

Thursday, October 4, 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 August 30, 2007 meeting. (A)
4. Power Point Presentation: *Post Carbon Cities: Planning For Energy and Climate Uncertainty*, Including Recommendations For Potential City Policies Related to Peak Oil, by Daniel Lerch (I/A)
5. Working Group Status Reports and Discussion of Draft Recommendations:
 - a. Transportation Working Group (I/A)
 - b. Port of Oakland Working Group (I/A)
 - c. Food and Materials Working Group (I/A)
 - d. Land Use and Infrastructure Working Group (I/A)
 - e. Charrette Working Group Meeting of September 14, 2007 (I/A)
6. Discussion of Framework for Task Force Recommendations, Including Format and Content of Final Action Plan, and Development of Preamble/Introduction and Targets for Petroleum-Use Reduction. (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.



1 Frank H. Ogawa Plaza, 2nd Floor, City Hall, Oakland, CA 94612
TEL: (510) 238-7031 / FAX: (510) 238-6129 / ArronaM@oaklandnet.com
<http://www.oaklandnet.com/Oil/default.html>

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

Members:

Jane Seleznow	District 1	Mike Petouhoff	At Large
Louise Bedsworth	District 2	Parin Shah (Chair)	Mayor
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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.

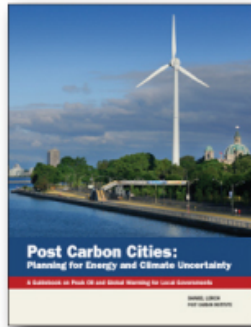
- i. Kirstin Miller supports high speed rail, improving rail in and out of the Port to reduce truck traffic.
- ii. TFM Lutz reports that the rail system needs improvement, which may happen in terms of expanding rail yard and increasing tunnel capacity. Then the Port would be more competitive for longer-haul 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.

Power Point Presentation:
Post Carbon Cities: Planning For Energy and Climate Uncertainty,
Including Recommendations For Potential City Policies Related to Peak Oil.

Is your city ready for
peak oil and
global warming?



Post Carbon Cities

*A guidebook for local governments
in the U.S. and Canada*

Free preview download
now available.

Daniel Lerch, Post Carbon Institute, author of Post Carbon Cities: Planning for Energy and Climate Uncertainty – A Guidebook on Peak Oil and Global Warming for Local Governments.

Post Carbon Cities is the first major guidebook on peak oil and global warming written specifically for local government officials and staff on important City issues such as:

- How should we plan for transportation, land use, and public safety while facing huge uncertainties about energy and climate?
- How peak oil and global warming are creating new challenges of uncertainty for all cities.
- How “early actor” cities in the U.S. and Canada have already started responding.
- What immediate steps your city should take, and what’s important for long-term planning.

Working Group Progress Reports

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

See attached Status Reports from:

- a. Transportation Working Group
- b. Port of Oakland Working Group
- c. Food and Materials Working Group
- d. Land Use and Infrastructure Working Group
- e. Charrette Working Group Meeting of September 14, 2007

Oil Independent Oakland (OIO) By 2020 Task Force

Transportation Working Group Progress Report.

UPDATE: The Transportation Working Group (TWG) has completed a first round of interviews of local and distant experts on reducing transportation issues. The TWG has developed an outline of their section of the final report that includes their preliminary set of recommendations (see Memo, below) as well as a draft outline for the entire report (see Agenda Item 6) for review by the task force.

To: Members of the OIO Task Force
From: The Transportation Working Group
Date: October 4, 2007
Re: Recommendations to Promote Transport Alternatives

This memo contains the list of recommended actions that have come out of the Transportation Working Group's work. The recommendations came from our consultation with experts, review of public documents and reports, as well as from our own work. We have organized these recommendations into six broad categories. In addition, we have included a separate list of more general recommendations that we feel would facilitate the city's implementation of the final recommendations that come from the Task Force as a whole. These are included on the final page of this memo.

We look forward to discussing the items on this list as well as others that might have been omitted with the Task Force at the meeting on October 4. As we move forward, we will work to prioritize and add detail to these recommendations.

Recommendations from the Transportation Working Group

I. Promote Public Transport

1. Bus Rapid Transit (BRT)
2. High Speed Rail
3. Pedestrian master plan
4. Bike master plan
5. Work with regional transit agencies, public transit entrepreneurs, and the public to explore the potential for free and expanded public transit in Oakland.

II. Encourage Transport Sharing

1. Support expanding car sharing, beginning with city staff and car sharing parking place management (Berkeley). Use car share services in lieu of city vehicles.
2. Support dynamic ride sharing with online, telephone, and mobile phone access.
3. Expand car pooling – incentives, adding online and telephone support infrastructure, organization and coordination.

III. Support Urban Villages Model

1. Make sure transportation agencies are coordinating with respect to how they are serving Oakland and such that they adapt to support the Urban villages model.
2. Develop new transit to support the urban villages model
 - a. Night shuttles connecting with BART parking lots
 - b. Re-institute the Key system
 - c. Bike routes
 - d. Personal rapid transit???
3. Universal transit access
 - a. Explore free transit
 - b. City employees transit passes
 - c. Employee transit pass programs
 - d. Housing transit pass programs
 - e. College transit pass programs
4. Public transport education
 - a. Your travel choices matter outreach campaign
 - b. TravelChoice (grant funded TALC program with Berkeley, John Knox-White x371, in 6 months 14% in single driver trips). Program to educate and inform households on public transportation options.

IV. Disincentives for Private Autos

1. Support existing initiatives such as regional congestion charging
2. Increase the cost of driving
 - a. Local carbon tax
 - b. Higher parking fees (MTC 's parking toolbox in Great Collaborative communities)
3. Less Parking in new developments
4. Reduce city-subsidized parking and car allowances

V. Promote less oil-intensive transport

1. Vacaville model – city EV procurement and leasing
2. Plug-in hybrids
3. Promote Alternative Fuels
 - a. Encourage reclamation of waste oil for biodiesel production
 - b. Support development of alternative fueling stations
4. Enforce existing traffic laws (e.g., speed limits)
5. Enforce existing anti-idling laws
6. Driver education on vehicle maintenance (e.g., proper tire inflation and tune-ups) to improve vehicle efficiency.
7. Explore potential for traffic calming. Safe Routes to School (TALC program, piloted in Marin). 25% of morning driving is to school. Requires coordination with Public safety and public works department. Worked with Peralta in North Oakland. One example might be the Walking School Bus.

VI. A Model City Fleet

1. Reduce the size of city fleets through partnerships with car share groups (e.g., Zipcar or City CarShare)

2. Biodiesel use in city diesel vehicles (B20 as a starting point, with exploration of the potential for higher blends). Priority should be given to locally-produced biodiesel from waste oil.
 3. Require best in class purchasing for city fleet vehicles, with priority given to electric vehicles as appropriate.
-

The following list contains a series of recommendations for consideration by the Task Force. These are more general measures that the city can pursue that we feel would support the final recommendations that are made by the OIO Task Force.

Recommended Actions to Support Implementation of OIO Task Force Recommendations

1. Binding resolution to pass the Oil Independence Implementation Resolution which resolves that Oakland become the first government adoptee of the Oil Depletion Protocol and thereby obligated to reduce oil consumption by 3% per year. And that Oakland assess a local carbon tax set to the rate needed to yield the mandated 3% oil consumption reduction per year with the revenues funding Oakland's energy independence activities as recommended. The actual carbon tax rate will be adjusted on an annual basis to maximize the likelihood of achieving annual oil consumption reductions of at least 3% at the lowest net cost to society as determined by a panel of experts.
2. Create office of oil independence with 2-3 staff (Berkeley).
3. Develop information system to monitor & model oil and energy consumption.
4. "Your Choices Matter" public awareness campaign.
 - a. Web site and hot line.
 - b. Outreach to stakeholder groups.
 - c. Urban villages education and outreach.
 - d. Open space neighborhood meetings.
5. City staff awareness campaign.
6. Outreach to large employers in Oakland to develop programs to reduce oil consumption.
 - a. Educate about/encourage flex time models and compressed work weeks.
 - b. Develop model programs for employers (e.g., model ordinances).
 - c. Provide incentives for trip tracking and reduction.
 - d. Educate employers on opportunities for waste minimization, renewable energy use, clean fleet purchases, etc.
7. Require contingency planning for oil price and availability shocks by new development, municipal and regional agencies, and large employers.
8. Support Community Choice Aggregation.
9. Support Green Jobs Corp.
10. Explore feasibility of restricting the use of fossil-fuel powered tools in Oakland, especially lawn and garden equipment. Take advantage and expand upon existing incentive and trade-in programs. Consider model program for city gardening services, including use of electric tools and bicycles, where feasible (San Francisco).
11. Take an active role in supporting state laws and regulations that will reduce oil consumption (e.g., feebates, zero-emission vehicles, climate change rules, etc.).

Oil Independent Oakland (OIO) By 2020 Task Force

Port Working Group Progress Report.

As of September 27, 2007

This draft forms the beginning of the Port Working Group's write-up on the Port of Oakland for the Task Force's final report. This draft is by no means complete, and the Port Working Group (PWG) will correct and amend it as we obtain new information and perspective.

This document is organized into three sections:

- I) Overview of the Port of Oakland.
- II) Outline of operations by vehicle type (trains, ships and tugboats, trucks, and airport operations).
- III) Overview of "green best practices" at other major ports.

The Port Working Group of the Task Force, along with help from volunteers, gathered this information by attending seminars, interviewing Port employees and other experts on Port operations, and conducting Internet-based research to gather the following information. Special thanks to Nwamaka Agbo, Jan Collins, Wenonah Elms, James Fine, Margaret Gordon, Zach Goldman, and Tom Mullarkey, as well as Alice Glasner (City of Oakland) and Roberta Reinstein and Delphine Prevost (Port of Oakland).

I. OVERVIEW OF THE PORT OF OAKLAND:

The Port of Oakland was originally established in 1927 as an independent department of the City of Oakland and functioned as a self-supporting company with no tax revenue. The idea at the time was to separate the Port from City government as much as possible in order to protect the Port's business and operations from corrupt city officials.¹ The Port is the 4th busiest container port in the United States and is crucial to the economy of Northern California and the Western Central States.

The Port of Oakland is a major economic feature of the city of Oakland. The Port directly provides 60,000 jobs locally and 700,000 in the region. The Port of Oakland supports billions of dollars in economic activity each year, and indirectly generates significant state and local tax revenues for the City of Oakland.² The Port of Oakland has 8 marine terminals, (between 50 to 150 acres in size), 20 berths and 2 railroads leading up to it. Oakland brings in 8% of California's cargo imports while Long Beach and Los Angeles bring in the majority at 89% (the remaining 3% come from other CA ports).¹

¹ Meeting August 1, 2007. "Seaport Operations and Air Quality" Workshop at the Port of Oakland.

² Meeting July 30, 2007. Port of Oakland Meeting at the Port of Oakland Offices.

Key structural, political, and economic factors:

Competition with other ports is a major consideration for any decision: Competition between the Port of Oakland and other major ports facing the Pacific (such as Los Angeles/Long Beach, Portland, and Seattle) is of major strategic importance. Port officials and operators consistently raise concerns about competition in response to proposed environmental policy changes related to fossil fuel consumption and air quality. They argue that regulations and policy changes should be enforced nationally and internationally to avoid adversely affecting the economic competitiveness of the Port of Oakland. Otherwise, they argue, higher costs at the Port of Oakland will cause companies to re-direct their cargo down south to LA or up north to Seattle, taking business away from the Port of Oakland.

The Port is mostly a landlord, not an actual operator of goods movement activities: While the vast majority of activity on the Port involves the movement of people (aviation operations) and goods (maritime and aviation operations), those activities are for the most part carried out by "tenants" of the Port of Oakland, which acts primarily as "landlord." While it is possible for the Port to exert some influence over how those tenants operate, the influence is not nearly as direct as many may think. The Port can establish conditions for leasing Port facilities, but is not directly in charge of the daily operations that take place on the land. Private companies set their own standards of operations for their ships, trucks or trains within the guidelines of state and national regulations. The Port of Oakland provides the facilities and equipment for the Marine Terminal Operators to maintain. It is important to acknowledge the complexity of the landlord/tenant reality while at the same time not allowing that arrangement to become an excuse for failures to act on systemic problems, failures to plan adequately for the future, or failures to act on behalf of other major Port stakeholders (such as local community residents and the workforce at the Port).

Controversy around the Port's fossil fuel consumption is largely centered on local/regional air quality and public health impacts, not economic vulnerabilities or global climate change: It is important to note that the problem most heavily associated with oil consumption at the Port is negative health impacts from oil-based air pollution. This has resulted in problem statements and solutions that are primarily geared toward mitigating health impacts. For instance, the Port of Oakland is implementing new "cold-ironing" technology that relies on electricity generated from natural gas, as a way to reduce local combustion of bunker and diesel fuels. Switching to natural gas is more effective as a public health solution, and less effective in addressing "peak oil/natural gas" and global climate change problems. Studies conducted related to oil consumption at the Port are more geared toward measuring health risks from pollution, and are less geared toward establishing baselines of fossil fuel consumption or greenhouse gas emissions.

The Port of Oakland is in the midst of major growth and expansion: Several years ago, the Port of Oakland initiated a major, multi-year expansion plan which is still underway. Container traffic at the Port is expected to increase by huge percentages in the decades to come.

A unique labor and community agreement exists to govern the Port's expansion: When the Port's expansion plan was first put in place, it was the subject of a major negotiation between the Port, labor unions, and community groups. The result of that negotiation was the establishment of the Maritime and Aviation Project Labor Agreement, or MAPLA. This agreement ensures that the expansion of the Port results in some benefits for community stakeholders and labor unions.

Port Officials

Commissioners:

Anthony A. Batarse, Jr. – President

Port of Oakland committees: Administration, City/ Port Liaison, Executive

Mark McClure – First Vice President

Port of Oakland committees: Audit, Budget & Finance, Aviation, City/ Port Liaison, Maritime

Darlene Ayers-Johnson – Second Vice President

Port of Oakland committees: Administration, Aviation, Executive, Public Art

Kenneth S. Katzoff

Port of Oakland committees: Administration, Aviation, Maritime

David Kramer

Port of Oakland committees: Administration, Aviation, Maritime

John Protopappas

Port of Oakland committees: Audit, Budget & Finance, Commercial Real Estate, Executive

Patricia Scates

Port of Oakland committees: Audit, Budget & Finance, Commercial Real Estate

Senior Staff:

Omar R. Benjamin, Executive Director

Harold P. Jones, Deputy Executive Director, External Affairs

Douglass Waring, Deputy Executive Director, Finance

Joseph K. Wong, Deputy Executive Director

David L. Alexander, Port Attorney

Arnel Atienza, Chief Audit Officer

John T. Betterton, Secretary of the Board

Frederick L. De Palm, Director of Information Technology & CIO

Joseph D. Echelberry, Director of Corporate Administrative Services

Olivier Y. Flewellen, Director of Finance

Steven J. Grossman, Director of Aviation

Cheryl Perry-League, Equal Opportunity Officer

Bernida Reagan, Director of Social Responsibility

Roberta Reinstein, Environmental Programs and Safety Manager

Libby Schaaf, Director of Public Affairs

Gerald M. Serventi, Director of Engineering

Joyce Washington, Director of Commercial Real Estate

Facts About Maritime Operations

- Loads and discharges more than 99% of containerized goods distributed throughout Northern California
- 58.9% of Oakland's trade is with Asia
- 10.3% with Europe
- 4.7 % with New Zealand/ Australia, and South Pacific Islands
- 17.3% of Oakland's trade is domestic and military cargo
- 10 container terminals
- 2 intermodal rail facilities (BNSF and UP)
- 2,391,598 containers came through the Port in 2006 (all including import, export and empty containers)

Port of Oakland Top 10 imports/exports by weight (2003)

Commodity	Metric Tons
Woodpulp, etc.	1,413,179
Beverages	791,900
Iron & Steel	712,522
Mineral Fuel, Oil, etc	504,151
Edible Fruits & Nuts	490,029
Machinery	380,220
Meat	374,535
Wood	351,424
Preserved food	326,830
Plastic	232,181

Facts About Airport Operations

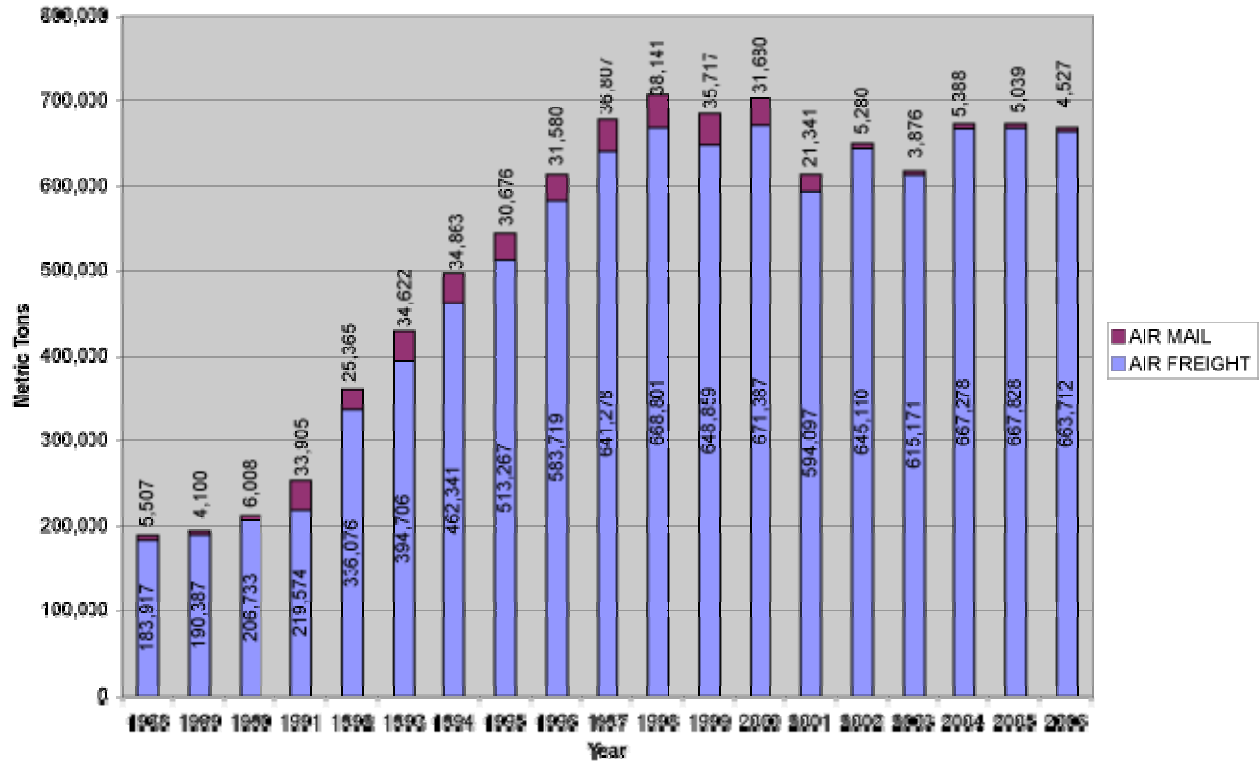
- Major cargo carriers: Ameriflight, DHL, Fedex, UPS
- 292 daily departures (72 of which are all cargo flights)
- 2500 acres
- 2 terminals, 29 boarding gates
- 8000 employees, 1/3 of which are in cargo related jobs
- Oakland International was ranked 12 in 2006 North America Final Traffic Report for Total Air Cargo

Passengers	2005	2006	Difference from 2005	Percent Annual Increase/ Decrease
Enplaned:	7,215,905	7,224,420	8,515	.12%
Deplaned:	7,201,740	7,209,249	7,509	.10%
Total:	14,417,645	14,433,669	16,024	.11%

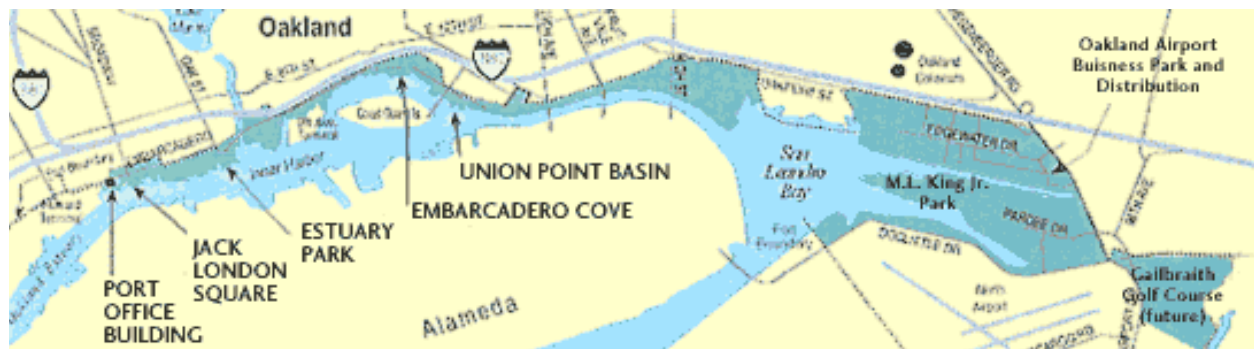
Air Cargo (metric tons)	2005	2006	Difference from 2005	Percent Annual Increase/ Decrease
<i>Freight</i>				
Inbound:	319,160	315,375	-3,785	-1.19%
Outbound:	348,668	348,337	-331	-0.09%
Total:	667,828	663,712	-4,116	-0.62%

	2005	2006	Difference from 2005	Percent Annual Increase/ Decrease
<i>Mail</i>				
Inbound:	2,835	2,850	-255	-8.99%
Outbound:	2,204	1,947	-257	-11.66%
Total:	5,039	4,527	-512	-10.16%
Total Air Cargo:	672,867	668,239	-4,628	-0.69%

Oakland International Airport Air Cargo Volumes



Facts About Commercial Real Estate Operations

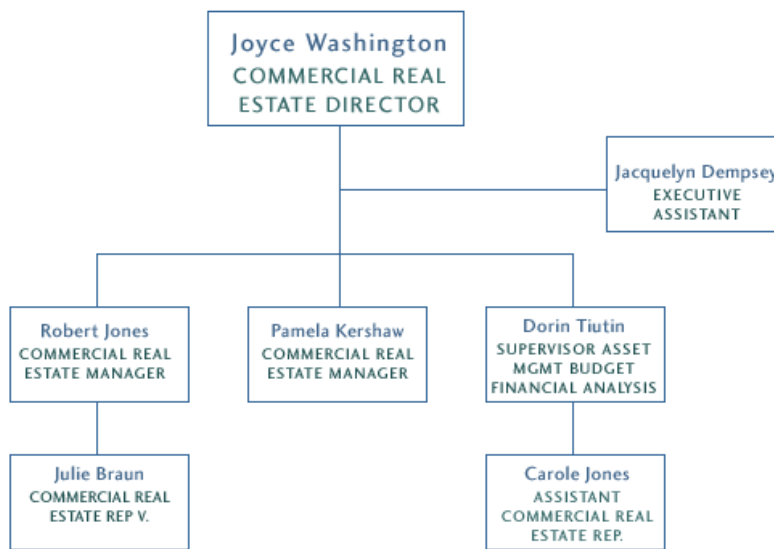


- Mission of Port CRE division: care for, promote, develop & enhance Oakland's urban waterfront for economic benefit and public enjoyment
- 900 acres of commercial land
- \$1.2 billion in land development to make warehouses, parking lots, and vacant land into homes, office, shops, restaurants, parks, industrial research and development projects
- majority of the land attained through the State Tidelands Trust Grant

CRE Customers:

- businesses and people who develop and/or lease Port land, buildings, marinas and other facilities
- employees and patrons of those businesses
- users of public spaces like streets, plazas, piers and promenades

CRE Organization Chart:



II. OUTLINE OF EXISTING PORT OPERATIONS AND AIR QUALITY MEASURES:

This outline of Port operations is a synopsis of information presented at the August 1 "Seaport Operations and Air Quality" Workshop co-hosted by the Port of Oakland and the Bay Area Air Quality Management District.

Trains:

Presented by Darcy Wheels (Senior Associate, California Environmental Associates)

Emission Reduction Strategies:

- 20% Reduction in Particulate Matter by 2008:
 - 400 trains equipped with automatic shutdown devices w/ 15 min. idling limitation

- 80% of fuel is ultra low-sulfur (6 yrs earlier than required by Federal Law)
- 99% of locomotives will comply with stringent smoke regulations
- Health risk assessments carried out at 16 major rail yards in CA
- Air Quality Investments
 - 1,559 Tier 2 engines as of July 2007
 - By Dec. 2007, 60% of units in CA will emit at the ultra low emitting locomotive rate
 - \$358.3 million invested in new equipment serving CA since 2000

Side Notes:

- Trains need trucks to transport containers from the terminals to the railway.
- Trains are port neutral, they have no control over what is imported
- Freight comes in from Asia and is moved across the country by train
- Trains are more fuel efficient per mile than trucks (a double stack train can replace 280 trucks)
 - Double stack trains cannot fit around the Port of Oakland
 - A “Hood” was tested in Roseville at a rail yard. The Hood would basically be placed over the rail yard to capture the emissions from the trucks and trains. However, it is necessary to establish a focus of activity because the vehicles move around, whereas the hood is stationary.

Ships and Tugboats:

Presented by Kenny Levin (Business Director of the San Francisco Bar Pilots) and John Berge (Vice President of the Pacific Merchant Shipping Association)

Emission Reduction Strategies:

- Idle on one engine at sea when not transferring pilots
- Engine Technology:
 - Upgrade bay high speed run boats with Tier 2 engines
 - Replace high polluting boats with new boats have Tier 2 engines
 - Efficient fuel injectors
 - Common rail injection
- Post Combustion Technology
 - Exhaust scrubbers (create liquid waste)
- Hotelling Emission Reduction
 - Electrification – Off Grid or Distributed Generation (cold ironing)
 - Bonnet Technology – a sock that cleans ships emissions by dragging out the pollutants from the engine
- Burn clean fuels:
 - Low sulfur diesel - reduces sulfur oxide and particulate matter
 - Distillate vs. residual - reduces nitrous oxide and particulate matter
 - Water emulsified fuel - reduces nitrous oxide and

Trucks:

Presented by the Marine Terminal Operators and Jeffrey Caldwell (Yolo Enterprises):

Emission Reduction Strategies:

- Ultra Low Sulfur Diesel (ULSD) Liquid Petroleum Gas (LPG)
- Diesel Particulate Filters (DPF)

- Verified Diesel Emission Control Systems (VDECS approved by CARB and Tier Four Engines)
- Tier 3 and Tier 4 engines (newer engines just burn cleaner fuel, not necessarily more fuel efficient)
- 24 Nautical Mile compliance
- Replacing trucks to meet CARB requirements

Side Notes:

- There is a need for versatile trucks because the type of work needed can change on any given day
- Company Drivers: work within the Terminals
- Owner Operator: an independent business that accepts work at the rate that they choose
- Other factors to Air Quality:
 - Idling is not allowed in the streets or within the gates, so every time a truck starts up they release more emissions
 - Training: truckers need to know the routes within the terminals so that they don't spend time driving around
 - Technology: GPS and appointment systems
 - Replacement Truck Programs
 - Community involvement

Airports:

Noise & Environment Management

Air Quality and Alternative Fuels:

- CNG (Compressed Natural Gas)
- Biodiesel fuel
- Rechargeable batteries
- Aircraft ground power and pre-conditioned air program
- An employee trip-reduction program
- Multi-modal public transportation program with BART

Noise Abatement:

- regulated through a noise-monitoring system and proactive communications with neighboring communities and pilot education

Recycling/ Waste Reduction:

- in-terminal recycling
- food waste recycling
- airline consolidated waste and recycling program
- airline pillow recycling

Water Quality:

- Storm Water Program
 - Reviews storm water regulations with contractors and assists them in developing storm water pollution preventions plans

Leed Certification

- 2004 Terminal Improvement Program – a “green-building” technology
 - using “green” materials to make improvements at the airport water saving and energy efficient

Emission Reduction Strategies:

- International: South African airplanes are running trials with synfuels
- Fossil- fuel shuttle buses for rental cars
- Bart Connector
- Electric Ground Support Equipment
- Oakland airport now plugs in its planes- 400 Hz

III. GREEN PRACTICES BY OTHER PORTS:

Port of New York and New Jersey

Goal: “Model Green Port”

- **Implement Environmental Management System**
- **Voluntary Tenant Environmental Awareness Training**
- **Create Green Task Force**
- **Improve Inland Access**
 - A. Goal: Expand percentage of cargo transported by rail (decreasing roadway congestion) Goal is to expand percentage of cargo handled by rail from 13% to 30%.
 - a. How: \$600M on On-Dock Rail System
 - B. Port Inland Distribution Initiative - \$6M devoted to developing environmentally friendly barge and rail system.
- **Green On-Site Terminal Activity [Tenant Activity] has resulted in 30% reduction in air emissions**
 - C. Electrification of Port Cranes
 - D. Some tenants to install Electric of Gates, Relocate Gates, and Extend Gate Hours – to reduce truck waiting/idling time
 - E. Replace diesel powered fork lifts with either propane or electric
- **Ocean Access – Improve with Deeper Harbors – offset emissions from this project**
 - A. Deeper harbors means more access more modern, energy efficient container ships
 - B. More Ship activity will mean creation of more jobs
 - C. In process of finding appropriate way to reuse dredged material
 - D. Repower tugs operating as Kill Van Kull and retrofit Staten Island Ferries – will offset nitrogen emissions
- **Series of Harbor Restoration Initiatives**

References:

- “The Environment” January 2006. The Port of New York and New Jersey. Available at www.portnynj.com.
- “Protecting Our Waterways: Creating Jobs, Safeguarding Our Environment”. The Port of New York and New Jersey. Available at www.portnynj.com.

Port of Long Beach – January 2005 formally adopted “Green Port Policy”

1. New leases with tenants must include green agenda
2. Green Flag Program -
 - a. Voluntary (with incentives such as lower dockage fees) programs requiring ships to slow to 12 knots at distance of 20 miles from shore. Traveling at lower speeds reduces emissions. To date, 60% of ships have joined program.
 - b. Considering offering incentives for ships that use low-sulfur diesel
3. Cold Ironing – Goal of providing shore-side electrical power for all terminals
4. Comprehensive Air Quality Plan
 - a. Retrofit Heavy Duty Vehicles with Diesel Oxidation Catalysts (DOCs) or Diesel Particulate Filters (DPFs)
 - b. Beginning in 2008 all non-maintenance dredging must be conducted with electric equipment
 - c. Yard Modernization – Retrofit yard tractors to meet emissions standards; container handling equipment equipped with exhaust controls
 - d. Modernization of PHL locomotives – use of LNG switchers, idle limiting devices, cleaner fuel
 - e. Truck traffic - considering incentives for commercial truck owners to upgrade truck to more modern clean fuel / fuel efficient trucks; institute measures to reduce idling time
5. Institute Sustainable Practices in all new construction

References:

- “Long Beach Harbor Department. Green Port Policy. ‘White Paper.’” August 15, 2005. Available at www.polb.com/environment/green_port_policy/default.asp.
- <http://www.epa.gov/cleandiesel/ports/casestudies.htm#glerlb>.

➤ Alternative Marine Power (AMP):

The major AMP technique is ‘cold-ironing’ which is the practice of plugging into an electrical source while docked. The South Coast Air Quality Management District estimates this practice can reduce pollution by 2/3 if source of electricity is coal-fired plant, and up to 100% if renewable source is used. (Source: National Resources Defense Council ‘OnEarth’ Spring 2007)

Cold ironing: container ships and cruise ships: Los Angeles, Long Beach, Seattle, San Francisco.

➤ Switch to cleaner fuels:

- Low-sulfur fuels: Cruise ships – Seattle and San Francisco
- Recently announced plan by the International Marine Organization (IMO) sets international standards for reductions in nitrous and sulfur emissions: http://www.worldshipping.org/iss_11e.html June 28, 2007 – “Liner shipping industry leaders meet with the U.S. EPA and U.S. Coast Guard to announce their support for a global plan to dramatically reduce vessel air emissions.”
- Biodiesel: NOAA Great Lakes research initiative
- Natural gas: Long Beach – EPA grant to retrofit for yard hostlers (small trucks at cargo terminal)

➤ Upgrade/Retrofit Equipment:

A wide variety of engines are used at dockside to unload and handle containers. Replace with low emission engines; equip with diesel oxidation catalysts, idle limiters:

- Yard equipment: cranes, forklifts (Los Angeles, Long Beach, Seattle)
- Short-haul trucks (Long Beach: diesel oxidation catalysts)
- Locomotives (Long Beach: idle limiters)

➤ Miscellaneous: Infrastructure changes:

- Greater use of rail, bring tracks closer to dock (New York/New Jersey)
- Modify gates (computerize, switch to electric) to reduce fuel use and truck waiting time (New York/New Jersey)

Appendix

Sources, web sites, and related statistics

World's busiest ports, based on TEUs, 2005

Rank	Port	Country	TEUs (000s)[1]	+/- from 2004	% change from 2004
1	Singapore	Singapore	23,192	1,863	8.73
2	Hong Kong	China	22,427	443	2.02
3	Shanghai	China	18,084	3,527	24.23
4	Shenzhen	China	16,197	2,582	18.96
5	Bussan	South Korea	11,843	413	3.61
6	Kaohsiung	Taiwan	9,471	0	0.00
7	Rotterdam	Netherlands	9,287	1,006	12.15
8	Hamburg	Germany	8,088	1,085	15.49
9	Dubai	UAE	7,619	1,190	18.51
10	Los Angeles	US	7,485	164	2.24
11	Long Beach	US	6,710	930	16.09

Source: Wikipedia, which derives the figures from the American Associate of Port Authorities.
http://en.wikipedia.org/wiki/List_of_world%27s_busiest_container_ports.

US 10 busiest ports, ranked by TEUs (twenty-foot equivalent units):

Port	TEUs (in millions)
Los Angeles	8.5
Long Beach	7.3
New York/New Jersey	4.8
Oakland	*
Seattle	*
Charleston	*
Hampton Roads (VA)	*
Savannah	*
Houston	*
Miami	0.5

*TEU figures not cited in report.

Source: National Resources Defense Council (NRDC): OnEarth Spring 2007, "Dark Side of the New Economy" <http://www.nrdc.org/onearth/07spr/ports1.asp>.

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

Land Use and Infrastructure (LUI) Working Group Progress Report SEE UPDATE AND DRAFT RECOMMENDATIONS, BELOW, AND ATTACHED POWER POINT PRESENTATION.

Report from Task Force And LUI Working Group Member Richard Register:

Two major points have to be emphasized if we are to put into place policies to vigorously reduce oil dependence and solve related problems such as major climate changes, anthropogenic extinctions, and the economic, social and ecological dislocations of a precipitous end of cheap energy.

First, the arrangement and design of the city is crucial. The city is the largest creation of our species. To almost completely neglect it in the list of solutions has been a serious mistake to date. The just released movie, *The 11th Hour*, neglects it. The conference in Washington, DC two weeks ago called "the Triple Crisis" neglects it. The current National Geographic with the cover article on biofuels neglects it. Neglecting the foundational importance of the structure and design of the city is a major missing element in solving the crucial problems of this age. The City of Oakland could turn all that around and take the lead with a clear vision and general approach toward ecologically healthy cities.

The triple crisis of climate change, extinctions and "Peak Oil" is gigantic and only dealing with the largest of our human artifacts can we hope to solve it. The crux of the matter is that we have been building cities for cars, scattered low density development (sprawl), paving and cheap energy - which is going away at this time in history. Cities are what shelter us, are the armature upon which we attach our technologies and cities physically organize our activities in most ways. The way they are designed and built set us up for destructive or creative, healthy or pathological activities.

The design and building of "ecocities" is crucial and indispensable to any strategy for Oil Independence in Oakland or anywhere else. It is the foundation. We could be building cities for people, bicycles and transit, restoration of natural and agricultural landscapes and solar and wind energy systems.

The mapping system and associated program proposed under the name the "Oakland Urban Villages Project" lays out a means to initiate the transition from the car-oriented land use/infrastructure to the human-oriented land use/infrastructure.

Second, often when advocating for physical changes to the city social activists ask us to clarify how this helps the poor and the victims of prejudice. Racial, religious and other forms of sheer prejudice ecocity advocates don't pretend to alleviate. They need to be addressed on cultural, psychological and human values bases. But injustices due to poverty ecocity solutions also help enormously. Simply to further the building of cities in which people do not need to buy a car and pay the typical expenses of \$9,000 to \$12,000 a year for simple social/cultural membership, access to cultural and economic advantages of city, town and village living and so on, is a long step toward social justice. It is worth noting, as Tony Bruzzone of AC Transit said at our Friday, September 14, 2007 workshop on land uses and transportation, in the 1950s municipalities passed laws requiring parking for all housing including low income. This increased the developers' cost by \$20,000 to \$25,000 per unit in current dollars - parking is expensive. The move completely destroyed the private building of low cost housing, forcing all such housing into the realm of government and into the mindset of subsidy and charity. This, was on behalf of the car-dependent city and those who make large profits on it. Those profiting included car companies, oil companies, sprawl developers and NIMBYs antagonistic to low income people, opposing larger buildings categorically or holding a number of other prejudices and desires to enhance the value of their real estate holdings. The requiring of parking and concomitant promotion of cars was a frontal assault on social justice in housing and assault on even just BEING in the city or various sizes of town centers with all their services. Building the ecocity is a powerful step toward social justice in exactly that way.

GENERAL RECOMMENDATIONS, as presented to the Oil Task Force on August 30, 2007, by Kirstin Miller and Richard Smith for Ecocity Builders:

In order to achieve a low energy, high livability and equitable city headed towards increasing oil independence, the creation of compact, low energy, dense and diverse, city and neighborhood centers accessed by walking, biking and transit is essential. We recommend Oakland commit to a land use pattern and complementary transportation systems that will rapidly shift the city and its citizens towards increasing energy conservation, efficiency and independence. This model will also add jobs and improve social conditions and the environment.

The pathway to oil independence will be achieved primarily through:

- (1) Zoning/land use measures, designating a number of centers or “urban villages” of various sizes throughout the city as highly mixed use, compact locations linked by high-capacity transit and bicycle greenways and offering a range of housing, retail, jobs and civic services.
- (2) City policies and practices that shift the city's built infrastructure to fit the above energy efficient model city while withdrawing from low density development outside the centers and/or that are obstructing natural features like urban creeks, or restricting the development of greenways, parks and urban agriculture.

We also recommend that the OIO TF build upon other good recommendation frameworks, such as Portland, Oregon and Japan.

1. Portland's Peak Oil Task Force Recommendations Address the Need For:

- Achieving a significant reduction in oil and natural gas use, to ease the transition to energy constrained future.
- Leadership, to build the public will, community spirit and institutional capacity needed to implement the ambitious changes.
- Urban design, to address the challenge at a community scale.
- Expanded efficiency and conservation programs, to shape the many energy choices made by individual households and businesses.
- Sustainable economic development, to foster the growth of businesses that can supply energy efficient solutions and provide employment and wealth creation in a new economic context.
- Social and economic support systems, to keep the impacts of fuel price increases from evolving into broader disruption for Portlanders, particularly for lower-income households.
- Emergency preparedness, to improve Portland's ability to respond in the event of sudden price increases or supply interruptions.

2. Japan's Environment Ministry Recommends Urban Centralization to Curb Global Warming.

The Japanese Ministry of the Environment released a report in March 2007 recommending the centralization of cities. The report is the outcome of meetings held by the ministry since 2005 to explore the necessity for city planning that takes into account global warming countermeasures in order to drastically reduce greenhouse gases. See <http://www.japanfs.org/db/1815-e>.

ECOCITY BUILDERS' SPECIFIC RECOMMENDATIONS:

I. RECENTRALIZE: CREATE URBAN VILLAGES.

Develop a system to identify and designate a range of centers within Oakland in various sizes and densities (urban villages). Evaluate these existing or potential urban villages for accessibility to housing, jobs, nature and parks, services and transportation. Use this evaluation system to identify specific needs and create action/area plans to make each urban village vibrant, healthy and energy efficient. Ecocity Builders is working on such an evaluation system, (which is similar to what Portland Oregon has called for in its Peak Oil Task Force Report.

II. UPDATE GENERAL PLAN, in relation to #1.

Review the LUTE (Land Use and Transportation Element) of the General Plan and help develop recommendations for an amendment based on the urban villages approach. Example recommendations include calling for added density and diversity of uses in the centers, with commitment to principles of access by proximity rather than by automobile.

III. UPDATE TDR ORDINANCE AND START REMOVING DEVELOPMENT IN TARGET AREAS.

Propose a revision of Oakland's TDR (Transfer of Development Rights) ordinance to accomplish energy and land saving density shifts, based on the urban villages development pattern. Provide TDR options and assistance to developers who pay into a fund to purchase development rights and remove buildings outside of urban village zoning areas and/or blocking such uses as creek restoration, expansion of community gardens, parks, recreational facilities and recycling lots and to allow height and density bonuses or other incentives to those developers who are building in designated higher density zones within urban village boundaries.

IV. ADOPT A CAR FREE BY CONTRACT HOUSING ORDINANCE.

Adopt an ordinance that provides that any residential building whose owner rolls over renters such that all residents eventually sign car-free contracts is awarded lower taxes and is encouraged to turn the former parking into other uses such as new units, shops, offices and storage, through an incentives package.

V. UPDATE ZONING.

Review Oakland's Zoning element with an eye to reconciling updated GP elements with Zoning looking towards the Urban Villages model, working with OIO Task Force, others.

- a. Inclusionary Zoning: Require all apartments or condos of more than 9 units to have 15% to 25% ³low to moderate income housing available.
- b. Car Free Street and Zones: Zone for opening streets to pedestrians and eliminating them to cars in a strategy that grows, for example, 5 percent of the street system every year.

VI. BUILDINGS and INFRASTRUCTURE

- a. MAXIMUM GREEN: Green Building policies should include incentives for not only energy efficiency and energy generation, but even larger incentives for solar passive design and placement of buildings in minimal energy relationship and maximum transit benefit relationship to existing urban fabric.
- b. GREEN STANDARDS: The city should consider requiring all new buildings to meet a standard of energy efficiency that is beyond Title 24 of the California Code of Regulations of California's Energy Efficiency Standards for Residential and Nonresidential Buildings. (The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative

mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.) For example, Oakland could require a 20% or greater improvement over Title 24 for all new buildings.

- c. **DESIGN GUIDELINES:** Review multi family residential design guidelines and make updates based on other successful models like Portland and Vancouver, with a base requirement of green features and extra bonuses for above and beyond, like eco roofs. Design guidelines should also include not only single buildings, but also public spaces, and should encourage or require integrated planning approaches to achieve overall high quality, useful and attractive city spaces.
- d. **INFRASTRUCTURE:** Review internal and external pathways and propose updates for development impact fees and infrastructure improvements.
- e. **IMPROVING EFFICIENCY OF EXISTING STOCK:** The city should work with landlords to improve the energy efficiency of all existing apartment buildings and condos in order to make the existing housing stock more energy efficient.

VII. ENERGY SUPPLY

- a. **SOLAR AND WIND ENERGY SUPPLY TO GRID:** We recommend that Oakland form a CCA (Community Choice Aggregate) with nearby cities to purchase and/or develop bulk renewable power from primarily solar and wind power plants.
- b. **GRID SOLAR OVER PHOTOVOLTAICS:** For maximum energy and land efficiency, we recommend grid delivered electricity from solar and wind sources to multifamily buildings designed for passive solar, solar thermal, and with the use of rooftops also for gathering places and views, water collection and insulation.
- c. **ELECTRIC PUBLIC TRANSIT SYSTEM, DELIVERY AND SERVICE VEHICLES:** We recommend using clean electricity to power rail systems as well as the city's service and delivery vehicles. Limited biofuels could also be appropriate for some service vehicles.

Ecocity Builders

Bay Area nonprofit Ecocity Builders regularly collaborates with local governments to think through policies and strategies that chart a shared course for a healthy future, for both people and nature. We pioneer original ideas and urban reshaping tools, and have considerable experience working to create that vision. We are consultants to developers, city governments, non-profit organizations, community groups and educational institutions.

**Charrette Working Group Meeting of September 14, 2007 –
DRAFT NOTES (SEE BELOW) AND
DRAFT RECOMMENDATIONS (SEE ATTACHED POWER POINT
PRESENTATION).**

OIL INDEPENDENT OAKLAND BY 2020 TASK FORCE
“COORDINATING LAND USE AND TRANSPORTATION IN OAKLAND” MEETING
FRIDAY, SEPTEMBER 14, 2007
DRAFT NOTES

Attendance

OIO Task Force:

- Jane Seleznow (District 1)
- Ian Kim (District 3)
- James Lutz (District 4, also works at LBL)
- David Room (District 6)
- Richard Register (District 7, founder of Eco-City Builders)
- Mike Petouhoff (At Large, chaired the meeting)

City of Oakland

- Alice Glasner, (Legislative Analyst, Public Works Committee)
- Devan Reiff (Strategic Planning, CEDA)
- Holly Pearson (Zoning Division, CEDA)
- Aubrey Rose, (Zoning Division, CEDA)
- Patrick Tang, City Attorney's Office

Presenters:

- Tony Buzzone, AC Transit
- Kenya Wheeler, Jeff Ordway, BART
- Marisa Cravens, ABAG
- Kirstin Miller, president of Eco-City Builders

Morning Session

INTRODUCTION

David Room and Mike Petouhoff

Origins of the OIO Task Force (OIOTF):

Councilmember Nancy Nadel was responsible for the enabling legislation for the OIOTF. It is a task force whose 11 members are appointed by Councilmembers and the Mayor. The purpose of the OIOTF is to make recommendations to Council about how the City of Oakland can reduce its reliance on oil and petroleum and build an alternative, more sustainable economy. The OIOTF aims to report to Council by the end of 2007.

The focus of today's session is to spark recommendations that coordinate land use and transportation in support of oil independence.

Peak Oil:

An important concept that underlies the work and objectives of the OIOTF is “peak oil.” This refers to the peak in worldwide production of oil and gas, which is expected to occur sometime around 2010. Although oil production will continue to decline around the world, energy demand is increasing and this trend is expected to intensify. In order to avoid severe energy shortages and other major crises, mitigation options should be initiated at least a decade in advance of the projected peak in oil production.

Key Measures:

The key measures used by the OIOTF in evaluating potential courses of action are:

Primary

- Petroleum use per capita
- Jobs
- Emissions (especially greenhouse gases)

Secondary

- Economic impact
- Fiscal impact to City
- Life cycle cost

Working Groups:

The four working groups of the OIOTF are: Land Use and Infrastructure, Transportation, Food and Social Equity, and Port of Oakland.

Areas of Focus of the Land Use & Infrastructure Working Group (LUIWG)

- Urban Villages Mapping
- Zoning to bring Live, Shop, and Work closer together
- Proactive Design Review Standards to make density livable and vibrant
- Infrastructure to support a positive transportation hierarchy
- Transfer of Development Rights to de-emphasize development in less desirable areas

Port of Oakland Working Group

For informational purposes, Jim Lutz mentioned that this working group is looking at maritime uses at the Port, including terminal operations, shipping, and the land transport component, as well as information regarding airport operations. Fuel use, emissions, and the Port’s share in west coast goods movement are a focus of the group.

OVERVIEW OF THE FIVE AREAS OF FOCUS:

Mike Petouhoff and Kirstin Miller

Urban Villages Mapping

Urban Villages = not only high density, but also high diversity of land uses.

Approach is to identify existing centers of high density & diversity and build on these, coordinating with existing and planned transit.

Proposed action steps:

- City of Oakland Planning Department should update the 1998 General Plan LUTE using GIS mapping tool, with objective of making Oakland more pedestrian and transit friendly.

Zoning to bring Live, Shop, and Work Closer

Some of the fundamental premises of zoning are now anachronistic – not always necessary to separate residential areas from job centers, light industrial uses, etc.

Economic trends are toward jobs in new sectors and business types, e.g. smaller businesses, service-oriented (as opposed to manufacturing), cleaner “light” manufacturing.

Distinction between Transit Oriented Development (“getting there”) and Community Oriented Development (“being there”) – the latter emphasizes access by proximity and a somewhat self-sufficient vitality within these areas.

Retail aspect – Oakland has little retail shopping relative to other large cities. More local retail would reduce car trips, increase diversity of uses and provide more “eyes on the street.”

Parking aspect – high density development requires careful attention to issues of parking and traffic congestion. City parking requirements may need to be reviewed and adjusted to accommodate alternative, higher-density scenarios (e.g. parking ratio credits near transit).

In City of Oakland’s current process of updating zoning and synchronizing it with General Plan, new zoning tools may be needed that reflect the above.

Proposed action steps:

- Define environmental performance standards in a CEQA context for appropriate, clean commercial and industrial uses
- Evaluate crime reduction benefits of neighborhoods with high diversity of uses
- Identify and study examples from cities with successful mixed use districts

Proactive Design Review Standards for High Density Development

Good design review guidelines are needed for high density development to ensure that it is vibrant and livable, help minimize and overcome some of the typical public objections to density.

Important areas to consider include the transition from high density to lower density areas and flexible ground-floor uses

Proposed action steps:

- Review and update existing high density design review guidelines
- Refer to examples from other cities (e.g. Portland, Vancouver)
- Incorporate input from AIA or other professional groups

Infrastructure to Support a Positive Transportation Hierarchy

Example of a Transportation & Land Use Hierarchy:

1. Walking (facilitated by Urban Villages land use model, “access by proximity” principle)
2. Bicycling
3. Electric Scooters and Carts
4. Bus Rapid Transit (BRT) – high density along major linear transportation corridors
5. Individualized or “Pod” Type Mass Transit with individualized routing
6. Mass Transit – efficient public transportation between high density nodes
7. Electric Cars – limited range implies shorter trips
8. Plug-in hybrid cars with electric drive train and fueled generator to extend range
9. Plug-in hybrid cars with fuel drive train, with batteries and electric assist motors
10. Alternative fuel vehicles and hybrids
11. Petroleum fueled cars

City of Oakland can act in a coordination or advocacy role with BART, AC Transit, CalTrans

Proposed action steps:

- Improve funding mechanisms within the city for transportation-related infrastructure such as bike racks, bike paths, streetscape improvements, etc (Improvement Agreements, Development Impact Fees, Redevelopment funds, etc)
- Improve process for coordinating city development planning and regional transportation planning with agencies such as BART, AC Transit, CalTrans, etc.
- Engage in advocacy as to how Proposition 1 bonds funds should be directed to encourage efficient transit and discourage sprawl.
- Public Works Agency and Planning should work together to create an Infrastructure Plan that supports a positive transportation hierarchy.

Transfer of Development Rights

TDR is a means to discourage development in or conserve certain areas by transferring rights to a more desirable location

Areas where development should be discouraged are generally those farthest from Urban Village centers and transit nodes, and/or those with potential for restoration of important natural elements (e.g. creeks) or expansion of parks and open space.

Existing City of Oakland TDR Ordinance requires contiguous property

Proposed action steps:

- Modify existing Oakland TDR Ordinance to change contiguous property requirement

Urban Transit, Curitiba Brazil

Approximately ten or fifteen minutes of a DVD showing how a Brazilian city implemented major changes to its transportation infrastructure. (This was also shown at the June OIO Task Force meeting.) System efficiencies were produced by altering traffic configurations for bus-only thoroughfares, closing some downtown streets for only pedestrians use, enhancing regional and urban bus links, including seamless transfers between buses.

Morning Discussion about OIO goals and recommendations

- Bus Rapid Transit has been shown to significantly reduce local greenhouse gas emissions
- An efficient and rapid payment system for BRT is critical in order to decrease boarding times
- Reducing short-haul flights at airports is an important step in reducing oil consumption and greenhouse gas emissions
- Parking policies are an important part of the equation (i.e. setting parking prices to discourage use of private automobiles)
- City needs to expedite implementation of the Bicycle Master Plan
- Look at introducing a carbon tax (higher for larger vehicles)
- A comprehensive measurement of Oakland's carbon footprint should be undertaken
- City of Oakland should look at working in conjunction with the City & County of San Francisco on its Peak Oil Resolution
- Tony Bruzzone (AC Transit): On Parking: San Francisco, with its new parking initiatives, makes a good start. Oakland should not require parking in residential areas; the money saved in development costs could be spent instead on affordable housing. As an example, the neighborhoods of the 1920's and 1930's, which today we consider lovely and desirable, were built with no required parking. On Streets: make the streets friendly to transit. AC Transit could increase service by 1/3rd, if it had cooperation with the City of Oakland on priority signaling, bus stop bulb-outs and separate rights of way for busses.
- Ron Bishop, AIA member: New developments and their design don't mitigate the effects on a neighborhood: there are no new sidewalks, tree and landscaping plantings, new bicycle and pedestrian facilities. On October 13th, AIA is sponsoring a Regional Urban Design tour of Hercules.

- Kenya Wheeler (BART): Likes the Community oriented Districts idea suggested by Eco-City Builders, but wants transit to continue to neighborhoods as they become “villages” (with their own housing, shopping and work spaces). Rockridge is a good example of what is working in Oakland now.

Kirstin Miller, Eco-City Builders presentation

Eco-City wants to see a city that runs on renewable energy, and to see vitality added to rooftops: “the third dimension” of city life is under-utilized roof space. They want to eventually close off the streets to cars, bringing the “Re-Europification” of our city. Fruitvale is a good example; when Eco-City Builders combined multiple GIS data layers containing information on Public Service – e.g., senior centers or child care, Retail – farmer’s Markets or other shopping, employment such as government, hospital or other Industry, types of housing, transportation, natural amenities, such as creeks and parks.

They found that the most likely urban “villages” (areas with highest level of use diversity, transit availability, and other services) corresponded with the old Key Route (transit) system from the 1920’s. The mapping project identified 15 potential villages with “sparks of vitality”(Fruitvale, Temescal, Downtown were some) and allows the areas outside the centers to become less concentrated and greener through “De-Development”. Bio-diversity could be brought back to the city; creeks can become parks. Each “village” could develop its own design and capture its civic visions through community meetings.

Discussion of Eco-City presentation

- Richard Register (Eco-City Builders): When thinking about place-making, he recommends thinking about the “Builder’s Sequence,” a process of consideration that mimics building a house. First, one establishes the foundation, or, thinks about land use, considering a time when oil is no longer cheap and available. Register wants the OIO Task Force to consider “silver sequences” because there are no “silver bullets”.
- Helen Burke: The OIO Task Force should contact Timothy Burroughs, of Berkeley’s Energy Division, who is working on a similar process for Berkeley, reducing the city’s Greenhouse Gas Emissions. (510-981-5434). She suggests a joint meeting between the two cities and all the agencies and organizations working on similar projects (ABAG, MTC, UC Berkeley).
- Aaron Lehman, of the Ella Baker Center, announced a new coalition called “ONWARD”: Oakland Network for Responsible Development, which is sponsoring a “People’s Economic Summit” in November. He suggested the OIO coordinate with the ONWARD coalition groups.
- Richard Register: Sees zoning for “urban villages” as an incentive: drawing a demographic group of innovative residents, who are willing to adopt a new lifestyle. He sees the future residents of these “villages” as similar to the Los Alamos scientists who moved to the middle of a desert to be a part of a larger cause. Here, the cause is energy independence in the middle of a metropolis.
- Len Conolly, Friends of BRT: The real solution is not in technology. He wants the General Plan updated to prohibit any new jobs or housing that isn’t located near transit.

- Ian Kim, OIO Vice-Chair: is concerned that the proposed “eco- villages” could lead to “eco-apartheid”. It doesn’t do enough to offer pathways to social equality issues. How can we rally enough people around the “villages” idea? Chinatown could be its own “Village”, it functions that way already.
- Richard Register, agreed: There are good examples in Chinatown of high-density, pedestrian living.
- Nazreen Kadir: Oil companies are already partnering with the large agricultural companies around bio-fuels. We can’t grow enough crops to make bio-fuels for our cars. Oakland should pass a resolution that says they “can’t turn food into fuel”.

Afternoon Session

Discussion

- Kenya Wheeler (BART): “Metro Vision” is a new initiative of BART, not yet approved by the Board. It makes more investments in shuttles and pedestrian access at stations. The BART Station Access Guidelines have a hierarchy of modes, similar to those presented by Ian Kim of the OIO working group. There are also institutional barriers to achieving some of these goals, such as unions, fractured land use, CEQA, and different agencies.
- Jeff Ordway (BART): wants to see joint ventures with cities, to achieve critical mass with density. BART has authority to buy land: i.e. the Pleasant Hill transaction generates cash for the system. BART will find willing buyers, not use eminent domain, to acquire land near stations.
- Tony Bruzzone (AC Transit): AC Transit is treated by the City as an annoyance. AC is now a “lifeline” service, not a middle class service that will lure people out of their cars. There should be a change in mindset at the city, from the Council, down to the clerks: “help AC Transit.”
- David Ralston, (CEDA-Redevelopment): the Land Use and Transportation Element maps are outdated (and some were not correct to begin with); the maps should be updated. In addition, the latest thinking about these issues should be included in an update of the LUTE itself.

AC Transit-- BRT Presentation

Tony Bruzzone: the BRT proposal includes pre-paid areas and a “proof of payment” system, similar to MUNI’s streetcars. The way stations, proposed to be located in the center medians of the routes will be a pedestrian refuge, allowing a stop halfway across wide streets. BRT will also support local and regional development along transit corridors

Member of the Public: a complete set of services (i.e. stores) is missing from areas where new housing is being built: there is no “neighborhood” there.

BART presentations

1. Regional Rail presentation (Kenya Wheeler)

- a) BART system expansion is nearly complete (“No BART to Tracy”), so BART is concentrating resources on improvements to the existing system.
- b) Short Term efforts:
 - explore new service at “Oakland Subdivision” (an underused rail line near Jack London/I-880)
 - Increase Amtrak’s Capitol Corridor service to once an hour
 - 7th Street grade separation at Port of Oakland
- c) Long Term projects:
 - “Metro Vision” (not yet approved by BART board)
 - Fourth Track in Downtown Oakland
 - Capitol Corridor station in West Oakland
 - Potential new transbay tube;
 - High Speed Rail station at West Oakland BART and train yard

2. BART real estate development presentation (Jeff Ordway, Project Development)

- a) MacArthur Station:
 - currently undergoing CEQA and NEPA review
 - Can the city form a Joint-Powers authority (i.e. Pleasant Hill)?
- b) Fruitvale Station
 - Wouldn’t recommend as a model development—22 funding sources is too burdensome

ABAG Presentation, Marisa Cravens

FOCUS (Focusing our Vision) initiative:

- a) four regional agencies collaborating (ABAG, MTC, BAAQMD and BCDC)
- b) Cities nominated their “Planned Development Areas”—places where cities want new housing built near transit and also their “Planned Conservation Areas”
- c) ABAG Executive Board selects from 100 nominations in November
- d) No funding identified yet for these areas, but ABAG could possibly coordinate funding here in the future

Comments on BRT, BART presentations

- Richard Register questioned why there isn’t more mixed use preference around the new Transbay terminal in San Francisco: it is a tall office tower, with no housing. Job growth pressures will just bring more commuters through Oakland, to SF.
- Tony Bruzzone (AC): the developer is unique in offering a \$350 million payment to build an office tower. There are also many new units of housing around the
- Transbay terminal.

Open Forum

- Richard Register cited the example of Johnson Creek in Portland, where the city bought single-family homes that were for sale (but not being purchased by the private real estate market because homes were sub-standard, or in bad repair), and demolished them, allowing the creek to have a larger natural buffer. He wants to see solar on the “urban villages”, build in solar infrastructure
- Harvey Schuerbach: wants to see community choice aggregation adopted for purchasing electricity at a municipal level.
- Public Speaker: buildings which use alternative energy still need to be energy efficient, not wasteful because the electricity is free.
- Speaker from AC Transit: Frequency of service to all BART stations should be 30 minutes or less on all lines. All routes should terminate in a BART station.
- Speaker from BART: need better coordination between AC and BART systems: transit barriers are identified. TransLink will clear up major barriers in the next six months: transferring between services.
- Sanjiv Handa: there is a Van Hool lawsuit coming soon: the new busses stop in traffic, not at the curb, and are making traffic worse.
- Speaker from AC Transit: Foothill/Bancroft neighborhood is next for BRT study. In contrast to BART, 20% of AC Transit comes from the farebox, and 30% from sales tax.

Oil Independent Oakland (OIO) By 2020 Task Force

Discussion of Framework for Task Force Recommendations, Including Format and Content of Final Action Plan, and Development of Preamble/Introduction and Targets for Petroleum-Use Reduction.

To: Members of the OIO Task Force
From: The Transportation Working Group
Date: October 4, 2007
Re: Draft outline for Final Action Plan

This memo contains the draft outline for the final report. We look forward to discussing the report outline at the October 4th meeting and tailoring it so that it works for all working groups.

Executive Summary

1. Oil Independence
 - a. America's Oil Dependency
 - b. Problems of Oil Dependence
 - A. Climate change
 - B. Peak oil
 - C. War
 - D. Pollution
 - E. Reinforces unhealthy economic patterns
 - c. Benefits of Oil Independence
 - A. part of solution of most dire environment problems
 - B. part of the solution to oil depletion
 - C. creates green jobs and underlies new economy
 - D. builds community and sense of place
 - d. What it could mean to Oakland
 - A. Reduce economic risk
 - B. Reduce contribution to environmental problems of all scales
 - C. Create new green jobs
 - D. Reduce crime
 - E. Transform our city
 - F. Make Oakland truly a model city
2. Oakland in Context
 - a. Land use
 - b. Transportation
 - c. Ports

- d. Food
 - e. Materials
 - f. Waste
 - g. Violence
3. Task Force
- a. Charter
 - A. Mission
 - B. Similar efforts
 - b. Scope
 - c. Key Drivers of Oil Dependency
 - d. Classification and Prioritization Scheme
 - e. Approach
 - i. Land use
 - ii. Transportation
 - iii. Ports
 - iv. Food, Materials, and Waste
4. Recommended Actions to Support Implementation of OIO Task Force Recommendations (details provided in another memo)
5. Design to Reduce Need for Transport
- a. Land Use recommendations
 - b. Other recommendations
 - i. Encourage telecommuting
 - ii. Localization
6. Reducing the Oil Intensity of Transportation (details provided in another memo)
7. Greening the Ports
8. Other Recommendations
- a. Food
 - b. Materials
 - c. Waste

[END OF AGENDA]