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AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Brooke A. Levin
Director, Public Works

SUBJECT: Update on Energy & Climate Action
Plan (ECAP)

DATE: February 11, 2016

City Administrator Approval

Date:

3/9/16

RECOMMENDATION

Staff Recommends That The City Council Receive An Informational Report on the Progress of Implementing the Priority Actions in Oakland's Energy and Climate Action Plan, Including Level of Progress, Metrics Used to Determine Progress/Completion, Next Steps on Actions Not Yet Completed, and Community Process Going Forward to Update and Expand Upon the ECAP to Achieve its Adopted Goals.

EXECUTIVE SUMMARY

This informational report provides an update on the City's Greenhouse Gas (GHG) emissions inventories and the updating of the Energy and Climate Action Plan (ECAP). The GHG Emissions Inventory assesses the progress made by the City in reducing emissions. Staff has recently developed a new GHG Emissions Inventory, based on 2013 data, which shows that Oakland has reduced emissions by 16 percent relative to the 2005 baseline year. This reduction level places Oakland as one of the national leaders in per capita GHG emissions. In addition to the creation of a 2013 Emissions Inventory, staff has revised the 2005 and 2010 Emissions Inventories to ensure that consistent methodology is applied to all of the City's inventories, allowing for more accurate and consistent comparison.

The 2013 Emissions Inventory provides the basis for the update to the City's Energy and Climate Action Plan (ECAP). The ECAP contains a Three Year Priority Implementation Plan that establishes strategies to meet the City's 2020 goal of reducing emissions by 36 percent. The Implementation Plan includes a range of priority actions, which have been completed, are fully underway, or are no longer appropriate given changes in technology or policy. Page 10 of the ECAP states "The ECAP will be updated every three years, including updates to Oakland GHG inventories". Staff is currently updating the Plan based on the 2013 GHG Emissions Inventory, new or better data, and progress made to date in implementing the ECAP.

Staff has developed a community outreach strategy to ensure the public will have ample opportunity to comment on and provide input to the update to the ECAP.

Item: _____
Public Works Committee
March 22, 2016

BACKGROUND / LEGISLATIVE HISTORY

City Council adopted two Resolutions that guide the development, update, and focus of GHG Emissions Inventories and the ECAP. Resolution No. 82129 C.M.S., approved July 7, 2009, directed staff to develop the ECAP using a GHG reduction target of 36 percent below 2005 emissions levels by 2020, with annual benchmarks for meeting the target. Resolution No. 84126 C.M.S., approved December 4, 2012, adopted the ECAP, and established the procedures for administrative update of the ECAP Appendix, which contains the 2005 GHG Emissions Inventory and the background information for the GHG emissions reductions targeted in the ECAP. The strategies described in this staff report reflect the City Council direction, and comply with all provisions of the two Resolutions.

In addition to the two Resolutions adopted by the City Council, the Mayor's Office has signed two non-binding agreements among local, state, and regional governments to inventory GHG emissions, develop emissions reduction strategies, and report citywide emissions at a greater frequency than that specified in the ECAP. These agreements are described below.

Compact of Mayors – Launched at the 2014 United Nations Climate Summit, the Compact of Mayors is the world's largest coalition of city leaders addressing climate change by pledging to reduce their greenhouse gas emissions, tracking their progress and preparing for the impacts of climate change. The Compact requires the City of Oakland to inventory and report GHG emissions at least every three years, disclose climate hazards within one year, and disclose climate vulnerabilities within two years. The City entered into the Compact on August 10, 2015.

Under 2 Memorandum of Understanding (Under 2 MOU) – This agreement was signed by Mayor Schaaf in Paris at the U.N. Climate Change Conference of Parties, on December 6, 2015. Each signatory commits to limit emissions to 80 to 95 percent below 1990 levels, or below two metric tons per capita, by 2050, which is the level of emission reduction believed necessary to limit global warming to less than 2°C by the end of this century. This is consistent with the City's adopted GHG reduction goal of 83 percent by 2050. The following table provides the requirements of compliance with the two agreements. While additional details are contained in the two agreements, the requirements below constitute the major provisions of the efforts.

Requirement	Compact of Mayors	Under 2 MOU	Status
Report Core GHG Emissions	Every 3 years	--	Complete
Report Climate Hazards	By 2016	--	Complete
Adopt GHG Reduction Targets	Adopt Targets as Appropriate to City	2030 and 2050 goals	2050 Goal complete, 2030 goal not adopted*
Report Climate Vulnerabilities	By 2017	--	Underway
Adopt Climate Action Plan	By 2018	--	Complete

* City Council adopted GHG reduction goals for 2020 and 2050. Staff anticipates bringing a recommendation for a new 2030 goal, consistent with this requirement, to City Council.

Resolutions No. 82129 C.M.S. and No. 84126 C.M.S. provide the basis for the current and future updates to the GHG Emissions Inventories and ECAP. Outside of the provision of the Under 2 MOU that the City adopt a 2030 GHG reduction goal, all required components of the

intergovernmental agreements are already included in the work done in the Environmental Services Division or in the existing GHG Emissions Inventories and ECAP. Staff will initiate a process with City Council for consideration of a new 2030 GHG reduction goal.

ANALYSIS AND POLICY ALTERNATIVES

The publication of the Sustainable Oakland Report has provided the annual update on the status of the ECAP implementation. This annually generated report gives an update on sustainability actions in the city, both those led by the City government and those led by the community. Beginning in 2015, this Report included a complete status update on the 61 Priority Actions designated in the ECAP. This annual status updating will continue as part of the Sustainable Oakland Report.

GHG Emissions Inventory

The City inventories GHG emissions to assess the community's overall contribution to climate change. GHG emissions are comprised of six gasses, each of which has a distinct global warming potential. This potential is described in carbon dioxide equivalents, or CO₂e. Describing emissions in terms of CO₂e allows for a single metric to be tracked over time, and makes comparisons and progress simpler to gauge.

In previous inventories, emissions that were generated within the City limits, an approach called a core inventory, were used. This is the standard for inventories across the world, and is the required approach for reporting through the agreements discussed previously. However, this approach does not account for the emissions generated elsewhere to serve those living and working in Oakland, such as products made overseas and shipped to the United States for purchase locally. To address this, staff is also calculating emissions that include all products and services consumed in Oakland. This approach, called a consumption inventory, provides a more comprehensive view of emissions for which the community is responsible. An example of this difference can be seen in emissions from driving a car. In the core inventory, only the emissions from the tailpipe are included. In the consumption inventory, the tailpipe emissions are included, but so are emissions associated with extracting the oil, refining it into gasoline, and shipping the fuel to a local gas station. Both core and consumption inventories have been completed for each of the years discussed in this section.

As part of its ongoing focus on climate change, the Environmental Services Division has completed inventories for the 2005, 2010, and 2013 calendar years. For each of these years, staff has updated or created both core and consumption inventories. The GHG Emissions Inventory Report detailing the findings of the inventories, along with progress towards the City's 2020 goal of reducing emissions by 36 percent by 2020, is in development and expected to be completed in March 2016. Data on emissions in the community is typically not available until at least 18 months after the period to be evaluated, thus there is a gap between the current year and the most recent analysis. A brief summary of the findings of each inventory is provided below.

2005 GHG Emissions Inventory: The City's first GHG Emissions Inventory covered the 2005 calendar year, referred to as the baseline for all future emissions inventories. This inventory

was first created in 2009, employing a software system that is no longer in use, and using estimates of GHG impact. The estimates have been updated as new and better data have been developed. In 2015, staff updated this inventory to recalculate emission levels using industry-standard software and updating all relevant information, analysis, and documentation. This provided a revised baseline for comparison, and established a uniform set of conditions for all comparisons in the future. The 2005 core inventory shows a baseline emissions level of 3,083,787 metric tons of CO₂e (MTCO₂e). By comparison, the 2005 consumption inventory, which includes emissions from other areas used to make products and services to support homes and businesses in Oakland, shows a baseline emissions level of 8,423,093 MTCO₂e. All references to percentage improvement or progress towards goal are relative to these two baseline figures.

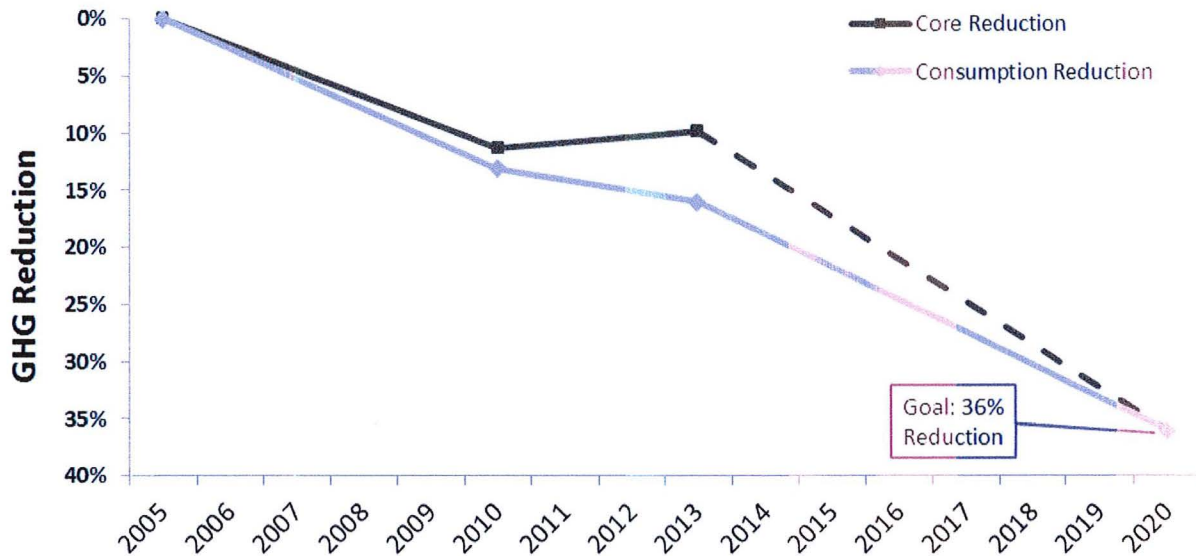
2010 GHG Emissions Inventory: The second GHG Emissions Inventory covers the calendar year 2010. This year was during a recession, when higher unemployment and less economic output typically result in lower emissions. These reduced emissions are due to fewer commuters driving to work, fewer office buildings and industrial facilities operating, and associated changes. While various programs and policies were also in effect that helped to drive down emissions, it is difficult to gauge progress in such a year, due to the inability to project a similar rate of emissions decrease over time. The results of the 2010 analysis, shown in MTCO₂e, are shown in the following table.

	Total Emissions	Reduction from Baseline
Core Inventory	2,735,063	11.3%
Consumption Inventory	7,318,981	13%

2013 GHG Emissions Inventory: The third and most recent GHG Emissions Inventory covers the calendar year 2013. By this period the economy was in recovery, and both employment levels and economic output had risen to levels higher than those in the baseline year. This set of conditions serves as a better indicator of progress toward the goal due to policies and changing behaviors rather than economic conditions. The results of the 2013 analysis, shown in MTCO₂e, are as follows.

	Total Emissions	Reduction from Baseline
Core Inventory	2,780,999	9.8%
Consumption Inventory	7,074,565	16%

A summary of the progress documented in the GHG Emissions Inventories, including the 2020 goal of reducing emissions by 36 percent, is provided in the following graphic.



This progress toward the City's adopted 2020 goal is considered excellent among cities across the country. While the City is not on track to achieve its 36 percent goal at the current rate of emissions reduction, this is common to almost all major U.S. cities. In addition, the per capita rate of GHG emissions for Oakland is among the best in the nation for midsize and large cities, ranking better than other established leaders in climate change such as San Francisco, Boston, and Portland. The 2013 Emissions Inventory showed Oakland's per capita core emissions are 44 percent lower than the average in the state of California, and 68 percent lower than the national average.

ECAP

With this GHG analysis now complete, staff has the information necessary to assess progress toward the 2020 GHG Emissions goal, and to refine the strategy included in the existing ECAP. The analysis reflects the cumulative impact of the many policies and projects undertaken by the City, in addition to changes made by the community to adopt lower carbon lifestyles. The ECAP projected the need to revise the strategy based on the level of success over time, and sets forth how this revision is expected to occur. The ECAP, on page 10, states that "[t]he City will benefit from monitoring the implementation of priority actions during the next three years... and will have the opportunity to learn from these observations to improve plans going forward. Successful programs may be continued and expanded, while unsuccessful actions can be dropped or reconfigured. Other unforeseen changes (e.g., technological advancements, energy price changes, economic growth rates, updated climate models, funding availability) will be considered in future updates to this plan. Future updates will also be informed by consideration

of how social equity issues are impacted by ECAP implementation, both with respect to adaptation and mitigation”.

The ECAP was adopted on December 4, 2012 by City Council, establishing a comprehensive strategy to meet the City’s 2020 GHG reduction goal. It includes 175 total action items to meet the 36 percent reduction target, divided into three categories.

- Category 1: Priority Actions with Existing Resources, which identifies 29 policies and programs that can be pursued with existing departmental structures and budget commitments.
- Category 2: Priority Actions Requiring New Resources, which includes 32 critical actions for which new funding, staffing, or other support are needed to fully implement.
- Category 3: Additional Actions, which includes 114 potential programs, policies, collaborations, and partnerships that are needed to reach the 2020 goal.

These first two categories total 61 actions, and constitute the section of the ECAP entitled “Three Year Priority Implementation Plan”. In 2015, staff conducted a review of the progress of all 61 Priority Actions in this Three Year Priority Implementation Plan. This review was done in coordination with a variety of City departments, community groups, utilities, and special districts. The results of this review were published in the [2014-15 Sustainable Oakland Report](#), to provide public distribution of the status of ECAP implementation (**Attachment A**). The results of the status review are as follows:

Level of Progress	Total Priority Actions
Not Yet Initiated	1
Initiated	5
Moderate Progress	9
Substantial Progress	14
Complete/Fully Underway	32

This progress review, along with the 2013 GHG Emissions Inventory, provides the basis for the ECAP update, currently underway. In addition to the 3-Year Priority Implementation Plan, staff conducted a comprehensive review of the ECAP to identify data, graphics, and other information that is in need of updating. Taken together, these updates will ensure that the ECAP remains relevant and meets its stated intent of “identifying and prioritizing actions the City can take to reduce energy consumption and [GHG] emissions associated with Oakland”.

The goal is to update the priority action list including those from the Additional Actions list. This will be done in coordination with a public engagement process, and with projections on the new actions to determine if they keep the City on track to meet its 2020 GHG reduction goal. The update is expected to be completed in the Fall of 2016.

FISCAL IMPACT

No fiscal impacts are associated with this informational report.

PUBLIC OUTREACH / INTEREST

Item: _____
Public Works Committee
March 22, 2016

No outreach was deemed necessary for the proposed policy action beyond the standard City Council agenda noticing procedures.

COORDINATION

City Staff coordinated on the preparation of the GHG Emissions Inventory with a number of departments in the City, including the Planning and Building Department, the Oakland Public Works Bureaus of: Facilities & Environment, Infrastructure and Operations, and Engineering and Construction, and the City Administrator's Office. Coordination with external agencies included East Bay Municipal Utility District, PG&E, Alameda County Department of Environmental Health, Association of Bay Area Governments, Bay Area Air Quality Management District, and the Metropolitan Transportation Commission.

SUSTAINABLE OPPORTUNITIES

Economic: The ECAP provides a wide range of economic development opportunities through implementation of the Priority Actions.

Environmental: The ECAP provides a wide range of environmental conservation and protection opportunities through implementation of the Priority Actions.

Social Equity: The ECAP provides a wide range of opportunities to enhance social equity through implementation of the Priority Actions.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council receive an informational report on the progress of implementing the priority actions in Oakland's Energy and Climate Action Plan, including level of progress, metrics used to determine progress/completion, next steps on actions not yet completed, and community process going forward to update and expand upon the ECAP to achieve its adopted goals.

For questions regarding this report, please contact Daniel Hamilton, Sustainability Program Manager, at (510) 238-6179.

Respectfully submitted,



BROOKE A. LEVIN
Director, Oakland Public Works

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Prepared by:
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Attachment/s (1)

A: ECAP Progress Update from Sustainable Oakland Report

Energy and Climate Action Plan: Progress Update

The following is an update on progress towards Priority Actions set forth in Oakland's Energy and Climate Action Plan (ECAP). For details on GHG emissions, please contact the Sustainability Program Manager at (510) 238-6179 or dhamilton2@oaklandnet.com		PROGRESS KEY	
		○ ○ ○ ○ ○ Not yet initiated	● ● ○ ○ Moderate Progress
		● ○ ○ ○ Initiated	● ● ● ○ Substantial Progress
			● ● ● ● Complete / Fully Underway
PRIORITY ACTION (SUPPORTED BY EXISTING RESOURCES)	PROGRESS	PROGRESS DESCRIPTION	RESPONSIBLE AGENCY
TRANSPORTATION AND LAND USE			
PA 1 Identify and Adopt Priority Development Areas (TLU-6)	● ● ● ● ●	Corridor and Station Area PDAs established in 2013. Additional designations in queue per 2015 ABAG opportunities.	Planning Department
PA 2 Launch and Develop a Funding Plan for the Downtown Shuttle (TLU-13)	● ● ● ● ●	B Shuttle funding stable; regular service is ongoing.	OPW - Transportation
PA 3 Advance Bus Rapid Transit (BRT) in Oakland (TLU-14)	● ● ● ● ○	BRT project approved by City and AC Transit. Construction is underway as of March 2015.	OPW - Transportation
PA 4 Participate in Quarterly SB 375 Discussions (TLU-1)	● ● ● ● ●	Initial discussions during development of Sustainable Communities Strategy complete. Regular discussions of implementation occurring as appropriate.	Planning Department
PA 5 Call for Port of Oakland GHG Reduction Targets and Plans (TLU-38)	● ● ● ● ●	Port has established ambitious GHG reduction goals in MAQIP	Port of Oakland
PA 6 Call for Climate Action by Port Tenants (TLU-39)	● ● ○ ○ ○	Discussions have occurred at staff level. No formal goal established.	Port of Oakland
BUILDING ENERGY USE			
PA 7 Adopt a Green Building Ordinance for Private Development (BE-1)	● ● ● ● ●	Ordinance adopted by Council in 2010. Updates needed per 2013 Title 24.	Planning Department
PA 8 Offer Property-Based Energy Financing (BE-4)	● ● ● ● ○	Property Assessed Clean Energy (PACE) is available throughout Oakland via five providers approved by Council in September 2015.	Environmental Services (OPW)
PA 9 Launch a Downtown Commercial Retrofit Program (BE-12)	● ● ● ● ●	Oakland Shines performed 600 audits and 200 efficiency projects in 2010-12, saving 4.5M kWh, 55,000 therms, and \$600,000 in energy bills. Energy efficiency services are ongoing through East Bay Energy Watch.	Environmental Services (OPW)
PA 10 Encourage Participation in Local Energy Efficiency Programs (BE-13)	● ● ● ● ●	The City encourages residents and businesses to participate in energy efficiency programs offered through East Bay Energy Watch, PG&E, BayREN, and special opportunities.	Environmental Services (OPW)
PA 11 Launch a Residential Green Retrofit Program (BE-21)	● ● ● ● ○	Oakland's Single family homes are eligible for incentives and assistance through the BayREN Single Family Retrofit program, the local version of Energy Upgrade California.	Environmental Services (OPW)
PA 12 Conduct a Multi-Family Affordable Housing Retrofit Pilot (BE-22)	● ● ● ● ●	Pilot program ran 2010-13. The City is now a participant in the BayREN Multifamily Retrofit program, which has served 1,244 Oakland units to date.	Environmental Services (OPW)
PA 13 Expand Weatherization Program Delivery (BE-23)	● ● ● ● ●	Weatherization programs were expanded during the ARRA grant period, serving 862 homes, including 780 affordable housing units.	Environmental Services (OPW)
PA 14 Launch the Weatherization and Energy Retrofit Loan Program (BE-23)	● ● ● ● ●	This program was launched in the City and serves 20-40 properties per year.	Housing Department
PA 15 Create an Oakland-Specific Water-Efficiency Landscaping ordinance (BE-32)	● ● ● ● ●	Council passed the Civic Bay Friendly Landscape Ordinance to require water efficiency in all public landscaping projects	Planning Department
PA 16 Implement Advanced Operating Procedures for City Facilities (BE-42)	● ● ● ● ●	Building EMS has been installed in most major municipal buildings, with enhanced controls for HVAC and lighting systems. Monthly and Quarterly reports are prepared and distributed for analysis.	Environmental Services (OPW)
PA 17 Improve Energy Performance of New City Facilities (BE-43)	● ● ● ● ●	The Civic Green Building Ordinance requires higher levels of energy efficiency in all new construction. Additional projects occur as opportunities allow to improve performance.	Environmental Services (OPW)
PA 18 Retrofit City Facilities to Improve Energy Performance (BE-44)	● ● ● ● ○	A variety of facilities have been retrofitted to improve efficiency, including Police Administration, City Administration, Dalziel, Data Center, MSC, and others. Opportunities remain for additional projects	Environmental Services (OPW)

Energy and Climate Action Plan: Progress Update

PROGRESS KEY			
	Not yet initiated		Initiated
	Moderate Progress		Substantial Progress
	Complete / Fully Underway		
PRIORITY ACTION (SUPPORTED BY EXISTING RESOURCES)	PROGRESS	PROGRESS DESCRIPTION	RESPONSIBLE AGENCY
MATERIAL CONSUMPTION AND WASTE			
PA 19 Restructure Solid Waste Management System (MW-1)		Solid Waste contracts have been issued to California Waste Solutions and Waste Management, Inc. to implement the City's Zero Waste strategy. Services under the new contracts began July 1, 2015.	Environmental Services (OPW)
PA 20 Refine Implementation of C&D Recycling Ordinance (MW-2)		The City has improved implementation through use of online submission of data, tracking, and evaluation	Environmental Services (OPW)
PA 21 Promote Waste Reduction at Community Events (MW-3)		The City has completed an event recycling guide and model contract, and requires waste reduction and recycling plans as part of event permitting	Special Events (OPW)
PA 22 Develop Regulations Enabling Urban Food Production (MW-17)		Revised Urban Food provisions added to Zoning Ordinance in 2014	Planning Department
PA 23 Encourage Land Owners to Lease Space for Food Production (MW-18)		No action taken	Planning Department
COMMUNITY ENGAGEMENT			
PA 24 Provide Additional Information on Energy and Climate Issues Through Existing City Channels (CE-1)		The City publishes a Sustainable Oakland Report annually to inform the community on energy and climate issues, and updates the Sustainable Oakland website regularly with any new information.	Environmental Services (OPW)
PA 25 Expand Outreach on Energy and Climate Issues Through Partnerships with Local Organizations (CE-2)		The City has engaged in partnerships with a number of groups, most notably the Oakland Climate Action Coalition, to expand outreach. Gap in 2014 due to vacancy in staffing.	Environmental Services (OPW)
PA 26 Convene Community Climate Forums (CE-10)		Forums held in 2012-13. Gap in 2014 due to vacancy in staffing.	Environmental Services (OPW)
PA 27 Report on Energy and GHG Reduction Progress (CE-15)		GHG emissions reported through CDP in 2015. Two status updates have been conducted of ECAP implementation efforts.	Environmental Services (OPW)
PA 28 Support Local Green Jobs Programs		Green Works program ran from 2009-2011, serving 40 students through the Peralta District. California Youth Energy Services continues annually, serving 8-10 students per summer in energy and water efficiency job skill development. The City also partners with Laney College and others to support green building training programs.	Economic and Workforce Development, Housing Department
CLIMATE ADAPTATION AND INCREASING RESILIENCE			
PA 29 Participate in Regional Climate Adaptation Discussions (AD-1)		The City participates in discussions with BCDC, LGSEC, and USDN on climate adaptation programs, and administers a Resilience Program through the 100RC grant from the Rockefeller Foundation.	Environmental Services (OPW)

For more highlights and additional performance data, visit www.sustainableoakland.com

Energy and Climate Action Plan: Progress Update

PROGRESS KEY			
○ ○ ○ ○	○ ○ ○ ○	● ○ ○ ○	Initiated
○ ○ ○ ○	○ ○ ○ ○	● ● ○ ○	Moderate Progress
		● ● ● ○	Substantial Progress
		● ● ● ●	Complete / Fully Underway
PRIORITY ACTION	PROGRESS	PROGRESS DESCRIPTION	RESPONSIBLE AGENCY
<i>The following Priority Actions were originally identified as "In Need of Additional Resources." Since 2010, the City and its partners have made progress in a number of the actions, as detailed below.</i>			
PA 30 Develop a Comprehensive Transportation Policy Plan (TLU-2)	● ● ○ ○	Transportation projects are prioritized and tracked in an electronic system, and long range planning evolves regularly with funding options.	OPW - Transportation
PA 31 Integrate Land Use and Transportation Planning in Every Project (TLU-3)	● ● ● ●	Transportation and land use planning are coordinated in the City's General Plan, and specific integration requirements are in place for all major development projects in the City.	Planning Department
PA 32 Create a Transportation Impact Fee (TLU-7)	● ● ○ ○	The City is under contract to a consultant to update the City's Transportation Impact Fee (March 2015).	Planning Department
PA 33 Update Local CEQA Standards to Reduce Emphasis on Congestion Impacts	● ● ● ●	The City's CEQA checklist and EIR evaluations consider vehicle miles traveled as a primary environmental impact under transportation, as well as in air quality under GHG emissions considerations.	Planning Department
PA 34 Accelerate Completion of Bicycle and Pedestrian Plans (TLU-16)	● ● ● ○	The City's Bicycle Master Plan projects are underway, pending funding for specific improvements. Nine miles of bike lanes were added since January 2014, bringing the total to 150 miles in 2015.	OPW - Transportation
PA 35 Establish Alternative Mechanisms for Meeting Parking Requirements (TLU-28)	● ● ● ●	Multiple Specific Plans have been adopted which include in-lieu fees, reduced parking standards, and other alternative mechanisms to reduce parking requirements.	Planning Department
PA 36 Conduct a Citywide Dynamic Parking Pricing Study (TLU-29)	● ● ● ●	The City has administered a pilot project in lieu of a study to consider potential impacts and scalability of dynamic parking pricing.	OPW - Transportation
PA 37 Plan for Electric Vehicle Infrastructure (TLU-33)	● ● ● ○	The City has participated in a regional PEV infrastructure plan through ABAG, and received a grant in 2015 to improve permitting of PEV charging stations.	Environmental Services (OPW)
PA 38 Develop an Urban Forestry Master Plan (TLU-45 and AD-9)	● ○ ○ ○	The City has unsuccessfully sought grant funding to implement this Master Plan.	OPW - Forestry
PA 39 Accelerate City Fleet Vehicle Replacement (TLU-52)	● ● ○ ○	The City has not identified a funding source to meet this Action. Replacement occurs as funding allows, but the City has prioritized low carbon options for a variety of vehicles.	OPW - Fleet
PA 40 Subsidize Transit and Transportation Alternatives for City Employees	● ● ○ ○	The City offers pre-tax set aside for transit passes by employees.	OPW - Transportation
PA 41 Discontinue Subsidizing Parking for City Employees (TLU-54)	● ● ● ●	Parking subsidies for downtown employees were discontinued in 2010.	OPW - Transportation
PA 42 Engage Largest Electricity Consumers in Energy Retrofits (BE-14)	● ● ○ ○	The City has engaged with PG&E to identify and work with the City's largest energy users, although data rules limit the ability to accomplish this Action.	Environmental Services (OPW)
PA 43 Market Energy Retrofit Opportunities to All Oakland Businesses (BE-13)	● ● ● ●	The City has created or participated in multiple small business programs, including Oakland Shines, Smart Lights, and PG&E SMB programs.	Environmental Services (OPW)
PA 44 Create a Renter-Occupied Residential Energy Retrofit Program (BE-24)	● ● ● ○	Oakland is a leading City in the Bay Area Regional Energy Network (BayREN) Multifamily program, which provides incentives to multifamily properties.	Environmental Services (OPW)
PA 45 Adopt and Implement a Residential Energy Conservation Ordinance	● ○ ○ ○	The City has coordinated with the City of Berkeley on a similar program, but has not established a program to comply with this Action.	Environmental Services (OPW)
PA 46 Consider Energy Benchmarking Requirements for Commercial Buildings	● ○ ○ ○	The City has participated in regional discussions on such a program, but has not established a program to comply with this Action.	Environmental Services (OPW)
PA 47 Encourage the Creation of On-Bill Financing for Energy Retrofits (BE-5)	● ● ● ●	With City encouragement, PG&E began offering on-bill financing for commercial properties, with plans to extend to residential.	Environmental Services (OPW)

Energy and Climate Action Plan: Progress Update

PROGRESS KEY 			
PRIORITY ACTION	PROGRESS	PROGRESS DESCRIPTION	RESPONSIBLE AGENCY
<i>The following Priority Actions were originally identified as "In Need of Additional Resources." Since 2010, the City and its partners have made progress in a number of the actions, as detailed below.</i>			
PA 48 Seek Resources to Support Energy Programs		City has worked with ABAG to secure CPUC funding for BayREN programs, plus obtained additional grants for energy efficiency, renewables, and other energy programs.	Environmental Services (OPW)
PA 49 Encourage Citywide Energy Conservation and Efficient Product Purchasing (BE-7)		Conservation messaging is shared through postcards and other promotional material. Product purchasing guides have been produced through StopWaste, as well as other advocacy organizations.	Environmental Services (OPW)
PA 50 Facilitate Community Solar Programs		Community solar programs are traditionally administered by utilities, and PG&E is launching a community solar program available to Oakland residents beginning in October 2015. The City ran Sunshares, a solar group buy for employees, friends, and family, in Fall 2014 in partnership with Vote Solar.	Environmental Services (OPW)
PA 51 Encourage PG&E to Offer Green Power Options (BE-29)		The City is participating in the Countywide CCA feasibility study, which will increase the green power options for local residents. The City continues to be supportive of proposals to increase the renewable mix in PG&E energy.	Environmental Services (OPW)
PA 52 Monitor Community Choice Energy (BE-30)		The City is participating in the Countywide CCA feasibility study, which will increase the green power options for local residents.	Environmental Services (OPW)
PA 53 Enforce Mandatory Recycling (MW-4)		The City requires recycling space calculations be completed for development projects, and has increased recycling options through revised franchise agreements.	Environmental Services (OPW)
PA 54 Conduct Residential Social Marketing Campaigns and Business Outreach (MW-5)		Residential and commercial social marketing campaigns have been undertaken in energy (City partners BayREN, StopWaste, and PG&E), recycling (City Environmental Services Division), and composting (City Environmental Services Division).	Environmental Services (OPW)
PA 55 Study Options for Advancing Next-Level Waste Reduction		The City has authorized new franchise agreements for two waste haulers to further implement Zero Waste goals. Ongoing targeting of priorities with StopWaste and other agencies are also underway.	Environmental Services (OPW)
PA 56 Develop an Oakland Climate Action Model Practices Campaign		Various elements of the Model Practices exist, but have not been pulled together into a single document or campaign.	Environmental Services (OPW)
PA 57 Community Climate Action Guide		In coordination with the City, the Oakland Climate Action Coalition created the Community Climate Action Guide to inform and motivate residents to reduce GHG emissions in everyday activities.	Environmental Services (OPW)
PA 58 Support Local Climate Workshops		The City is continuing to seek grants to fund community climate workshops. Community partners, including the Oakland Climate Action Coalition, have been conducting workshops addressing both climate change mitigation and resiliency.	Environmental Services (OPW)
PA 59 Study Potential Local Climate Impacts (AD-2)		BCDC, through the Adapt to Rising Tides program, is completing its Oakland Alameda Resilience Study in 2015, assessing long term climate risks to Oakland properties. Additional analysis is being conducted regionally.	Environmental Services (OPW)
PA 60 Communicate Climate Impacts to the Community		The City provides ongoing education to the community on climate issues through the Sustainable Oakland site, a facebook page, and multiple publications, brochures, events, and other materials.	Environmental Services (OPW)
PA 61 Identify and Act on Opportunities to Improve Resilience in City Plans and Policies (AD-4)		The City has hired a Chief Resilience Officer to pursue opportunities to improve resilience in both planning and policy documents.	City Administrator's Office

For more highlights and additional performance data, visit www.sustainableoakland.com