



**City of Oakland, ECAP ad hoc Community Advisory Committee
Meeting Minutes from Tuesday, July 23, 2019 Regular Meeting
Oakland City Hall, 1st Floor, Hearing Room 3**

Item 1: Call to order

Meeting called to order at 6:29 PM by Chair Najee Amaranth

Item 2. Roll call / Determination of quorum

At roll call, quorum was established with seven Committee members present; an eighth Committee member joined during the meeting.

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

Alternates	Present	Excused
Brian Beveridge		X
Bruce Nilles		X

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

Item 3. Approval of draft meeting minutes

➔ Ryder moved to approve draft meeting minutes; Susan seconded; and none objected.

Item 4. Public comment

No public comment was offered.

Item 5. Agenda modification

No agenda modifications were suggested.

Item 6. Transportation Deep Dive

Presentation on transportation by Shayna and Ryan.

Shayna:

- Champ and Ryan worked with staff on today's presentation.
- The primary driver of our climate crisis is burning fossil fuels. In the transportation sector, we primarily burn petroleum (oil), in the forms of gasoline, diesel, and jet fuel, as well as some natural gas, to power most of our vehicles. Transportation is Oakland's top contributor to climate change and air pollution.
- 2005 pie chart: Some off-road diesel vehicles aren't captured, e.g. forklifts.
 - Over half of all emissions came from transportation
 - Diesel was 10% of our total emissions profile
 - Gasoline was 44% of our total emissions profile
 - Public transit was another 3% of our total emissions profile
 - Total transportation emissions: just over 2 million MT
- 2017 pie chart: Total transportation emissions went down slightly (1.7 million MT), but the on-road *proportion* of emissions from transportation was higher:
 - Diesel was 12% of our total emissions profile
 - Gasoline was 48% of our total emissions profile
 - Public transit down to 2% of our total emissions profile
 - Building sector contributing less, but transportation contributing more
 - We are reducing transportation sector emissions, but not by nearly enough
- Transportation has public health impacts beyond just greenhouse gas emissions that disproportionately affect frontline communities, people of color, low income communities, those living in the 880 corridor and near the port, and in many parts of East Oakland.
 - Cars contribute directly to localized smog.
- Diesel is a major source of localized air pollution:
 - Fine particles referred to as particulate matter (PM) 2.5 are carcinogenic and highly localized near transit
 - Certain heavy-duty big rig trucks are not allowed on specific roadways, like 580 and Highway 13; they are only allowed on 880, which has concentrated effects.

Ryan:

- Measurements are also taken for PM 10; the number refers to the size of the particles, meaning PM 2.5 is small enough to get directly into our bloodstream.
- DPM falls out of the air within 1,500 to 2,000 feet of highways and is affected by wind. Different from generalized smog and air pollution. Carcinogenic and hyper-localized.
 - Map shows elevated levels of DPM and toxic air contaminants concentrated along International Blvd, 880, and 580.

Shayna: EDF, Aclima, and Google study backed up localized nature of diesel emissions in West Oakland and parts of East Oakland, and could be localized to parts of single blocks.

Ryan:

- Point sources are a single, local source of pollution.
- Highways lead to inequitable outcomes based on who lives nearer to them.
- Oakland has one of the highest levels of exposure to DPM in the state.
- Over a hundred Oakland schools within 1,500 feet of major highways.

Shayna:

- From an equity perspective, we know that we must place a greater emphasis on trucks than we have in the past.
- Medium and heavy-duty trucks, cargo shipping vehicles, and buses are typically outside of Oakland's sphere of control and therefore harder for the City to regulate. They have specialized needs and battery technologies have only recently started catching up.

Ryan:

- Oakland has limits to direct regulation of trucks and buses, but CARB has the authority. A new bus rule says all buses in the state will be zero emission by 2030.
- Oakland can liaise with CARB and play an advocacy role to encourage needed change.
 - The Ports of Longbeach and LA are making greater strides with their electrification plans
- Transportation is around 40% of emissions in CA, and 75% of that is passenger car travel. Passenger cars are therefore one of the biggest pieces of the GHG issue. There is a way to think about the GHG emissions of travel that is standardized: How much CO2 it takes to move someone a passenger mile.
 - Let's use g CO2 per passenger mile for simplicity.
 - We can use this to compare modes of transport.
- The primary reason people drive is to get to work. 85% of people get to work in their car, and 90% of that is just one person in the car.
 - Single-occupancy vehicles (SOVs) is the most common mode of transportation.
 - Up to 1,000 grams of Carbon Dioxide per mile (g CO2/mi)
- Alternatives to SOVs:
 - Electric buses, BART, EVs, or carpooling with four people (10 times lower than SOVs)
 - Electric bikes, electric scooters, electric buses that are fully occupied, or EV carpool with four riders (100 times lower than SOVs)
- We should be doing as much as we can to move to these two the alternative categories.
- Around half of the car trips in the USA and CA are 3 miles or less. Cars cost on average \$8-9,000 per year; people use them not because they love cars, but because they don't have (or don't think they have) other options.
 - Time spent in cars is correlated with being less likely to escape poverty.
- *Daniel*: Impact at scale - look at the efficiencies. There might not be market solutions to this without the City intervening with policy in some way.
- Better for safety, equity, affordability for people to get out of cars.

Shayna:

- Review of the work the City has done in the last eight years under the 2020 ECAP in transportation; we have not made as much progress as we would have liked and there are many forces at play.
- New developments go through a process called CEQA.
 - Previously, they had to prove that they weren't contributing to traffic congestion. This allowed developers to build another lane to relieve congestion, rather than work to reduce cars.
 - Now we use a metric called vehicle miles traveled (VMT). Developers have to prove they are not adding more VMT; it is a problem if they add more cars to the roads. Developers are therefore building closer to public transit, adding bike lanes, or fewer parking spots.

- The City has done/is doing the following to aid the transportation issue:
 - Supported car share and bike share programs
 - Built more than 150 bikeway miles
 - Written a Bicycle Master Plan and Pedestrian Master Plan
 - Created a Department of Transportation
 - Building Bus Rapid Transit on International
 - Big rigs have equipped DPM filters thanks to state law
 - Wrote plug-in electric vehicle (PEV) code: Any new developments have to be ready to install PEV chargers
 - Installed curbside public PEV chargers, which were the first in the East Bay
 - Removed parking minimums downtown; developers are now allowed to build structures with zero parking
 - Transforming the City's fleet to be low- and zero-emission, with Nissan Leafs and hybrid vehicles for the police fleet; all of our diesel vehicles are using renewable diesel made from non-fossil sources
 - Secured funding to write a Zero-Emission Vehicle (ZEV) Action Plan and will be incorporating it into the ECAP by reference
 - This means instead of having to spend a lot of time in the ECAP going deep on EV and infrastructure, we can do it in this specific action plan.
- *Susan*: Where are the curbside public EV chargers?
 - *Shayna*: 10th and Jefferson, about two blocks from 980. They have not publicly opened yet but should do so in the next month.
- *Navina*: What is being done to improve bus transit?
 - *Shayna*: Improving bus transit is in the purview of AC Transit; we have been working on getting a meeting with them.
 - *Daniel*: We do know how they are transitioning their vehicle types; the timeliness and structure of their routes are a big equity question
 - *Ryder*: They have split some routes, forcing people to pay twice
 - *Daniel*: High school students who are transit dependent are unable to participate in some after school activities because bus lines stop running
 - *Susan*: Will this plan go to AC Transit? Do they have an obligation to listen to us?
 - *Shayna*: They do not have to listen to us, but they likely want to cooperate.
 - *Daniel*: The City is an advocate that has regulatory authority because we maintain the public roads.
- Per the CURB analysis, our high-level goals are to shift people away from SOVs and to electrify all remaining vehicles on the road.
 - We need to determine how to do it rapidly, efficiently, and equitably.
- Our first bucket is reducing the number of cars on the roads, i.e. shift people away from SOVs. Initial ideas:
 - Free transit for Oaklanders
 - Buses get signal priority so they only need to stop to pick up and drop off passengers (like BRT)
 - Aggressive bicycle and pedestrian improvements, with a focus on frontline communities
 - Safe routes to school; this is tricky because some students are going to school across the City due to OUSD's lottery system
 - Shared mobility incentives, reducing single-rider trips, especially along transit corridors
 - Autonomous/electric shuttle service along key transit corridors

- Open Streets Festival like Ciclovía to allow people to see their communities in a non-car-centric view
- *Ryder*: Have we thought about last mile programs, getting people with disabilities from their homes to transit and back?
 - *Ryan*: Idea to add a “slow lane” where people can ride three-wheeled electric vehicles. We could also introduce community electric vehicles on slow streets.
 - One of the big levers we have is parking. Public parking for private cars blocks lanes that could be used for active transit; cars are the water we swim in, so sometimes we do not see them
- *Navina*: How can these ideas become policy? They have been talked about for a while in Oakland.
 - *Shayna*: The City gets revenue from parking meters and people paying parking tickets, and that revenue isn’t dedicated to transportation sustainability; we’d like to reserve a portion of it for sustainability, environmental justice, and transportation. This would require amending the City’s charter.
 - *Daniel*: Priorities have changed. When this ECAP goes to Council, it will be an advisory document, like the last. The hope is that if the ECAP receives broad enough support from appropriate stakeholders, it will be adopted as a part of the coming General Plan update, which will make it legally binding. This will be up to Council. We are taking this approach to get the ECAP some teeth and avoid the massive time and budget expenditures required to analyze the plan for CEQA compliance. The General Plan update will hopefully start in 2020 and should take two to three years.

At 7:17, the presentation was concluded to make time for discussion.

- *Shayna*: It is up to the Committee how you want to proceed. The list of actions handed out contains ideas that are being used as conversation starters with other City departments
- *Brenden McEneaney*: We [the ECAP consultants] would like feedback and discussion on how to edit the list. What ideas should be changed, what should be added, what should be removed?
- *Susan*: How does this all get funded? Is a local gas tax a possibility?
 - *Shayna*: A gas tax is fairly regressive.
 - *Daniel*: City has the legal authority to authorize it if voted in by $\frac{2}{3}$ of the public. When we get further along, one of the consultants, HIP Investors, will develop a plan for funding ECAP actions. Expect a more detailed answer to the finance question once we know more of the desires of the community.
- *Navina*: With increased parking pricing, or subsidizing low emission vehicle trips, or gas taxes, we must ensure we are thinking about who is negatively impacted by that and how the benefits are shared with everyone.
 - *Shayna*: our Equity Facilitator team is performing a racial equity impact analysis to measure the intended and unintended effects.
- *Ryan*: It feels like the staff pushes towards control and away from advocacy; I would like to see what our advocacy agenda looks like from a policy perspective, and also what our call to action is for other organizations like AC Transit, Port of Oakland, etc. We can say to them “You are critical to us getting this right,” and that influence is important to our success.
 - *Navina*: They are crucial stakeholders.

- *Shayna*: This is an important item for the Committee to vote on. We learned from the last ECAP's advocacy-focused approach we need more actionable items. The Committee can make a recommendation on how to split advocacy and policy action.
- *Najee*: I think it's important to write advocacy steps into the ECAP and have a long-term plan for how the City can advocate and get information to those who need it most. We should in a future meeting consider forming smaller group committees to drill down on specific topics.
- ➔ *Najee* motioned to spend 15 more minutes on transportation, then three minutes on building electrification; *Ryan* seconded.
- *Ryan*: There are many forms of advocacy. I would like to see Committee putting forward calls to action to larger regulatory bodies.
 - *Najee*: Smaller group committees would help break down the subjects of the ECAP. Advocacy should have its own section, and subcommittees can target advocacy at the county, state, and national levels.
 - *Ryan*: We could structure subcommittees by topic so members can contribute to the areas they have expertise in.
- *Shayna*: Remember we only have eight months before we go to Council, so the sooner we make the subcommittees the better.
- *Ryan*: Maybe the benefit of these subcommittees is enabling the members who have expertise to move forward without needing the rest of the group to be as interested or involved.
- *Navina*: I would like to understand the arc of topics and work in relation to the meeting schedule
 - *Najee*: It won't be all presentations. I would like to have the plan down, 75%, three months before we need to have the plan to Council, leaving us time to perfect it.
 - *Champ*: Can't we partner with other committees to extend the conversations and take advantage of their expertise?
 - *Shayna*: Yes, that would be up to you to approach other commissioners.
 - *Daniel*: Yes, this is fairly common.
- *Susan*: If there is going to be a transportation subcommittee, these 18 items look really good; it's hard to weigh which ones should be prioritized. Is that something the subcommittee would dive into?
 - *Shayna*: We do have a consultant whose role is look at this, using metrics like emissions and public health impacts, ease of implementation, etc.
 - *Brenden*: Your feedback and the community feedback would help us prioritize.
 - *Susan*: Would the subcommittees decide which are most impactful?
 - *Najee*: Ideally, yes.
 - *Shayna*: Everything on this list is an item that is somewhat feasible - some are moonshots - and has been run by someone with expertise in DoT. Everything is on here because we believe it would have a measurable impact on climate. What would be helpful would be to hear from the Committee what they think is most needed and feasible in their community, as well as what proportion of the plan they want focused on big policy versus local policy.
 - *Susan*: The last ECAP had too many items, so if we could zoom in on five or so that would be great and effective. We can tell you what we think would be supported by our communities, but we don't know which would have the greatest impact.
 - *Champ*: How many more meetings to decide this?
- *Najee*: Now would be a good time to form the subcommittees.

- *Navina*: Maybe you as the chair or you and someone else could come up with the groupings.
- *Ryan*: Now I am wondering if there is another way to achieve the same efficacy and collaboration with City staff without subcommittees?
- *Najee*: I suggest three committees: Transportation, Buildings, and Advocacy.
 - *Navina*: Shouldn't advocacy be a part of each topic?
 - *Najee*: I agree. Each topic should have a policy and advocacy component.
- *Colin*: The voting on each of the boards from community workshops will likely be very helpful to the Committee.
- *Najee*: Between now and the next meeting, myself and Nicole will identify the key areas and create subcommittees and allow the other members to choose which they would like to be on.
- *Susan*: If there are 13 members and two alternates, and perhaps seven subcommittee topics, then how should they be divided?
 - *Najee*: We will decide which topics go together to be dealt with by each subcommittee.
- *Shayna*: Our final community workshop for District 7 is tomorrow night and the citywide workshop is next week, followed by a robust online survey and informal engagement. By the end of next week, we will have a lot of data to share. We have been averaging about 45 people per workshop, which when multiplied by eight equals a lot of votes.
- *Daniel*: I encourage committee members to attend these workshops if they have not yet had a chance.

Item 7. Building energy use follow-up

- *Shayna*: If we were to bring forward a building electrification code, we would need to have it to council by October. We should take three minutes for the electrification update.
 - *Daniel*: Oakland has an opportunity to go for an all-electric building code for some or all newly constructed buildings. We prepared this memo in support of that for Committee to use in advocacy. The intent of this memo is to enable the Committee to decide how to advocate and what to take back to you stakeholders; please reach out to the Co-Chairs or City staff to acquire any other resources as needed.
- *Najee*: Building electrification may be considered by City Council as early as November 5th. We can look to Berkeley as an example.
- *Daniel*: Anne-Olivia has already begun organizing her folks.
- *Barbara*: How should I prepare to be able to talk about this by next month?
 - *Daniel*: To the extent you would like to provide education to others, it is up to you; this pamphlet should contain what you need to get started.

Item 8. Community engagement update

- *Najee*: Tomorrow's workshop at the 81st Avenue Library from 6 to 8 PM.
 - *Shayna*: Food will be provided at 5:30 PM.
- *Najee*: Next Wednesday, July 31st, is the final community workshop for this phase.
 - *Shayna*: This will be for anyone who wants to attend a second workshop or missed one in their district.
 - *Daniel*: How many registered for citywide?
 - *Marybelle*: 102.
 - *Najee*: I've been to a few of these; they are candid presentations of people's thoughts and needs.
- *Najee*: Are there any final points?

- *Ryan*: We almost didn't have a quorum today; is there a way we can get every one of our fellow committee members to RSVP before the next meeting?
- *Daniel*: We can put a voting button in the calendar invite.
- *Navina*: Quorum is seven people.

Item 9. Next meeting topic discussion

- *Shayna*: What will our topic be for next meeting? Should our Co-Chairs decide?
 - *Navina*: Could we talk about our process for our Committee, making proposals, etc.?
- ➔ Najee motioned to focus on committees next meeting; Ryan seconded.
- ➔ Najee motioned to cover community engagement update next meeting; Susan seconded.
- *Ryan*: I am concerned that my neighborhood crime prevention council (NCPC) does not have the ECAP in its goals, which is a failure we should remedy. I would like to discuss in the future.
 - *Navina*: We should think about longevity of community engagement process - how is the City being held accountable to communities?
 - *Daniel*: There are discussions in the works at the staff level to get in contact with them.
 - *Shayna*: We gave a presentation to the Neighborhood Services Coordinators (NSCs), and are hoping to make presentations about the ECAP at as many NCPC meetings as possible.

Meeting adjourned at 8:02 PM.

An aerial photograph of a city, likely Seattle, featuring a large body of water in the foreground. In the center, a prominent white domed building, the Washington State Capitol, is visible. The city is densely packed with buildings, and mountains are visible in the background under a clear blue sky.

ECAP ad hoc Community Advisory Committee

Transportation Deep Dive

July 23, 2019

Burning fossil fuels is the primary driver of the climate crisis

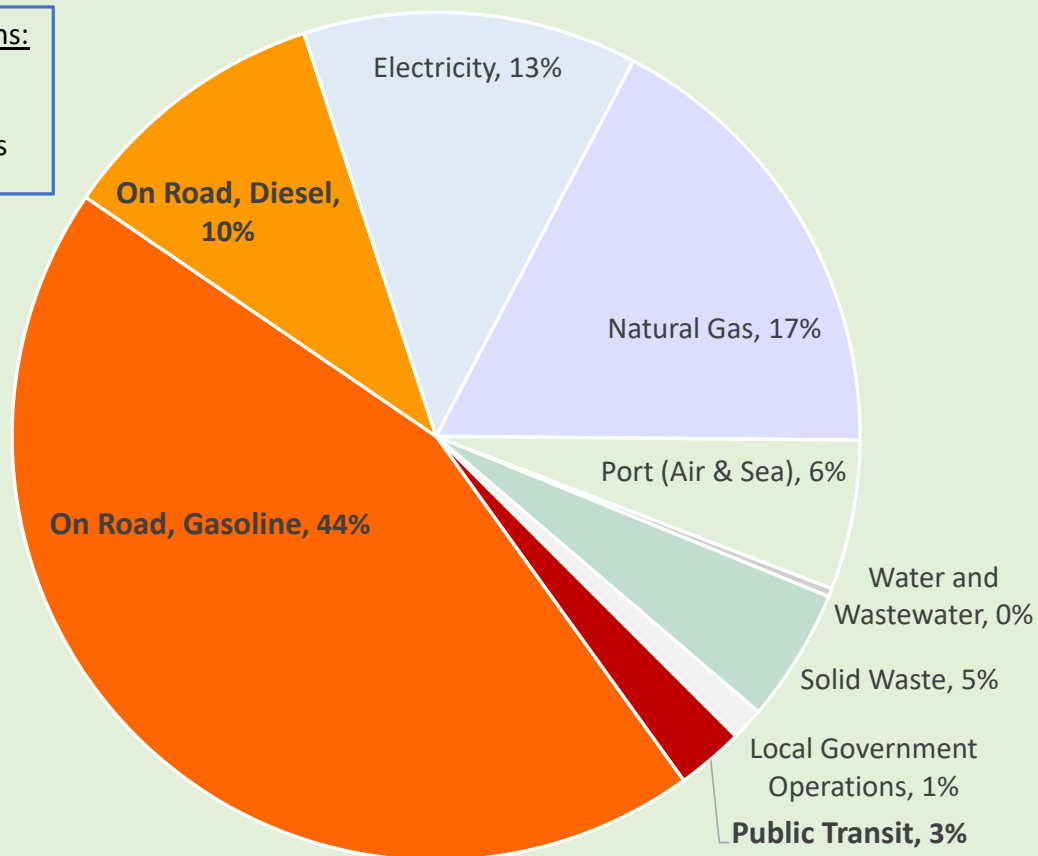


- In Oakland, we primarily burn petroleum (oil) and natural gas
 - Natural gas, which is mostly methane, can be used for electricity generation, powering some vehicles, and **buildings**
 - Oil (gasoline, diesel, jet fuel) powers most of our **transportation**

Total Local Emissions by Category - 2005

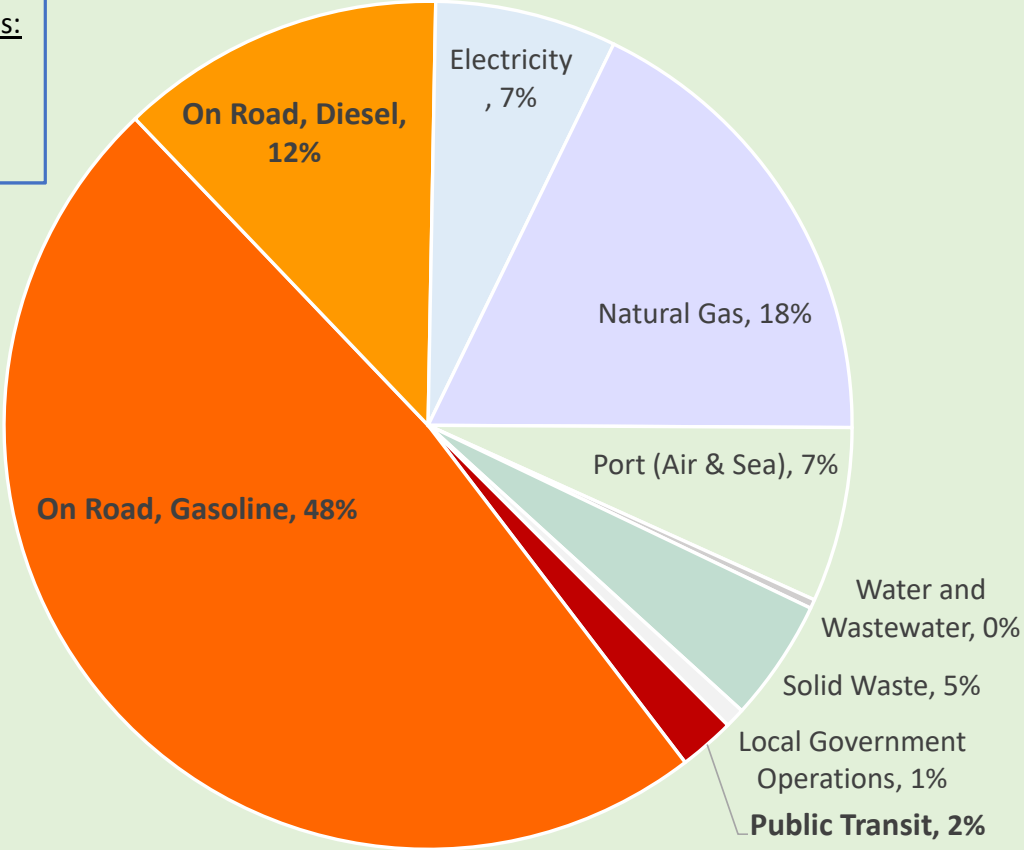
Total transportation emissions:

2,062,000 metric tons
57.5% of total local emissions



Total Local Emissions by Category - 2017

Total transportation emissions:
1,706,200 metric tons
62.8% of total local emissions



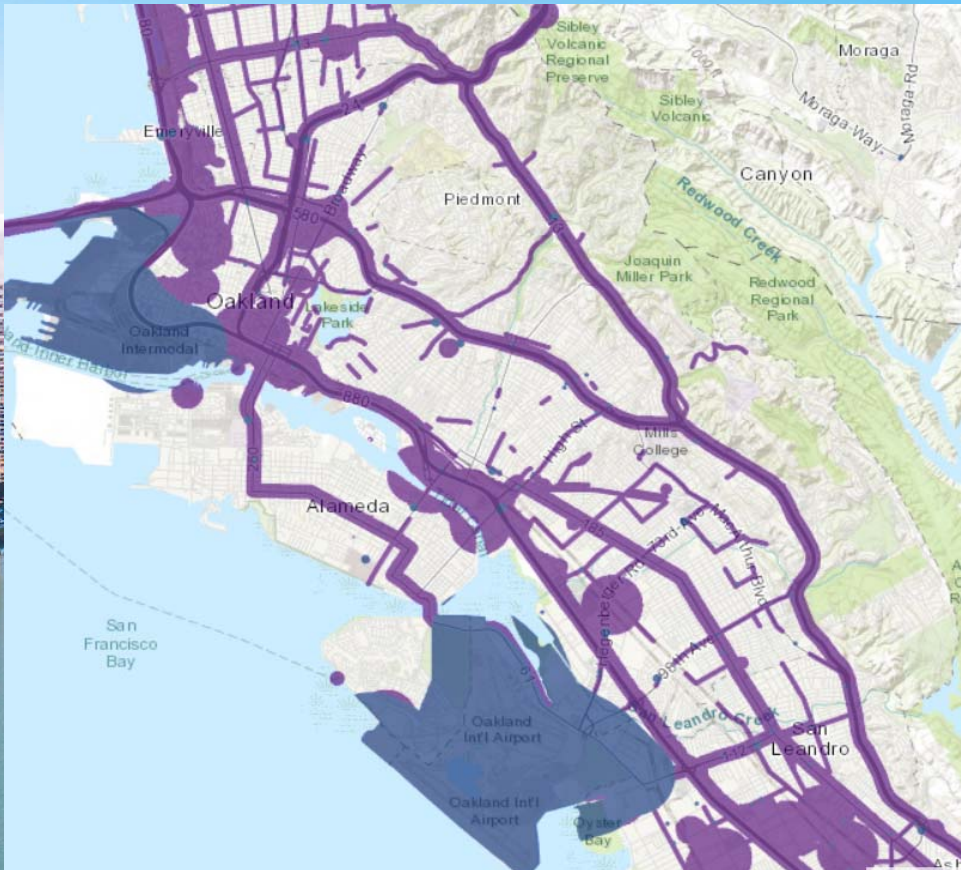
Public Health Impacts

Transportation-Related Pollution & toxicity:

- Asthma rates
- Life expectancy
- Lung cancer
- Heart disease



Transportation is top source of climate *and* air pollution

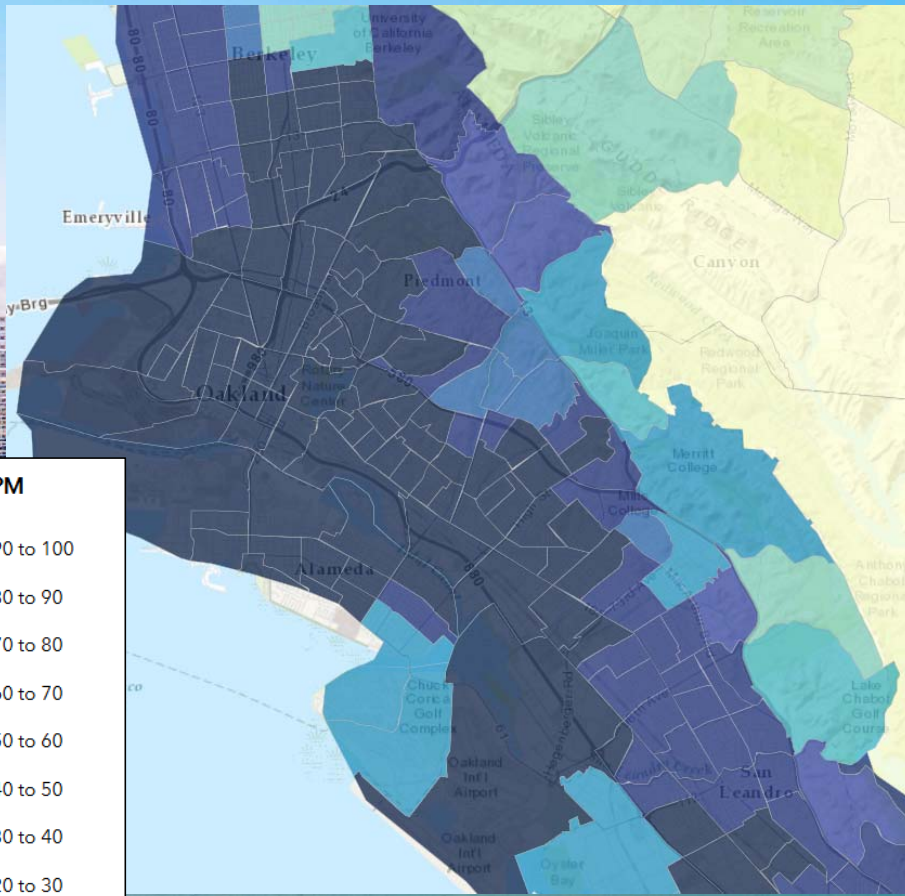


Map: [BAAQMD](#). Purple indicates elevated levels of fine particulates and/or toxic air contaminants

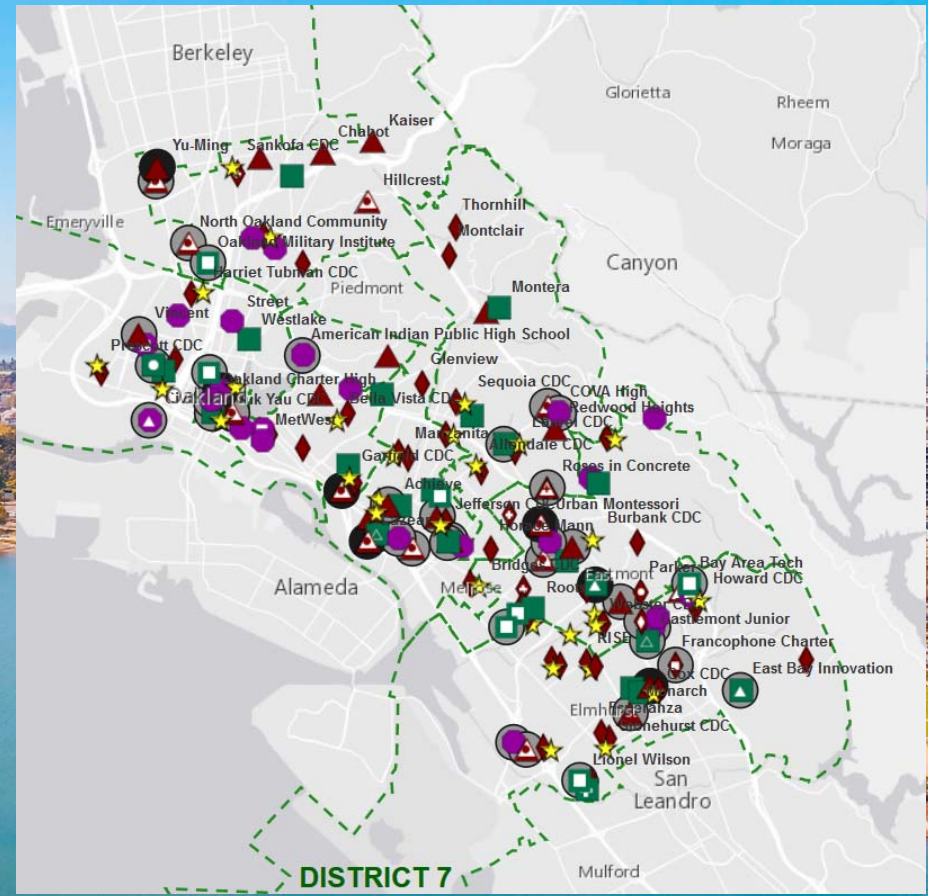
- Gasoline cars = CO₂, NO_x, & smog
- Diesel drives major sources of localized air pollution:
 - Dispersed particulate matter (PM 2.5)
 - Local diesel particulate matter (DPM)—toxic within 1500-2000 feet of highways¹
- State-wide, Trucks = 4% of vehicles, 9% of GHGs, 60% of particulate matter
- DPM is carcinogenic and exposure varies greatly even within a city block²

¹ Zhou and Levy (2007). [Factors influencing the spatial extent of mobile source air pollution impacts: a meta-analysis](#),
² Apte et al. (2017). [High-Resolution Air Pollution Mapping with Google Street View Cars](#).

Diesel Particulate Matter Intensity



Map of Oakland DPM (CalEnviroScreen)

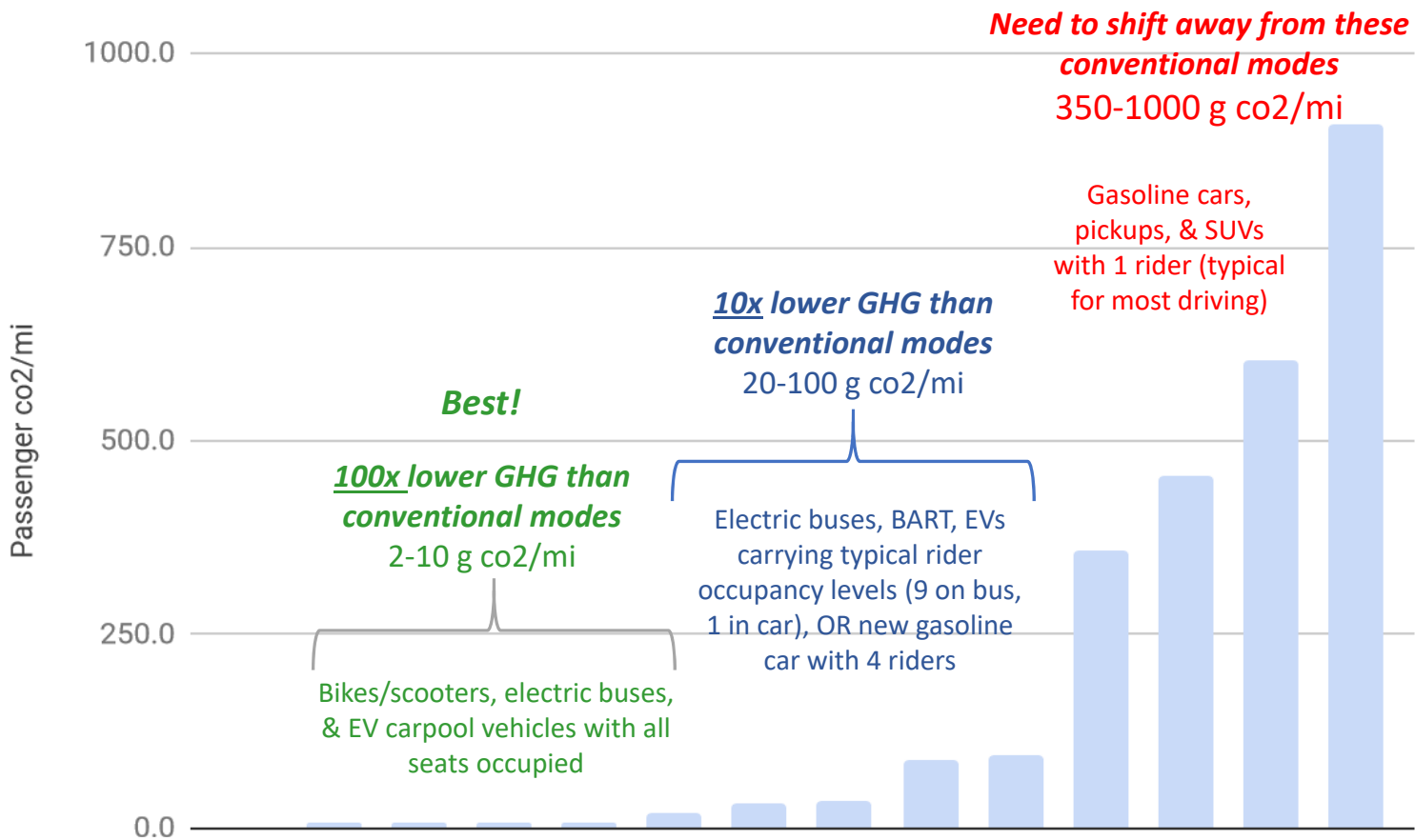


Map of Oakland Schools ([OUSD](#))

Oakland has one of the highest levels of exposure to DPM in the state

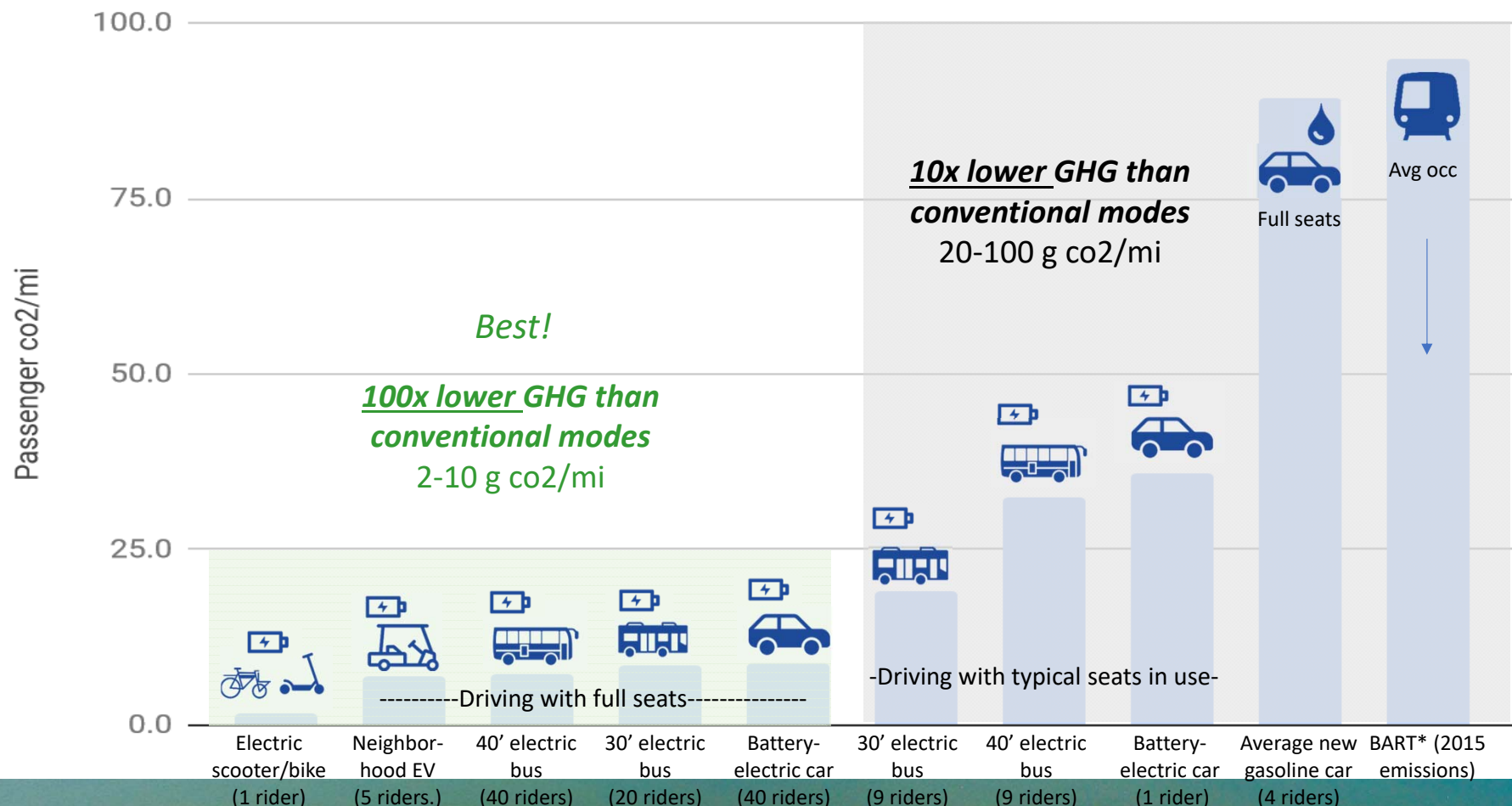
Climate Emissions from Passenger Travel

Understanding Oakland's dominant source of emissions



Modes for Equitable, Low-GHG Mobility ¹

Oakland can reduce passenger-mile CO2 10-100x by supporting active transportation, electric transit, and electric carpooling



Facts

- Cars cost \$8,000-\$9,000 per year on average
- Time spent in cars is hazardous to health, upward mobility, and safety to others¹
- About ½ of auto trips are 3 miles or less – even though bikes, scooters, and other light EVs can cover the distance almost as fast, at 10-100 times lower cost, and with public health *benefits*²

1 Large body of research covers various aspects of this. Some starting points: [WebMD](#), [NY Times](#), [Streetsblog](#)

2 Average driving speed in Oakland is ~30 MPH...and much slower during peak times and in high traffic areas

Progress in Oakland to Date

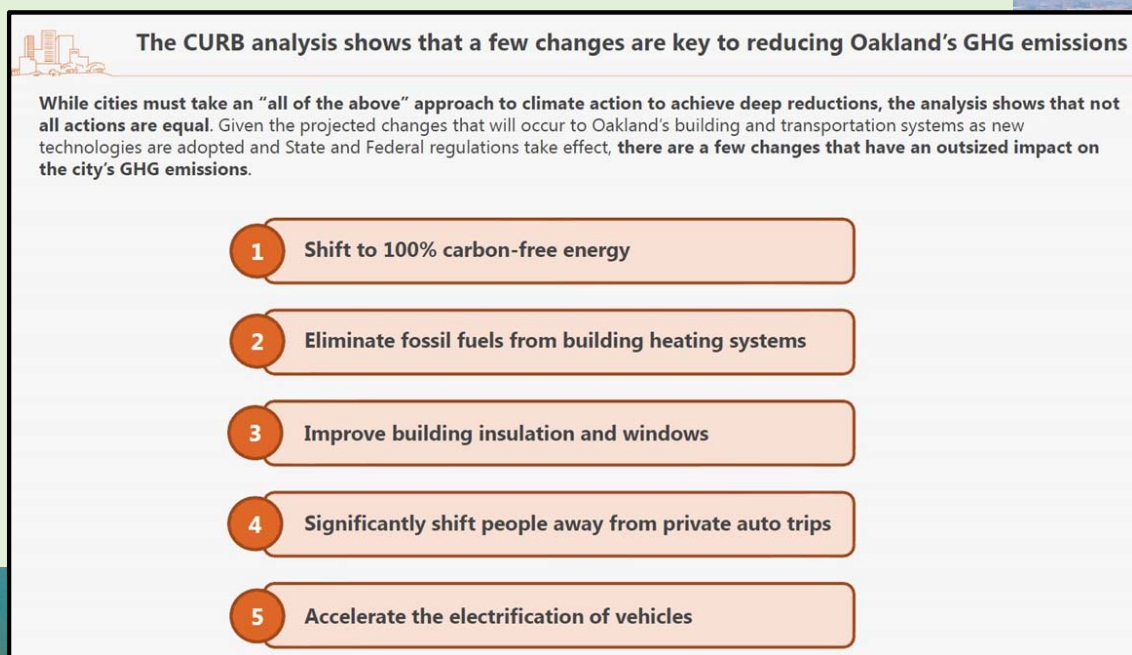
- Focus on VMT rather than congestion impacts for CEQA
- Shared mobility focus (car & bike)
- 150+ bikeway miles; Bike & Ped plans
- New OakDOT, equity focus
- BRT
- Diesel particulate filters in big-rigs
- PEV Readiness codes, curbside charging pilots
- No parking minimums downtown, reduced along transit corridors
- City fleet

Transportation: Where We Need to Go

Two Main goals:

- Significantly shift people away from single-occupancy vehicles
- Electrify remaining vehicles

...but how do we do it rapidly, efficiently, and equitably?



The CURB analysis shows that a few changes are key to reducing Oakland's GHG emissions

While cities must take an "all of the above" approach to climate action to achieve deep reductions, the analysis shows that not all actions are equal. Given the projected changes that will occur to Oakland's building and transportation systems as new technologies are adopted and State and Federal regulations take effect, there are a few changes that have an outsized impact on the city's GHG emissions.

- 1 Shift to 100% carbon-free energy
- 2 Eliminate fossil fuels from building heating systems
- 3 Improve building insulation and windows
- 4 Significantly shift people away from private auto trips
- 5 Accelerate the electrification of vehicles

How do we reduce cars on the roads (“shift people away from single-occupancy vehicles”)

- Public transit: Free transit, Transit-only routes (like BRT)
- Active mobility (Aggressive Bicycle and Pedestrian improvements, focus on frontline community investments & deep input)
- Safe Routes to School (encouraging walking & biking)
- Shared mobility regulation (reduce single-rider trips, especially along transit corridors)
- Autonomous/electric shuttle service along key corridors
- Ciclovía (Open Streets Festival)

How do we electrify all remaining vehicles

- Zero Emission Vehicle Action Plan (addressing cars, buses, trucks, heavy-duty equipment, & micromobility)
 - Expand charging infrastructure to enable vehicle demand (public, apartment buildings, fleets, Port, Airport)
 - Resilience integration
 - Help people get electric vehicles (Clean Cars for All, EPIC, etc)
- Accelerate Electric Bus Fleet Adoption
- Increase use of Intelligent Transportation Systems (signal syncing technology to preference clean modes and public transit)
- Require Autonomous Vehicles be Electric

How do we enable/support these changes?

- Funding: Price parking to disincentivize driving; use fee to fund clean alternatives
- Subsidize carpool/rideshare services or EV ride hailing service (within income qualifications)
- Expand access to electric neighborhood car share
- Congestion pricing (certain corridors, single-use ride-hailing)
- Review and refine TDM requirements for New Development and Major Employers
- Resilient land use, Planning & zoning strategies (e.g. 90% of community members live within walking distance of daily needs)

Factors in deciding priority actions

- Does it enhance racial, social, economic equity?
- Does it achieve significant GHG mitigation?
- Is it within our sphere of control?
- Is it strategically linked to other City priorities to magnify impact?
- Is it feasible within 10 years?
- Is it flexible to accommodate political/technological changes?

District 2 Census Tract: 6001406000 * Population: 3,450

CES 3.0 Percentile: 85-90% (Higher percentile = higher relative burden.)

Pollution Burden Percentile: 78

- Ozone: 8
- PM 2.5: 31
- Diesel: 95
- Pesticides: 0
- Toxic Releases: 43
- Traffic: 87
- Drinking Water: 4
- Cleanups: 98
- Groundwater Threats: 99
- Hazardous Waste: 95
- Impaired Water: 98
- Solid Waste: 12

Population Characteristics Percentile: 87

- Asthma: 91
- Low Birth Weight: 75
- Cardiovascular Disease: 37
- Education: 79
- Linguistic Isolation: 99
- Poverty: 86
- Unemployment: 62
- Housing Burden: 89

Race/Ethnicity:

- Af-Am: 12%
- White: 17%
- Hispanic: 21%
- As-Am: 47%
- Other: 3%

