to review any agenda-related materials, please contact the Oil Independent Oakland (OIO) By 2020 Task Force at (510) 238-7031.



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Thursday, July 19, 2007, 6:00 pm to 9:00 pm
Hearing Room 1, City Hall, One Frank H. Ogawa Plaza

Draft 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, Petouhoff, Shah
Task Force Members Absent: Register, Seleznow
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. Roll was called and a quorum was established.
 - b. It was announced that Tom Radulovich has resigned from his position; consequently, there is a vacancy for a Mayoral appointment, hopefully with transportation experience.
2. Open Forum.
 - a. There was one speaker for Open Forum: Sanjiv Handa
3. Approval of Draft Minutes of June 21, 2007 meeting.
 - a. The Draft Minutes of the June 21, 2007 meeting were unanimously approved as amended. The amendments were to Section 5.a.ix.4, to read, “Perhaps Oakland could assist a startup company that would transform hybrids to electric plug-in hybrids,” and section 9.b.x, as follows: “Key messages: (1) public should be informed about the history of our dependency on cars; (2) density is environmentally friendly; (3) changes in society should facilitate changes in zoning to make workplaces able to be near living and shopping places; (4) the public currently subsidizes urban sprawl (e.g., highway infrastructure).”
4. Power Point and Video Presentation: ***Solving Transportation, Land-Use, and Energy Issues Using Personal Rapid Transit (PRT)***.
 - a. Robert Baertsch of UC, Santa Cruz, and his research partner, received a grant from Google to look at a wide range of alternative energy solutions.
 - i. One of the project’s goals was to engage interest at NASA to work on alternative energy issues.
 - ii. This presentation is on PRT because it seems like a viable transportation option.
 - iii. A two-minute video produced by the Swedish Institute for Sustainable Transportation introduced PRT to the Task Force.
 - iv. The animated video showed small individualized vehicles moving together on a solar-fueled sky-rail. Individual cars could leave the group of vehicles for its own destination — the routes controlled by computer technology rather than human drivers.
 - v. This system could be designed to be built above streets or in highway medians; it is 19 times less expensive than light rail.

- vi. The system is point-to-point, so the travel time is less.
 - vii. Payback time for solar installation is 3.5 years or less; cost of solar installation is \$1.8 million per mile.
 - viii. Other advantages of the PRT System include: safety; the new technology is quiet and fast; allows you to reclaim parking lots and roads (adding taxable property); cheaper in terms of infrastructure, energy use, and operation, compared to personal autos.
 - ix. Disadvantages: initial cost outlays; requirements of sophisticated technology and software (akin to air traffic control); visual impacts; requires government approval.
- b.** The next presentation was given by Ron Swenson, advisor to the Swedish Institute for Sustainable Transportation.
- i. This institute, which started as an NGO, is now acting as a commercial entity, with the goal of bringing together research, advocacy, and investment, for more sustainable transportation systems.
 - ii. There are a number of good reasons that Oakland should join forces with the General Transportation System (GTS) project (as it appears that Santa Cruz has done) to get PRT up and running locally: in order to tap into venture capital, to meet the City's environmental goals, and to "enhance local economy with transportation that is innovative, clean and green."
 - iii. Construction can occur quickly — 10 miles of track in one day has been done.
- c.** General questions by Task Force Members (TFM) for Robert Baertsch and Ron Swenson.
- i. TFM Bedsworth asked about battery storage capacity for the PRT system. Swenson responded that storage technology is not yet available but in the meantime PRT could send excess energy to the grid, lowering fossil fuel (FF) consumption, and would use standard grid electricity at night (low peak time).
 - ii. TFM Bedsworth also asked if, in the airport connection example, the system is meant to replace private vehicles or the buses. Baertsch stated that PRT could move faster than the bus option, but it also appeals to people who are resistant to public transit because of the preference for 'personal space'.
 - iii. Baertsch further stated that ideally City Council would get behind this idea, as that would bring out venture capitalists.
 - iv. TFM Kim asked for an explanation of the ratio of people to pod-cars. The presenters say that the conservative 20:1 ratio represents the number of people who would use the car throughout the day, contrasted by people who drive to work and leave it there all day (1:1).
 - v. TFM Lutz asked about existing US system operators and their openness to PRT. Baertsch responded that we need to accustom people to a new technology.
 - vi. TFM Petouhoff asks about the calculations for net zero solar/energy use, and the area of solar panels that would be required. Swenson responded that one could look at his website: <http://www.solarevolution.com>, to test a variety of assumptions. It can be 3 to 4 feet wide, to move 20,000 people per day or greater for more people.
 - vii. TFM Kim asked about existing prototypes. Swenson remarked that there is an old one in Morgantown, VA, and one under construction at Heathrow airport in London.
 - viii. TFM Kim also asked about next steps if the TF would decide to recommend PRT to City Council, and then, whether funding is available. Swenson said that his group will soon be available to make presentations to City Council and that there are potential investors.

- ix. TFM Graham asked about overcoming populace objections to PRT. Swenson explained the footprint of the system is smaller; it's quieter, safer, cleaner, and more energy and economically efficient. Baertsch stated that once people see the first one, everyone will want it for their home towns.
 - x. TFM Kim remarked that the Transportation Working Group should check to see who the decision-makers would be for an airport project, and if there are too many distinct bodies perhaps another location would be better. There should be a focus on financing and the approval process. Baertsch mentioned that California Proposition 1B bond funds could be available for this type of project.
 - xi. TF Chair Shah remarked that if a formal proposal were available from any advocates of projects, such as this, it would be helpful to the Task Force.
- d.** There were three speakers on this item:
- i. Sanjiv Handa.
 - ii. George Nesbitt.
 - iii. Jan Lundberg.
- 5.** DVD Presentation Regarding Transportation Coordinated with Land Use, Specifically, Bus Rapid Transit (BRT) — Case Study: Curitiba Brazil.
- a.** TFM Petouhoff introduced a portion of this documentary focusing on land use and transportation infrastructure in a Brazilian city of 1.6 million people.
 - i. Highlights from the film include:
 1. The city's transit and land use corridors were designed in the early 1970s to shift the focus away from personal auto use.
 2. The designers changed the street network to facilitate bus transport.
 3. They closed a busy downtown street to all traffic (and characterize this as a social and commercial success).
 4. They only allowed large building development on principal transit lines outside the downtown core.
 5. They integrated efficient and reasonably-priced public transportation with exclusive bus lanes, efficient access, and altered through traffic for cars.
 6. There is a coded bus system connecting regional and intra-city buses.
 7. They have an extremely high level of use from all sectors of society, despite high auto ownership.
 8. The bus system is a public-private partnership between bus companies and government. It costs government nothing.
 - b.** Comments from Task Force Members.
 - i. TFM Lutz mentioned that the system seems to utilize different doors for entering/exiting, increasing efficiencies.
 - c.** There were two speakers on this item:
 - i. Sanjiv Handa.
 - ii. George Nesbitt.
- 6.** Working Group Status Reports:
- a.** Transportation Working Group.
 - i. Letter discussed at June meeting (requesting input from other interested parties) is complete and was sent out. Continued internal discussion on metrics and baseline indicators.

- b. Land Use and Infrastructure Working Group.
 - i. TFM Petouhoff presented both a mapping effort and a display of the outline included in Agenda Packet.
 - 1. The GIS maps show land use and transportation hubs in Oakland.
 - 2. The Working Group projects that they will propose an amendment to the City's General Plan, Land Use and Transportation Element (LUTE).
 - 3. The Working Group is looking at relatively self-contained communities — those that already have services like retail, libraries, transportation.
 - 4. Map “layers” include zoning, development, undeveloped areas, transportation network, creeks/watersheds. These have been overlaid to find “vitality nodes” — areas where one finds high density and high diversity of uses.
 - 5. As an example of a potential outcome of this project, Task Force recommendations could prompt the Planning Commission to focus future development where transit is located, or alternatively, combine uses so less transportation is needed overall.
 - ii. Outreach
 - 1. Letters have gone out as a community outreach effort.
 - 2. Specific outreach to groups that are active at one or more specific Vitality Nodes is being considered.
 - 3. Proposal of a “charrette” working or brainstorming session, to be conducted with BART, AC Transit, and Oakland Planning Department staff to discuss the interplay of transit and urban planning. Design professionals would be invited (e.g., AIA). TFM Lutz suggested including Port Staff.
 - 4. The working group could also solicit ideas from the Planning Commission in one of their occasional “study sessions.”
 - 5. Possibly greater public outreach in seminar fashion.
 - iii. Revision/Update on Scope of Work
 - 1. Amendment to General Plan.
 - 2. Review of current zoning (look at combining uses in some locations). BART has been looking at mixed use issues.
 - 3. Look at updating design standards for high density. Chair Shah suggests looking at the City of San Jose's standards.
 - 4. Look at mechanisms for increasing funding for infrastructure and guidelines/plans for streetscapes (e.g., pedestrian-friendly or plug-in capabilities). Funding possibilities include developer impact fees or improvement agreements, Redevelopment Funds, Prop 1B bond funds, external transit agencies.
 - 5. Transfer of Development Rights — for focusing development.
 - 6. Create public messages.
 - 7. TFM Kim suggested as a resource: Urban Strategies Council and their interactive website, <http://infoakland.org/>, to find demographic and other local information. TFM Bedsworth says that there is also “commute to work” data in the U.S. census which could be beneficial. Chair Shah noted activity around the Key system/BART, as well as the LEED standards for neighborhood design:
<http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>.

- iv. Friday, August 10, 10:30 a.m., was chosen for the charrette, with coordination by TFMs Shah, Petouhoff, and Room. TFM Graham can provide input after the draft plan is complete.
 - v. There was one speaker on this item: Sanjiv Handa.
- c.** Food and Materials Working Group.
- i. TFM Heinberg presented a draft on behalf of the working group.
- d.** Port of Oakland Working Group.
- i. The working group has discovered that there is a dearth of baseline data regarding relevant Port issues.
 - ii. Emissions data is currently being collected; fuel consumption data, however, is not available.
 - iii. TFM Graham suggests collecting “best practices” information from ports worldwide.
 - iv. TFM Bedsworth suggests looking at data for the Goods Movement Plan for Los Angeles and Long Beach (shipping industry), and the BAAQMD Bay Area Green Ports Initiative.
 - v. TFM Kim announced a meeting at the Port of Oakland on August 1, to discuss activities on Port property and air quality.
 - vi. There was one speaker on this item: Sanjiv Handa
- 7.** Discussion of the Process and Metrics to be utilized by the OIO Task Force to Prioritize Recommendations to Council.
- i. This item was held over to the next meeting.
 - ii. It was unclear how the “4 E’s” (Environmental Enhancement, Economic Prosperity, Social Equity, and Engagement) are going to fit into this discussion.
 - iii. TFM Graham called attention to a preliminary outline on metrics provided in the June agenda package.
- 8.** Future Agenda Items.
- i. Discussion of Process and Metrics, held over to the August meeting from this meeting (put early on the agenda, before presentations).
 - ii. TFM Register’s presentation.
 - iii. Post-Carbon Institute presentation (TFM Heinberg will make contact).
 - iv. TFM Kim will contact Rebecca Kaplan of the AC Transit Board to see if there might be AC information to report.
- 9.** Announcements.
- i. The Task Force voted unanimously to move the next full meeting from August 16 to August 30. Motion proposed by TFM Kim and seconded by TFM Room.
 - ii. Grand opening of the third Compressed Natural Gas (CNG) fueling station (accessible to public) on July 26, at 10 a.m.— Brush Street at 2nd.
 - iii. Friday July 27, San Jose Electronic Transportation Development Association will sponsor a workshop on clean fleet vehicles.
 - iv. TFM Kim endorses Victor Uno and Margaret Gordon for Port Commission, and suggests support because of their work on labor, environmental and environmental justice issues.
- 10.**Adjournment at 9:30 pm.

Discussion of the Processes and Metrics
to be Utilized by the OIO Task Force
to Prioritize Recommendations to Council.

(There is no written report for this item
as no specific decision-making models
are being considered at this time.)

Oil Independent Oakland (OIO) By 2020 Task Force

Power Point Presentation: *Ecocities and Oil Independence*, Presented By Ecocity Builders.

Submitted by Task Force Member Richard Register, to be presented by Kirstin Miller and Richard Smith of Ecocity Builders on behalf of Richard Register.

Introduction

Ecocity Builders is a local nonprofit organization dedicated to reshaping cities, towns and villages for long-term health of human and natural systems. Our goals include remapping cities to direct the strengthening of downtowns and major and minor centers, and shifting development toward those centers in ecological architectural design. We advocate withdrawing systematically from sprawl while expanding agriculture, gardens, parks and natural areas in the process. We educate about tools to accomplish this transition.

Our vision is one of the city connected by transit, bicycle and foot accessibility, powered primarily by solar and wind energy and designed with full integration of essential parts such that causes of climate change and species extinction are radically reduced and energy conservation is taken to such a high level that the best of renewable energy systems can thrive.

Main presentation, to be illustrated with slides

American cities are currently dominated by automobiles, paving and massive flows of cheap energy. However, these cities, including Oakland, can be redesigned to use about one tenth as much energy as they presently require. In order to attain levels of energy conservation that will lead to oil independence (which in turn will empower sustainable technologies such as solar and wind energy) we will need to: (1) transform both land uses and transportation systems simultaneously; (2) build up walkable centers of higher density and diversity; while (3) removing development in areas farther from the centers. Geographic Information System (GIS) mapping technology, cross-referenced with specific data layers corresponding to local resources and conditions, such as grocery stores, schools, affordable housing, employment centers, transportation networks, soil and slope conditions, watersheds, air quality, community gardens, etc., can help cities like Oakland plan for a transition to a much healthier, low energy city that works for everyone, not just a few who can afford expensive personal solutions.

The oil independent, highly energy efficient city that affords a good quality of life for everyone is not impossible to achieve. Many cities in Europe already typically house the same number of people at similar levels of prosperity as ours while covering about one third to one fourth the land area and with a similarly lower per capita use of energy. If we ramp up whole systems ecological urban design and planning and implement supporting environmental, economic and social programs, even further than we see in Europe, while adding measures of energy conservation, recycling, restoration of natural systems and organic agriculture near cities and creating a labor intensive economy in order to maintain full employment, then the goal of one tenth the energy to run our cities while making them much better places for both people and nature - Oakland included - is not unattainable.

Contact: Kirstin Miller, Executive Director, Ecocity Builders. 510-419-0850 or Kirstin@ecocitybuilders.org. Website: <http://www.ecocitybuilders.org>.

Working Group Progress Reports

Working Group	Members
Transportation	David Room Louise Bedsworth Richard Heinberg Shannon Graham
Land Use and Infrastructure	Richard Register Mike Petouhoff Tom Radulavich Jane Seleznow
Food and Materials	David Room Richard Heinberg Shannon Graham Louise Bedsworth
Port of Oakland	Jim Lutz Ian Kim Parin Shah

See attached Progress Reports from:

- a. Transportation Working Group
- b. Land Use and Infrastructure Working Group
- c. Food and Materials Working Group
- d. Port of Oakland Working Group

Oil Independent Oakland (OIO) By 2020 Task Force

Transportation Working Group.
August 2007 Progress Report —
see attached Power Point Presentation.

Oil Independent Oakland (OIO) By 2020 Task Force

Land Use and Infrastructure ("LUI") Working Group. August 2007 Progress Report.

- Coordinated the details of the Charette to be held by:
 - OIO Task Force
 - Oakland Planning Department
 - AC Transit
 - BART
- Oakland Planning Department to provide facilitation of the Charette proceedings.
- Post Carbon Institute volunteered to provide video recording of the Charette.
- Current planned date of the Charette: 14 September 2007.

Updated Scope is attached.

A Proposed Transportation Hierarchy (attached) was developed and proposed for discussion.

"Eco Cities" Presentation was suggested for the August Full Task Force Meeting - Kirsten Miller, Executive Director, to present on behalf of Richard Register.

Task Force Members Richard Register and Mike Petouhoff will be out of town for the August Full Task Force meeting.

Updated Scope of Work of Land Use Infrastructure Working Group

Scope Overview: The main elements defining our scope of work being undertaken in coordination with the Oakland City Planning Department:

1. Urban Villages Mapping.
 2. Zoning to bring 'live', 'work', and 'shop' closer.
 3. Proactive Design Review Standards to make density *livable and vibrant*.
 4. Infrastructure to support a hierarchy of good transportation.
 5. Transfer of development rights to de-emphasize development in less desirable areas.
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Scope in More Detail:

- 1) **Mapping of existing Vitality Centers with a view towards creating an Amendment to the 1998 Land Use and Transportation Element (LUTE) of the Oakland General Plan** with view towards how an update might make Oakland more pedestrian and transit friendly. The map is designed to assist in finding centers of vitality to act as magnets for high density and diversity of land uses, to further an **Urban Villages** approach.
- 2) **Evaluation/Formulation of new Zoning Types to add to the "toolbox"**.
 - a) Can feed into the overall process in Oakland of reconciling zoning and the General Plan.
 - b) Transit Oriented Development (TOD) at Transit Nodes or along Transit Corridors, such as in Curitiba, Brazil.
 - c) **Urban Villages** zoning to create *access by proximity, with a hybrid-type of mixed use* that puts job centers near residential and retail to join all three legs of use diversity: **live, shop, and work** *Evaluate bringing jobs closer to living and retail locations*.
 - i) Take advantage of economic trends towards businesses moving towards smaller, cleaner, and more service-oriented entities, which may provide opportunity for job sources to be more suitably located near residential areas.
 - ii) Define environmental performance standards in a CEQA context, for types of job inducing, clean, commercial/industrial uses that would be appropriate.
 - iii) Evaluate crime-reducing benefits of high diversity of use, with active eyes on the street rather than a "ghost town" effect that ensues when work places are isolated from residences.
 - iv) Articulate that a major premise of current zoning thought is an arguably anachronistic assumption that "dirty polluting workplaces" must be segregated from residential areas, which may not be true in all cases given the above.
 - v) Identify examples of cities where this is working well and locate copies of those city's ordinances, e.g.:

- (1) Evaluate Industrial Mixed Use in Vancouver.
 - (2) Evaluate North San Jose plan's focus on Jobs.
 - d) Evaluate bringing more retail to Oakland to strengthen the "shop" leg of co-located live, work, and shop.
 - i) In retail scheme, promote grocery stores that promote local foods.
 - e) Evaluate development provisions, such as car-free by contract housing, car-free streets, and car-free districts, and the market and public acceptance issues associated with them.
- 3) **Proactive design review guidelines for high density multi-family and streetscape, to make density vibrant and livable.**
- a) Acquire existing high density guidelines from the City.
 - b) Get examples of guidelines from other cities that work well: Portland, Vancouver, others?
 - c) Engage AIA or similar professional groups.
 - d) Importance of transition from high density to lower densities area and looking at building elevations from all four sides in transition areas.
 - e) Flexible ground-floor story.
 - f) Incorporating solar power to create more renewable electric capacity on the grid, especially as electric cars and transit become more prevalent.
 - g) Aesthetic, livable, vibrant.
 - h) Importance of **proactive** guidelines.
 - i) Formulate a process to create new guidelines.
- 4) Infrastructure, internal and external:
- a) Explore the full range of **infrastructure** to support more automobile independence, in a positive transportation hierarchy, that is pedestrian friendly, bicycle friendly, energy conserving car and cart mobility solutions friendly, transit and electric car friendly, including:
 - i) Those aspects within **the City of Oakland's control** such as streetscapes, street furniture, or other infrastructure created through **improvement agreements between the city and developers**, and or **development impact fees**,
 - (1) Mechanisms for funding infrastructure within city
 - (a) "Improvement Agreements" and
 - (b) "Development Impact Fees"
 - (c) Redevelopment funds where appropriate
 - (2) Create a vision.
 - (a) Create a set of standards for streetscape furniture etc., consistent with streetscape plan and with cohesive appearance.
 - (b) Examples of infrastructure we'd like to see that could be included in improvement agreements? Bus loading stations, bike racks, benches, electric car charging stations (doubles effective range of electric cars), self charging street lights with vertical turbines, street light timer/dimmers for dawn and dusk, potential for turbines in parks.
 - ii) Those aspects that the City may act in a coordination or advocacy role with agencies such as BART, AC Transit, Caltrans, or others.

- (1) "Emery Go Round" type shuttle bus type solution both for moving within urban villages and for transit villages near BART stations.
 - (2) Improve structure of process for coordinating city development planning and regional transportation planning with outside agencies such as BART, AC Transit, Caltrans, etc.
 - (3) Weigh-in in an advocacy role about how Prop. 1 bond funds will be directed to either encourage sprawl or encourage efficient transit (i.e., Fourth Bore).
- 5) Transfer of Development Rights. Explore the potential **of transfer of development rights (TDR)** and more direct means, such as simply investing public money, to accomplish energy and land saving density shifts. The "de-development areas" would generally be those farthest from the centers and those preventing the restoration of important natural elements like creeks and those where expansion of community gardens, parks and sports areas are needed. **Propose modifications to existing Oakland TDR ordinance.**
- a) Oakland has an existing TDR ordinance.
 - b) Problems:
 - i. Only applies to adjoining property.
 - ii. May not provide much incentive since density is already allowed.
 - c) Coordination with Creek Protection Staff.
 - d) Recommendations for improvement.

Some Key Community Outreach Key Messages:

1. How did we get to where we are at now, with automobile-dependent cities? The intentional effort by Standard Oil, GM, and Firestone to buy up mass transit in the 1930's to 1950's, and the antitrust lawsuit where they were found guilty of collusion.
2. How density and use-diversity in coordination with transit is environmentally friendly.
 - a. Examples of where this has worked in livable cities such as Curitiba Brazil, Portland, Bogota, and Vancouver.
 - b. Examples of groups that now support this approach.
3. How changes in clean technology manufacturing, and economic trends towards a greater percentage of jobs coming from smaller, cleaner, and more service-oriented businesses can open the door for new types of zoning that put jobs closer to living and shopping, for transit by proximity in urban villages.
4. Examples of how much we currently subsidize automobile infrastructure and sprawl, compared to transit.

A Proposed Transportation Hierarchy

1. Walking — Facilitated by development with "access by proximity" in urban villages, Community Oriented Development (COD), putting jobs near home, with high diversity of use. Big health benefits.
2. Electric Scooters, and Carts — Facilitated by development with access by proximity in Urban Villages, COD.
3. Bus Rapid Transit (BRT) — high density along linear "centers" — high rider-ship and high density complement each other over time.
4. Individualized or "Pod" Type Mass Transit.
5. Mass Transit — Facilitated by Transit Oriented Development (TOD), efficient public transportation between high density nodes, that is not necessarily high diversity.
6. Electric Cars — a more efficient way to use the existing road network. Limited range implies shorter trips which is a good thing. Range can be doubled by infrastructure that includes charging stations.
7. Plug-in hybrids that have an **electric drive train**, with a fueled generator to extend range.
8. Plug-in hybrids that have a **fuel drive train**, with batteries and electric assist motors.
9. Alternative Fuels Vehicles, Hybrids.
10. Petroleum Fueled Cars — least preferred option in terms of energy and petroleum independence.

**Food and Materials Working Group
August 2007 Progress Report
NO WRITTEN MATERIALS WERE SUBMITTED.**

**Port of Oakland Working Group
August 2007 Progress Report
NO WRITTEN MATERIALS WERE SUBMITTED.**

[END OF AGENDA]