

# OAKLAND CITY COUNCIL

## RESOLUTION NO. \_\_\_\_\_ C.M.S.

**RESOLUTION (A) APPROVING THE OAKLAND ZERO EMISSION VEHICLE ACTION PLAN, (B) ADOPTING APPROPRIATE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS, AND (C) DIRECTING THE CITY ADMINISTRATOR TO ADD ONE FULL TIME TRANSPORTATION PLANNER II POSITION IN THE DEPARTMENT OF TRANSPORTATION FISCAL YEAR 2023-24 BUDGET PROPOSAL TO IMPLEMENT THE CITY OF OAKLAND'S ZERO EMISSION VEHICLE ACTION PLAN**

**WHEREAS**, the City Council adopted the 2030 Equitable Climate Action Plan (ECAP) in 2020, which establishes actions that the City and its partners will take to equitably reduce Oakland's climate emissions 60 percent by 2030 and adapt to a changing climate (Actions); and

**WHEREAS**, Transportation and Land Use Action 5 of the ECAP, "Create a Zero Emission Vehicle Action Plan," instructs the Oakland Department of Transportation staff to develop a plan to increase adoption of zero-emission vehicles (ZEVs) and mobility services while addressing equity concerns and prioritizing investment in frontline communities; and

**WHEREAS**, the transportation sector is responsible for two-thirds of Oakland's local greenhouse gas (GHG) emissions, making it a primary focus for climate action; and

**WHEREAS**, The ECAP established two important goals for transportation: (1) Switch as many trips and activities as possible from vehicles to active and public transportation; and (2) Shift all remaining vehicles to zero-emission technologies; and

**WHEREAS**, the State of California has set goals of placing 1.5 million ZEVs on California roads by 2025, 5 million by 2030 and 8 million by 2035; and

**WHEREAS**, California Governor Gavin Newsom signed executive order N-79-20 in 2020, mandating that 100 percent of new light duty passenger vehicles sold in California are zero-emission by 2035; and

**WHEREAS**, California Air Resource Board's (CARB) Advanced Clean Truck

regulation requires Class 2-b-8 vehicle manufacturers to sell an increasing number of ZEVs and meet a one-time reporting requirement to promote the development and use of advanced clean trucks and their Innovative Clean Transit Rule requires 100% of new bus purchases to be zero-emission by 2029 and fleets must be fully ZEV by 2040; and

**WHEREAS**, through executive order B-48-18, California established a target of 250,000 EV charging stations statewide by 2025; and

**WHEREAS**, The California Energy Commission (CEC) estimates that Oakland will need about 4,400 public chargers by 2025, 11,000 by 2030, and 18,750 chargers by 2035 to reach its share of the state goal of 8 million ZEVs. To ensure that 100% of vehicles on Oakland roads are ZEVs by 2045, over 70,000 public chargers will be needed in Oakland; and

**WHEREAS**, historically marginalized communities worldwide, including African Americans and people of color, immigrants, indigenous communities, low-income people, those with disabilities, and the unsheltered are already disproportionately affected by climate change and must benefit first and foremost from a just transition to a sustainable and equitable economy; and

**WHEREAS**, City staff drafted and many Oakland residents and technical experts directly influenced and weighed in on the content of the 2022 Zero Emission Vehicle Action Plan (Plan) through the community engagement process with community advisors and community-based organization (CBO) partners TransForm, Spanish Speaking Citizen's Foundation (SSCF), and West Oakland Environmental Indicators Project (WEOIP)as, well as an online survey, an interactive draft document, and other pop-up engagement events designed to make climate action relevant and accessible; and

**WHEREAS**, the Plan identifies thirty-six (36) Actions that span the primary sectors of the ZEV transition in Oakland, specifically; (1) City Leadership; (2) Existing and Multifamily Buildings; (3) Public and Curbside ZEV Charging; (4) Medium- & Heavy-Duty Fleets; (5) Electric Micromobility; (6) The ZEV Economy; and

**WHEREAS**, the Plan establishes the City's roadmap to: (1) reduce GHG emissions from the transportation sufficiently to support the ECAP target of a 60 percent reduction by 2030; (2) support a transition to 100 percent of vehicles within Oakland being zero-emission by 2045, consistent with the Council-adopted Carbon Neutrality target of 2045; and (3) ensure that the benefits of the ZEV transition flow first and foremost to the communities that have been impacted first and worst by the impacts of climate change and air pollution; and

**WHEREAS**, the Plan approach is consistent with the ECAP Racial Equity Impact Assessment and Implementation Guide, which was reviewed and approved by the City's Department of Race and Equity to advise City staff in equitably implementing the ECAP; and

**WHEREAS**, benefits of implementing the Plan will include: creation of good, green job pathways, particularly for those who have traditionally faced employment barriers; cleaner air, particularly along the I-880 and other heavily congested corridors; improved clean mobility

access; and a stronger voice in policy and program development and implementation for historically marginalized communities; and

**WHEREAS**, Staff has determined that an additional Full Time Employee Transportation Planner II is needed to lead the implementation of the thirty-six Actions in the Plan with an appropriation of \$236,663 from available fund balance in the general purpose fund; and

**WHEREAS**, the City has reviewed the adoption of the 2030 ECAP for compliance under the California Environmental Quality Act (CEQA), and finds that the adoption of the Plan, and the materials attached to the City Administrator's agenda report, is exempt from CEQA review pursuant to 14 California Code of Regulations section 15308 (actions by regulatory agencies for the protection of the environment), because the actions in the 2030 ECAP ensure compliance with AB 32, the Global Warming Solutions Act of 2006 and the City of Oakland's GHG reduction target, include procedures to assure the protection of the environment, do not authorize construction activities or relaxation of standards allowing environmental degradation, and none of the exceptions to the categorical exemption apply; now therefore be it

**RESOLVED:** That the foregoing recitals are integral to this Resolution and are incorporated herein; and be it

**FURTHER RESOLVED:** That the City Council hereby finds and determines, on the basis of substantial evidence in the record, that the adoption of the Zero Emission Vehicle Action Plan is exempt from CEQA pursuant to CEQA Guidelines section 15308 (actions by regulatory agencies for the protection of the environment); and be it

**FURTHER RESOLVED:** That the City of Oakland is committed to continuing its climate leadership in equitably reducing GHG emissions toward the Council-adopted 2045 Carbon Neutrality target to mitigate the future effects of climate change both locally and globally, and improve climate equity outcomes of the City's frontline communities by following the recommendations and best practices outlined in the ECAP Racial Equity Impact Assessment and Implementation Guide; and be it

**FURTHER RESOLVED:** That the Council hereby finds and determines that the Project is exempt from CEQA pursuant 14 California Code of Regulations section 15308 (actions by regulatory agencies for the protection of the environment); which provides a bases for CEQA compliance; and so be it

**FURTHER RESOLVED:** That the City Administrator is authorized to file a Notice of Exemption with the Alameda County Clerk's Office and appropriate agencies; and be it

**FURTHER RESOLVED:** That the City of Oakland hereby adopts the Zero Emission Vehicle Action Plan; and be it

**FURTHER RESOLVED:** That the City Administrator is directed to add one full time transportation planner II position in the Department of Transportation Fiscal Year 2023-24 Budget proposal to implement the City of Oakland's Zero Emission Vehicle Action Plan.

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

AYES - FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, THAO AND  
PRESIDENT FORTUNATO BAS

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

ASHA REED

City Clerk and Clerk of the Council of the  
City of Oakland, California