


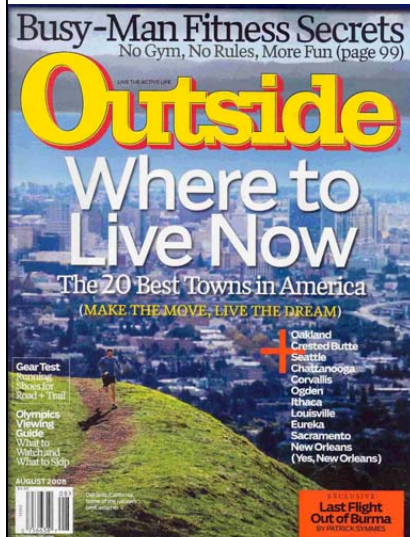
Developing the Oakland Energy and Climate Action Plan



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Sustainability Coordinator
July 28, 2011



Oakland is Among the Ten Greenest Cities in America



sustainlane
government

Smarter
Cities

GREEN GUIDE



POPULAR
SCIENCE



I.C.L.E.I.
Local
Governments
for Sustainability


mn
MOTHER NATURE NETWORK

Becoming a More Sustainable City

A community in which all people have the opportunity to live safe, happy, healthy and fulfilling lives, now and into the future.





Sustainable Oakland 

Recent Achievements

- Adopted Green building ordinance
- Drafted Energy & Climate Action Plan
- Launched Oakland Shines
- Launched Energy Upgrade CA
- Installed solar PV award

Measured Performance

- More green buildings
- Less citywide energy consumption

In the Works

- Solar leasing for City buildings

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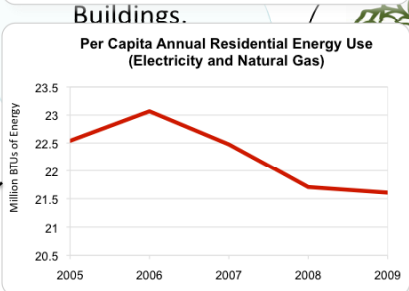
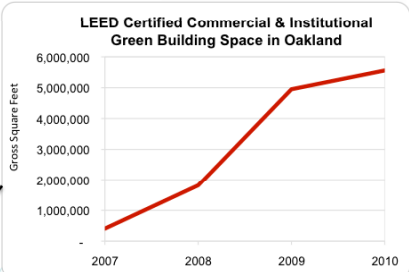
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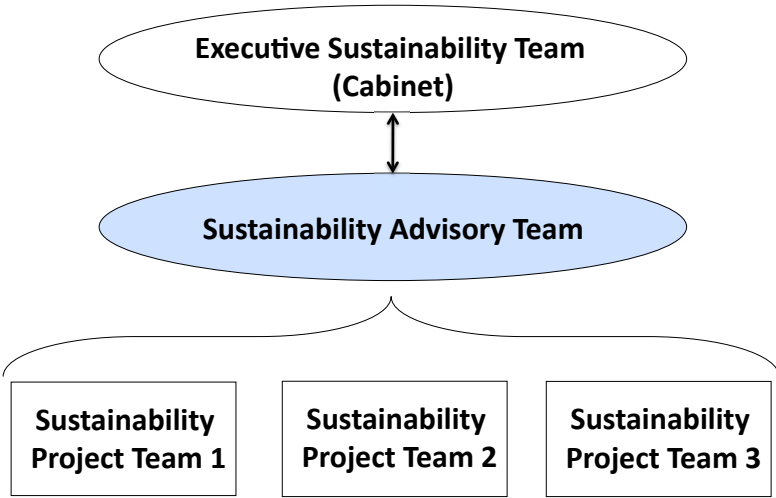
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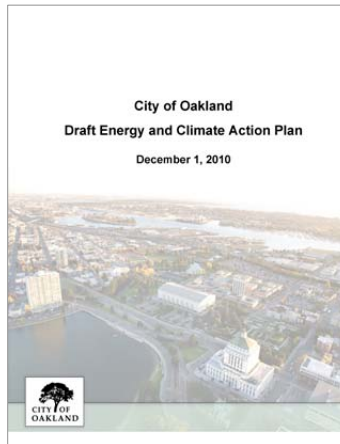


Health

Sustainability Teams Structure



Developing Oakland's Energy and Climate Action Plan



Some Key Questions in Developing Climate Plans

- Why develop a climate action plan?
- What scope of activity should be addressed?
- How should we choose a target?
- How should we engage the community?
- How can the plan be structured and presented to be both effective in driving needed progress and politically viable?
- What environmental review is needed?
- How should we manage implementation?

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What scope of activity should be addressed?

What GHG emissions are associated with our community?

What can we influence?

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Energy and Climate The Local Connection



Transportation
& Land Use

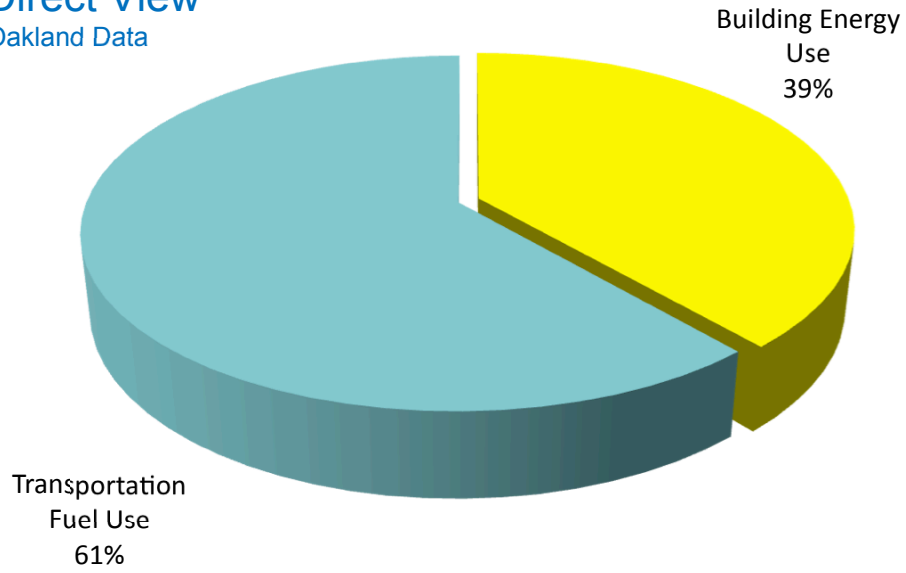
Building
Energy Use

Material
Consumption
& Waste

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GHG Emission Sources

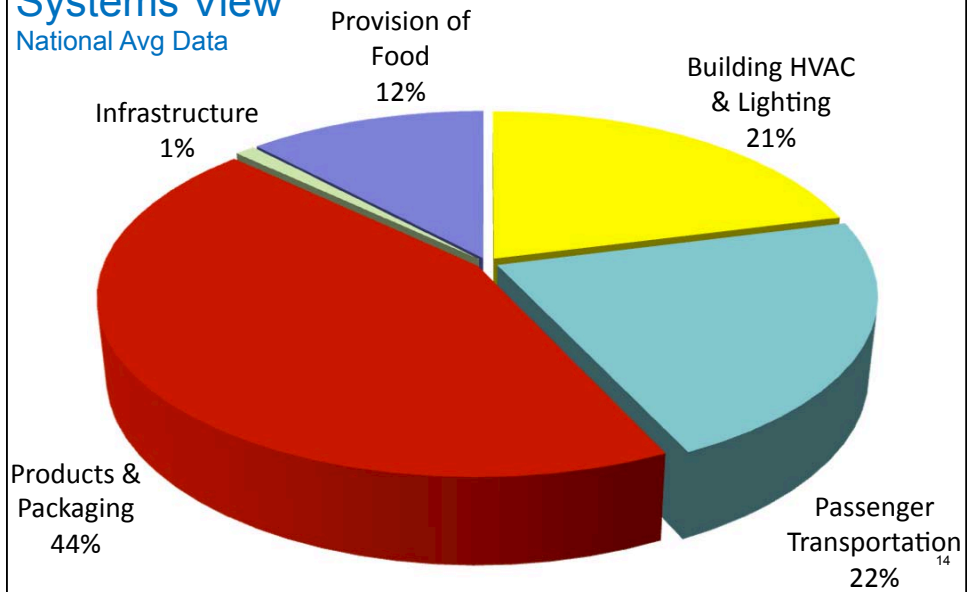
Direct View
Oakland Data



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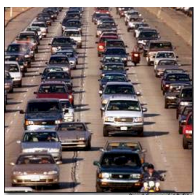
GHG Emission Sources

Systems View
National Avg Data



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Bottom Line: All Three Sectors Matter



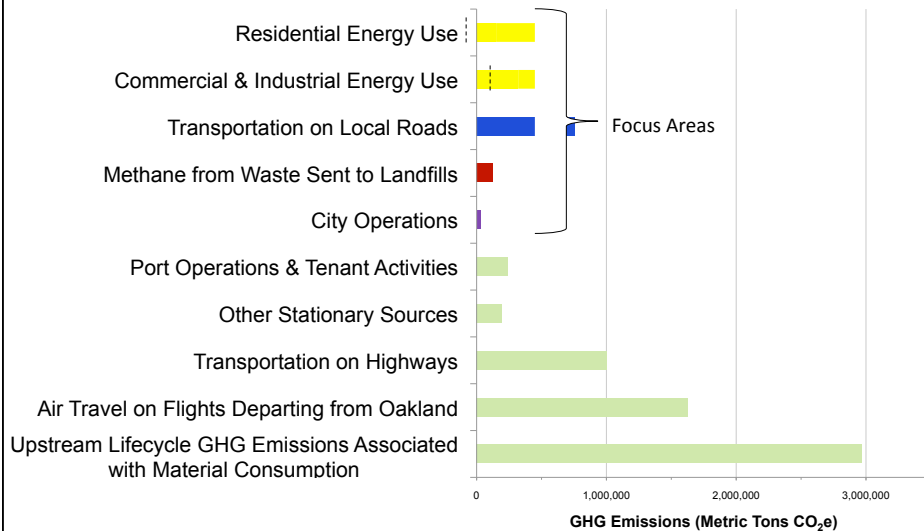
Land Use and
Transportation

Building
Energy Use

Materials and
Solid Waste

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Local Government Focus Areas



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Focus of the ECAP: Reducing GHG Emissions

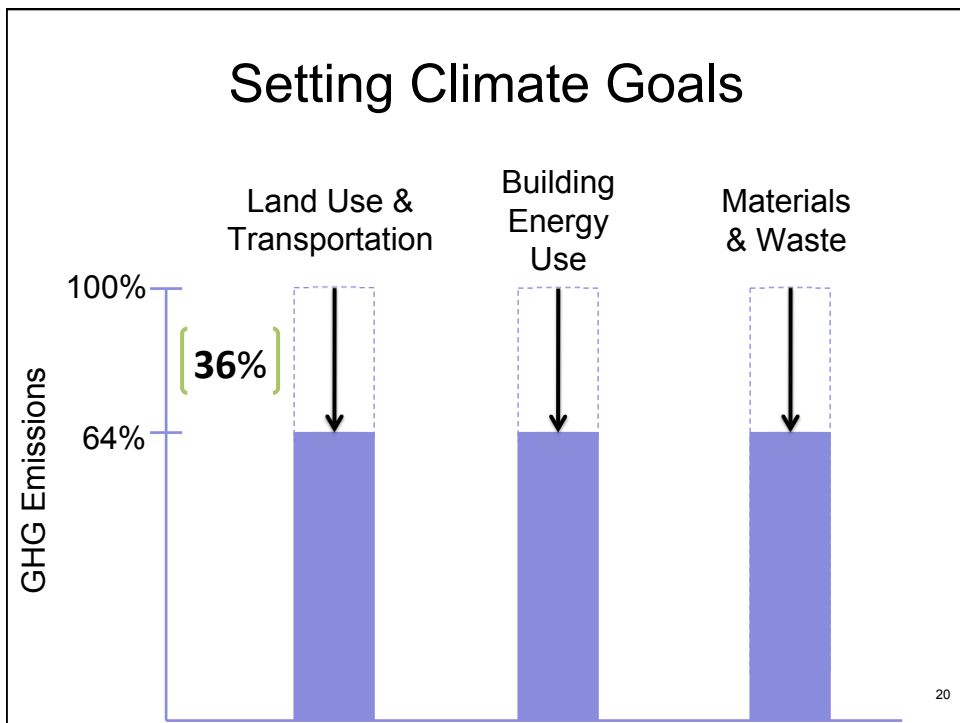
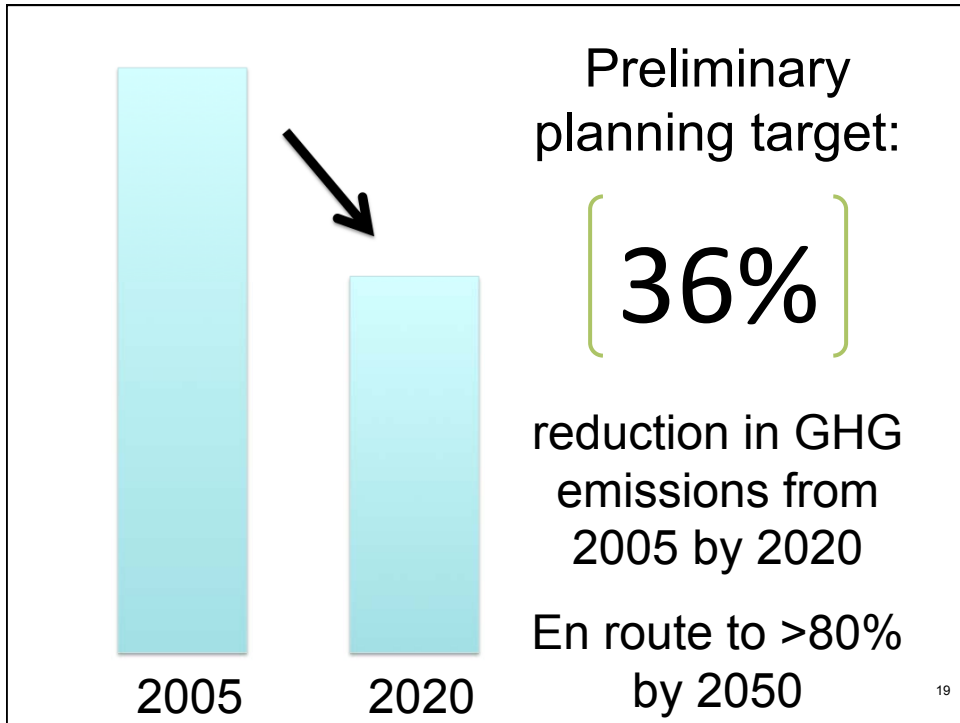
- Primarily a plan to reduce energy use and GHG emissions
- Emphasis on City government actions
- Also telling the story of actions needed at the State level and by the community



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What should our GHG
performance target be?
How much does the target
matter?

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Strategy Development

How can the climate action plan be structured and presented to be meet key goals?

- Effective in driving near-term action
- Lasting in influence
- Politically palatable



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What steps should we take in developing the plan?

How should we engage the community?

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Development Process

- Leverage existing policy documents
- Multiple stages of community workshops.
Input gathered:
 - Target setting
 - Potential actions
 - Prioritizing
- Provided ppt template



Analysis of Potential Actions

- Researched >100 potential climate actions
- Developed calculator tools to estimate GHG reduction benefits, costs, etc, applied to local conditions
- Analyzed anticipated State policy impacts

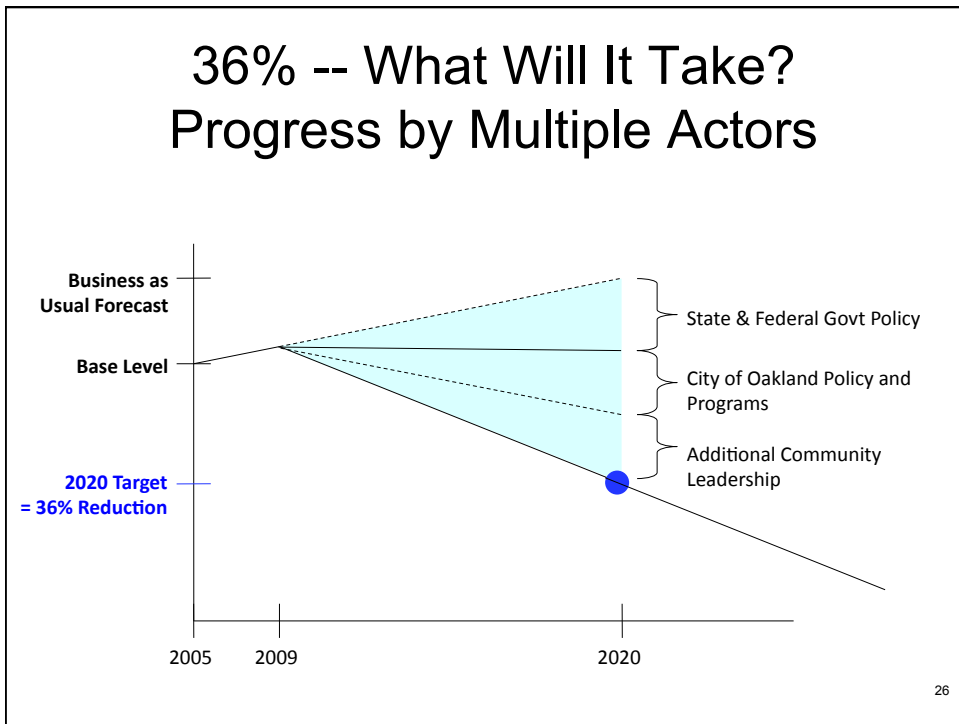


Illustrating Quantification

| 2020 Forecast | Gasoline | | Diesel | Subtotal |
|---|--------------------|--------------|--------|---------------|
| | Passenger vehicles | Heavy trucks | | |
| Vehicle Type | Passenger vehicles | Heavy trucks | | |
| Annual VMT | 1,601,950,726 | 124,289,280 | | 1,726,240,007 |
| Annual Gallons of Fuel | 83,871,766 | 19,420,200 | | 103,291,966 |
| Avg MPG | 19.1 | 6.4 | | n/a |
| Fuel CO2e/gallon | 0.009038 | 0.010197 | | n/a |
| GHGs in Metric Tons (CO ₂ e) | 758,061 | 198,024 | | 956,085 |

| Directly Affected Factors | Gasoline | | Diesel | Subtotal |
|--|--------------------|--------------|--------|---------------|
| | Passenger vehicles | Heavy trucks | | |
| Vehicle Type | Passenger vehicles | Heavy trucks | | |
| Annual VMT | 1,601,950,726 | 124,289,280 | | 1,726,240,007 |
| Annual Gallons of Fuel | 64,078,029 | 19,420,200 | | 83,498,229 |
| Avg MPG | 25 | 6.4 | | n/a |
| Fuel CO2e/gallon | 0.009038 | 0.010197 | | n/a |
| GHGs in Metric Tons (CO ₂ e) | 579,137 | 198,024 | | 777,161 |
| Cumulative GHG Emissions Relative to 2005 Levels | | | | - 2 % |

| Indirectly Affected Factors | Gasoline | | Diesel | Subtotal |
|--|--------------------|--------------|--------|---------------------|
| | Passenger vehicles | Heavy trucks | | |
| Vehicle Type | Passenger vehicles | Heavy trucks | | |
| Annual VMT | 1,281,560,581 | 99,431,424 | | 1,380,992,006 |
| Annual Gallons of Fuel | 51,262,423 | 15,536,160 | | 66,798,583 |
| Avg MPG | 25 | 6.4 | | n/a |
| Fuel CO2e/gallon | 0.009038 | 0.010197 | | n/a |
| GHGs in Metric Tons (CO ₂ e) | 463,309 | 158,422 | | 621,731 |
| Cumulative GHG Emissions Relative to 2005 Levels | | | | - 20% ²⁵ |



36% -- What Will It Take? Progress in Multiple Areas

Land Use & Transportation

- Integrated planning
- Transit-oriented development
- Bike/ped options
- Parking
- Vehicles/fuels
- Port
- Urban forestry
- Urban agriculture
- City fleet

Building Energy Use

- New construction
- Retrofits of existing buildings
- Streetlights
- Water use / conservation
- Renewable energy
- City facilities

Materials & Waste

- Waste reduction
- Recycling
- Composting
- Reuse and repair
- Landfill waste
- Purchasing
- Producer responsibility

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What should we be working on in
the near term?

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Identifying Three Year Priority Actions

- Recommendations based on consideration of Council-approved criteria
- Emphasis on:
 - Near-term feasibility
 - Opportunities to leverage existing funding sources
 - Opportunities to lay the foundation for next-level progress



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Three Year Priority Actions Summary

- Many actions would need to be taken during first three years to make steady progress
- Some can move forward without new resources
- Others will move forward if resources are available

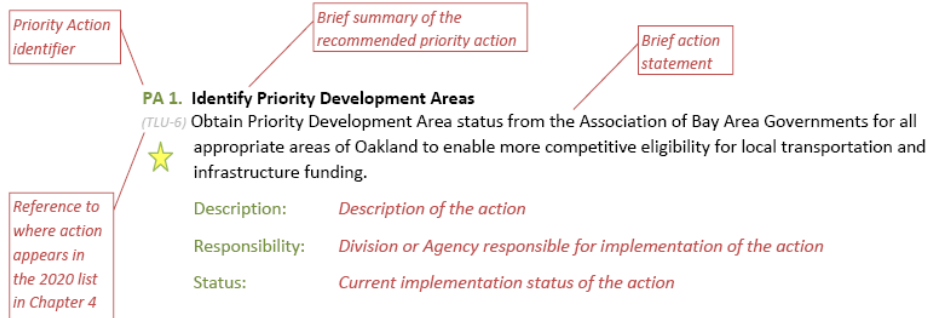


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Priority Actions Supported by Existing Resources

How to Read This Section

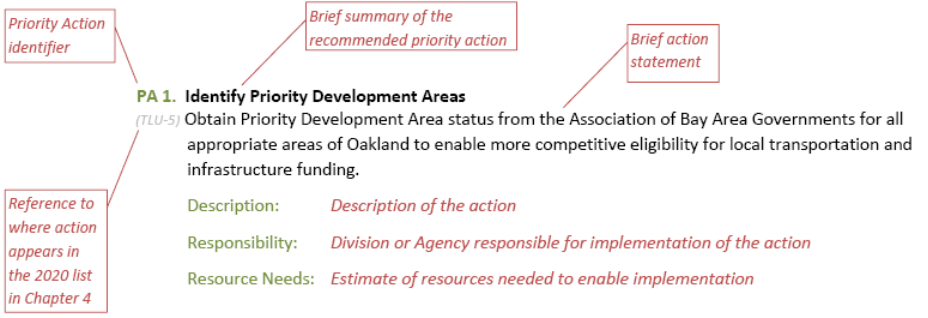
Each action below is presented through a standard format containing each of the following elements.



Priority Actions Requiring New Resources

How to Read This Section

Each action is presented through a standard format containing each of the following elements.



Advance Infill, Mixed-Use and Transit-Oriented Development

Well designed, transit-oriented, dense, mixed-use, development providing access to goods and services can significantly reduce the use of fossil-fuel powered transportation. Reducing automobile trips can significantly reduce GHG emissions, local air pollution and related health impacts, and improve neighborhood quality of life.

Objective: Plan new development to minimize dependence on fossil fuel-powered transportation

Action TLU-6: Obtain Priority Development Area status from the Metropolitan Transportation Commission for all appropriate areas of Oakland to enable more competitive eligibility for local transportation and infrastructure funding. *3-Year Priority, Funded*

Action TLU-7: Create and adopt a transportation impact fee for Oakland to support local low-carbon transportation infrastructure and planning. *3-Year Priority, Resources Needed*

Action TLU-8: Develop and require transit-oriented development performance criteria for associated vehicle miles traveled and mode share for all major new development plans and projects throughout the city, emphasizing development proximate to transit hubs and corridors of all modes.

Action TLU-9: Actively promote the construction of housing at a range of price levels near transit hubs and corridors in balance with local employment opportunities to meet the needs of Oakland's workforce, and study adoption of a transit-oriented development affordability policy, including preservation of existing affordability.

Action TLU-10: Develop a comprehensive infrastructure plan (e.g., utilities, sewer, water, storm drains) to support Oakland's capacity to absorb planned infill development and to enable new green improvements (e.g., recycled water, solar technology installation).

CEQA

Environmental Review (CEQA)

- Does the content of the plan compel environmental review?
- Do you plan to use the plan as part of a “qualified GHG reduction strategy” to remove need for future project-level GHG analysis?



Implementation Phase

Oakland Shines

- \$5 million ARRA energy efficiency program supporting downtown Oakland businesses
- Contact all businesses in 200-block area
- 20% energy reduction in 80% of businesses



Lessons Learned in Oakland

- Tell the big picture story: What will it take to achieve the longer term target?
- Make it actionable and politically palatable: Priority actions, funded and unfunded
- Invest in community engagement
- Don't get stuck in data analysis
- Assign responsibilities
- Make it readable
- Appendix for the numbers
- Commit to a living document



Thank You

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Adaptation Planning Process



RESILIENCE

