



CITY OF OAKLAND

AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: David Ferguson
Interim Director, Public Works

SUBJECT: Adoption of the 2030 Oakland
Equitable Climate Action Plan, GHG
Emissions Update, and Adoption of
Carbon Neutrality Target

DATE: July 6, 2020

City Administrator Approval

Date: Jul 16, 2020

RECOMMENDATION

Staff Recommends That The City Council: 1) Adopt By Resolution The 2030 Oakland Equitable Climate Action Plan; 2) Receive Information On The Progress Of Reducing Greenhouse Gas Emissions; And 3) Adopt A Resolution Committing The City Of Oakland To Achieve Carbon Neutrality By 2045.

EXECUTIVE SUMMARY

This report provides information on the City's climate action progress, including the most recent Greenhouse Gas (GHG) Emissions Inventory, a recommendation to adopt the 2030 Equitable Climate Action Plan, and a recommendation to adopt a carbon neutrality target of 2045.

The GHG Emissions Inventory assesses the progress made in reducing carbon emissions across Oakland. The most recent Inventory, based on 2017 data, shows that Oakland has reduced local emissions by 23.5 percent relative to the 2005 baseline year. This significant reduction places Oakland as one of the national leaders in lowering GHG emissions. In addition to creating a 2017 GHG Emissions Inventory, staff has revised all previous GHG Emissions Inventories to ensure that a consistent methodology is applied to all the City's inventories, allowing for more accurate and consistent comparison. This report provides detailed information about the progress documented in the GHG Emissions Inventory.

The City's 2020 Energy and Climate Action Plan, which served as Oakland's first 10-year strategy for reducing GHG emissions, was adopted by City Council in December 2012. That Plan led to many of the programs and policies that produced the downward emissions trend that the inventory shows. In 2018, Oakland City Council adopted an interim GHG emission reduction target of 56 percent relative to 2005 levels, to be accomplished by 2030. Council also adopted a Climate Emergency and Just Transition Resolution and indicated that the new 10-year climate strategy must be rooted in equity, responsive to the emergency declaration, and written with deep involvement of the communities most impacted by racial and other disparities and most at risk from the impacts of the climate crisis.

Staff conducted an extensive, year-and-a-half-long community engagement process from late 2018 to early 2020, focusing primarily on frontline communities. Staff worked with two consultant teams to design and implement the community engagement process, conduct technical analysis and GHG modeling, and draft the final plan responsive to community needs

Public Works Committee
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and insights. The result is the 2030 Equitable Climate Action Plan (ECAP). It's 40 Actions target strategies that will maximize both GHG reductions and equity benefits for Oakland.

Staff recommends that City Council adopt the 2030 ECAP so that Oakland can remain on track to reach the long-term goal of reducing emissions 83 percent by 2050 and increase resilience in the face of the climate crisis through a just transition lens. The 2030 ECAP is structured to reduce racial and other disparities across the city and ensure that the benefits of climate action flow first and foremost to historically underserved and most vulnerable communities. This includes cleaner air, especially along the 880 Freeway corridor; good, green job pathways, particularly for those who have historically faced employment barriers; improved tree canopy, particularly in East and West Oakland; increased mobility through active and public transit; improved citywide and neighborhood resilience; and increased access to the policymaking process for frontline communities. The 2030 ECAP includes a funding plan that diversifies revenue sources for implementation and projects that only three percent of funding, over the ten-year implementation period, will be derived from the City's General Purpose Fund. It also includes a companion *Racial Equity Impact Assessment and Implementation Guide*, developed by the City's Equity Facilitator in consultation with the Department of Race and Equity.

Finally, staff recommends that City Council adopt a carbon neutrality target for the year 2045. This resolution would formalize the City's commitment to achieving a zero-carbon local economy by 2045, consistent with the State of California's carbon neutrality target. This target would represent a clear long-term direction for Oakland to pursue climate actions and provide a basis for ensuring that future planning and analysis align around the Council's expectations for eliminating local contributions to the climate crisis.

BACKGROUND / LEGISLATIVE HISTORY

The City of Oakland has pursued solutions to climate change and its impacts for more than two decades. Following early participation in global climate efforts in the late 1990s and early 2000s, the City began to highlight opportunities for local action. Two City Council Resolutions formalized Oakland's modern focus. Resolution No. 82129 C.M.S., approved July 7, 2009, directed staff to develop the City's first climate strategy – the 2020 Energy and Climate Action Plan – with a GHG reduction target of 36 percent below 2005 emissions levels by 2020. That Resolution also established a long-term GHG reduction target of 83% by 2050. Resolution No. 84126 C.M.S., approved December 4, 2012, adopted the Energy and Climate Action Plan, which provided the City's strategy through 2020. The Plan also included Oakland's first GHG Emissions Inventory as an Appendix. These two Resolutions offer the basis for the current and future updates to the GHG Emissions Inventory.

In 2018 and early 2019, City Council adopted four Resolutions that formed the mandate for the 2030 Equitable Climate Action Plan (ECAP). The first, Resolution No. 87133 C.M.S., adopted May 15, 2018, established a GHG emissions reduction target of 56 percent below 2005 levels by 2030. It also directed staff to "engage the most heavily impacted neighborhoods in a community-driven process" in developing the strategy to meet that target. In establishing a 2030 GHG reduction target, Resolution No. 87133 C.M.S. also fulfilled the City's final obligations under the Under 2 Memorandum of Understanding (Under 2 MOU), signed by Mayor Schaaf in Paris at the United Nations (U.N.) Climate Change Conference of Parties on December 6, 2015.

The second Resolution, No. 87292 C.M.S., adopted July 19, 2018, established the 13-member ECAP ad hoc Community Advisory Committee to "provide expert and community-based input on the development of the new ECAP and to advise and assist City staff with the community engagement process for the new ECAP."

With the third Resolution, No. 87397 C.M.S., adopted November 2, 2018, Oakland City Council declared a climate emergency. The Resolution called for regional collaboration and a "citywide just transition and urgent climate mobilization effort to reverse global warming ... as quickly as possible towards zero net emissions," as well as efforts to "safely draw down carbon from the atmosphere" and accelerate "adaptation and resilience strategies in preparation for intensifying climate impacts." This Resolution also committed the City to conduct public education and engage in partnerships supporting climate action and a just transition.

Finally, in January 2019, the City Council unanimously adopted Resolution No. 87511 C.M.S. supporting a Green New Deal and directing the City Administrator to incorporate principles of the Green New Deal into the City's new 10-year climate action strategy.

The 2030 GHG emissions reduction target adopted via Resolution No. 87133 C.M.S. was based on a 2016-2018 analysis using CURB, a tool developed by the World Bank, C40, Bloomberg Philanthropies, and the Global Covenant of Mayors to assist cities in developing climate action plans. CURB evaluated the most cost-effective methods for Oakland to achieve its 2050 GHG reduction target and identified appropriate intermediate GHG reduction targets for 2030 and 2040. CURB also identified the most cost-effective and impactful high-level strategies for achieving the 2030 and 2050 emissions reduction targets:

1. Shift to 100% carbon-free energy
2. Eliminate fossil fuels from building heating systems
3. Improve building insulation and windows
4. Significantly shift away from single-occupancy vehicles
5. Accelerate electrification of vehicles

Additional City Commitments to GHG Reduction – In addition to the adopted Resolutions described above, Mayor Libby Schaaf has signed two non-binding agreements among governments to inventory GHG emissions, develop emissions reduction strategies, and report citywide emissions at a higher frequency than that specified in the ECAP: the Global Covenant of Mayors and the Under 2 Memorandum of Understanding. Additionally, the Mayor signed the Pacific North America Climate Leadership Agreement, committing the City to work with other progressive west coast cities and states/provinces in the United States and Canada on leading climate change programs and efforts. These three agreements are described here:

1. Global Covenant of Mayors: Launched at the 2014 United Nations Climate Summit, the Global Covenant of Mayors (originally titled "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 the Covenant on August 10, 2015.

2. Under 2 Memorandum of Understanding (Under 2 MOU): Mayor Schaaf signed the Under 2 MOU 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 target of 83 percent by 2050.
3. Pacific North America Climate Leadership Agreement (PNACLA): On June 1, 2016, Mayor Schaaf signed the PNACLA at the Clean Energy Ministerial conference in San Francisco. This agreement, between the cities of Vancouver, Seattle, Portland, San Francisco, Oakland, and Los Angeles, as well as the states/provinces of California, Oregon, Washington, and British Columbia, established a formal commitment among these governments to pursue joint efforts to reduce GHG emissions through advanced programs eliminating fossil fuels from buildings, creating clean energy, reducing waste, supporting electric vehicles, and greening municipal and port operations.

ANALYSIS AND POLICY ALTERNATIVES

Climate Action Progress to Date

Oakland's 2020 Energy and Climate Action Plan, adopted by Council on December 4, 2012, established a strategy to meet the City's 2020 GHG reduction target of 36 percent. With 175 Actions, it led to notable accomplishments, both by the City and by an array of community groups, non-profits, and for-profit companies. Implementation emphasized partnerships among these groups to accelerate the City's efforts and achieve Council's GHG reduction target.

In March 2018, staff completed an administrative Update to the 2020 Energy and Climate Action Plan to ensure ongoing viability and efficacy. Revised climate priorities in the updated Plan included expanding electric vehicle infrastructure, building out Bus Rapid Transit, expanding climate programs in multifamily housing, increasing community engagement and coordination on climate education, and accelerating energy efficiency investments in municipal buildings.

2017 GHG Emissions Inventory Update

Since the creation of Oakland's 2020 Energy and Climate Action Plan and the first GHG Emissions Inventory, staff has regularly updated emissions analyses to track progress in reducing the community's overall contribution to climate change, and to evaluate the efficacy of the City's climate strategy. GHG emissions are comprised of six gasses, each with a different global warming potential. This potential is described in carbon dioxide equivalents (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.

Staff analyzes emissions in two ways. The first is a **local inventory**, which accounts for emissions generated within City boundaries. This is the global standard for GHG emissions inventories and is the required approach for reporting through the agreements mentioned above. However, the local approach does not account for upstream emissions that result from the extraction, manufacturing, and transport of goods consumed in Oakland, such as emissions

from overseas production of goods that are shipped to the United States for purchase here. To address this omission, staff also conducts a **lifecycle inventory** that includes the full lifetime impact of all products and services consumed in Oakland. By combining these local and upstream emissions, this approach provides a comprehensive view of emissions for which the community is responsible. Vehicle emissions illustrate the difference between the two methods. A local inventory accounts for the tailpipe emissions. In the lifecycle inventory, tailpipe emissions are combined with the emissions from extracting the oil, refining it into gasoline, and shipping the fuel to a local gas station – all of which occurred outside of Oakland, before the driver filled her gas tank.

Oakland's GHG emissions inventories have consistently shown that lifecycle emissions are about three times greater than local emissions. While lifecycle emissions present the "true picture" of our impact on the global climate, Oakland's adopted GHG emission reduction targets pertain to local emissions only. This is because there are challenges associated with accurately measuring lifecycle emissions, and because lifecycle emissions – which occur outside of Oakland and often outside of the United States and are dependent on factors like electricity sources and roadway infrastructure in countries around the world – are inherently harder to impact through City policies and programs.

As part of its ongoing focus on climate change, the Environmental Services Division of Oakland Public Works has completed local and lifecycle inventories for the 2005, 2010, 2013, 2015, and 2017 calendar years. Each inventory breaks down emissions into five categories: buildings and energy use, transportation and land use, material consumption and waste, Port of Oakland, and local government (City of Oakland). Emissions data are typically not available until at least 18 months after the period to be evaluated, creating a gap between the current year and the most recent analysis.

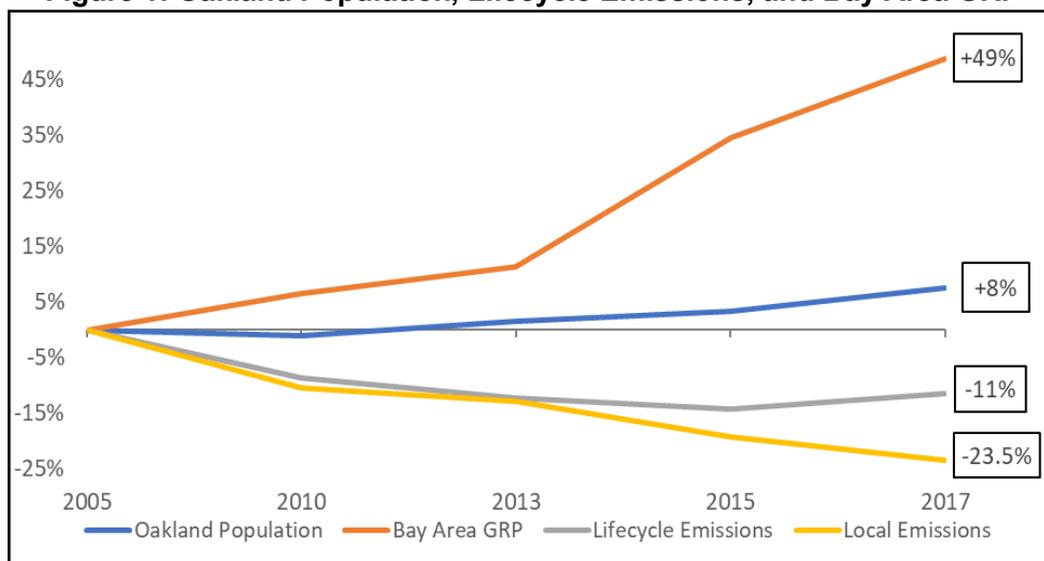
The 2020 GHG Emissions Inventory Report (**Attachment A**) calculates the emissions for the year 2017, detailing the findings of the local and lifecycle inventories, along with progress towards the City's 2020 target of reducing emissions by 36 percent. Oakland's local emissions decreased 23.5 percent over the 2005-2017 period. While local emissions have declined throughout this period, lifecycle emissions saw growth in the most recent two years analyzed. This indicates that while Oakland continues to reduce emissions within its borders, greater economic activity is creating additional demand for goods and services from other areas to serve local residents. Oakland's total reduction in emissions is shown in **Table 1**.

Table 1: Oakland GHG Emissions, 2005-2017

| | | 2005 | 2010 | 2013 | 2015 | 2017 |
|--|------------------|-----------|-----------|-----------|-----------|-----------|
| Total Emissions (MTCO₂e) | Local | 3,457,474 | 3,094,790 | 3,011,293 | 2,788,077 | 2,643,884 |
| | Lifecycle | 8,376,614 | 7,652,298 | 7,340,961 | 7,180,977 | 7,418,907 |
| Reduction From 2005 Baseline | Local | - | 10.5% | 12.9% | 19.4% | 23.5% |
| | Lifecycle | - | 8.6% | 12.4% | 14.3% | 11.4% |

Over the 12-year period between 2005-2017, Bay Area Gross Regional Product, a composite measure of regional economic activity, increased by 49 percent. (Oakland-specific economic activity numbers are not available). In the same period, the city's population grew by 8 percent. Economic activity and population growth would be expected to generate additional emissions, dulling the overall impact of the City's GHG reduction efforts. However, Oakland's significant progress in lowering GHG emissions while also growing its population and economy demonstrate the effectiveness of Oakland's progressive climate policies. **Figure 1** shows the relationship between population, economic growth, and GHG emissions.

Figure 1: Oakland Population, Lifecycle Emissions, and Bay Area GRP



Oakland continues to make progress towards the adopted target of 36 percent reduction by 2020, and analysis indicates that the City is likely to achieve that goal. Oakland has made significant further progress in reducing emissions since 2017, thanks in part to cleaner electricity delivered by East Bay Community Energy, increased use of sustainable transportation modes, and higher-than-expected use of electric vehicles. As a result of these factors, coupled with the marked economic slowdown resulting from the shelter-in-place orders related to the COVID-19 crisis, modeling suggests that Oakland will meet and possibly surpass the 2020 GHG local emissions reduction target of 36 percent.

Climate Policy Progress

Since adopting the 2020 Energy and Climate Action Plan in 2012, Oakland has advanced impactful policies and programs that contributed to the emission reductions seen in the City's inventories. **Attachment B** demonstrates which of the 2020 items are complete or fully implemented (149 of the total) and maps the remaining items to the 2030 ECAP. While it is not possible to trace individual policies or projects to specific emission reductions, it is clear that the aggregate impact of the City's actions has been an important factor in climate action progress to date. Successes include the following:

1. Vehicle electrification: Through modernization of its own fleet, installing electric vehicle (EV) chargers that make it easier for those who live and work in Oakland to own EVs, and requiring all new buildings to have ample infrastructure for future EV charging, the

City has accelerated a region-wide trend toward clean vehicles. This trend reduces GHG emissions and improves local air quality and public health.

2. Active and Shared Mobility: Oakland's shared mobility programs help people move around the city without a car. Shared fleets of cars, bikes, mopeds, and E-scooters are available for short-term rental. To make these programs more affordable, equity-based discounts are available for low-income Oaklanders. Simultaneously, Oakland has become a more bicyclist and pedestrian-friendly city per the 2017 Pedestrian Plan, 'Oakland Walks!' and 2019 Bike Plan, 'Let's Bike Oakland,' which focus on equitable, safe, accessible, and vibrant transportation through infrastructure improvements and program implementation. Infrastructure upgrades have ranged from quick-build projects to large street redesigns. In 2019, Oakland became one of only 34 cities in the US to be designated a Gold Level Bicycle-Friendly Community by the League of American Bicyclists. As a result of this work, the share of Oaklanders who commute by bike has risen steadily. Like EVs, these efforts have both global and local implications. Shared and active mobility help to reduce emissions, lower pollution, and encourage healthy transportation by allowing Oaklanders to live car-free.
3. Building energy efficiency: Due to progressively stronger building codes and a host of energy efficiency programs, Oakland has made tremendous progress in lowering GHG emissions from the operation of its building stock. Successful codes and programs include requiring water-efficient landscaping and green building certifications for new construction, facilitating the energy-efficient retrofits of thousands of homes and businesses, working with regional programs to train contractors on energy-efficient and all-electric building technologies, and transitioning all City-owned buildings to utilize 100% carbon-free electricity.
4. Clean Electricity: Oakland was instrumental in founding East Bay Community Energy (EBCE), now the electricity supplier for Alameda County and beyond. In 2018, 90 percent of the electricity supplied through EBCE was carbon-free, and the utility expects to reach 100 percent by 2030. EBCE is also helping the City of Oakland eliminate fossil fuel power plants, install resilient energy storage systems, and expand the electric vehicle charging network in disadvantaged neighborhoods. These clean energy projects work together to lower GHG emissions in ways that prioritize local jobs and local economic benefits.
5. Composting Service Expansion: In 2015, Oakland expanded compost collection to all multifamily buildings, ensuring that all residents in the city can compost at home. The City also made it easier for businesses to sign up for compost collection, and partners actively with several community organizations to provide technical assistance and spread the word about commercial composting.

These major developments – as well as other initiatives such as eliminating downtown parking requirements, partnering with AC Transit to develop the County's first Bus Rapid Transit system, and enabling property-assessed clean energy (PACE) financing for residential and commercial properties – have helped Oakland reduce emissions 23.5 percent between 2005 – 2017, all while building local green jobs, improving air quality, increasing resilience, and lowering utility costs for residents and businesses.

The 2030 Equitable Climate Action Plan

While Oakland is likely on track to meet its 2020 GHG reduction target, the City will not reach its 2030 and 2050 reduction targets without renewed focus and commitment. Even accounting for

expected changes in market trends, technological advances, State and Federal regulations, and recent City policies, Oakland is projected to fall considerably short of its 2050 target without additional actions. GHG modeling indicates that after accounting for anticipated changes, Oakland will reduce its GHG emissions forty-seven percent by 2030. Though significant, these reductions are insufficient to achieve Oakland's target. Furthermore, the GHG modeling does not provide any projection or plan for how to ensure that the GHG reductions from market changes, technology adoption, or legislation will ensure that benefits address the racial and economic inequities that exist in Oakland. The 2030 ECAP (**Attachment C**) is the roadmap for a just transition to deep GHG emissions reductions and climate resilience, building on the recent successes described above to achieve racial equity within a zero-net carbon economy.

In recent decades, progressive cities and countries have led the fight against climate change. Despite their progress, global average temperatures have continued to rise. Successive reports from the Intergovernmental Panel on Climate Change (IPCC) have presented increasingly dire warnings about catastrophic effects. In declaring a climate emergency and committing to a just transition and emergency mobilization effort to restore a safe climate, the City acknowledged that the climate crisis has already caused an increase in climate-related disasters that directly threaten Oakland, and that these impacts are likely to worsen.

These threats disproportionately burden **frontline communities** – African Americans, refugees and immigrants, low-income populations and seniors, and others who face racial and socioeconomic disparities and health and economic vulnerabilities. Frontline communities have been and will continue to be hit first and worst by the impacts of environmental injustice and the climate crisis.

At the same time, frontline communities have the most to gain from holistic, ambitious, equity-driven climate action. This approach to climate action – the approach called for in Oakland's *Climate Emergency and Just Transition Resolution* and embodied in the 2030 ECAP – will bring improved public health outcomes; family-sustaining jobs; increased access to services; and a strong voice in the policy process for communities that have been most impacted by environmental injustice and structural racism.

Pursuant to Council's Climate Emergency Declaration, the 2030 ECAP sets forth a detailed, equitable path toward cost-effectively reducing Oakland's local GHG emissions a minimum of 56%, transitioning away from fossil fuel dependence, removing carbon from the atmosphere through local projects, and ensuring that all of Oakland's communities are resilient to the foreseeable impacts of climate change, by 2030.

A bold response to the climate crisis – one rooted in equity, collaboration, and a just transition – can increase economic opportunity, particularly for residents who face barriers to full employment. It can restore ecosystems and lead to cleaner air and water. It can increase neighborhood resilience, stimulate innovation, and improve health outcomes. An equity-focused response to the climate crisis represents an unparalleled opportunity for Oakland to realize its full potential.

–2030 ECAP Introduction

Learning from the 2020 Energy and Climate Action Plan

The City's first climate strategy, developed through a three-year effort involving extensive community engagement and analysis, launched many significant efforts and helped Oakland start on the path of concerted climate action described above. Nonetheless, three shortcomings of that Plan directly informed the current effort. The first was the sheer volume. With 175

Actions, the 2020 Energy and Climate Action Plan was unwieldy and impractical for staff to track or fully implement given available resources. Second, the 2020 Plan did not include the evaluation of either the relative GHG benefit of specific actions or their cost-effectiveness. This made it impossible to prioritize the implementation of the 175 Actions according to their likely impact on reducing climate change. Finally, the 2020 Plan included neither a detailed breakdown of costs among the 175 Actions, nor a strategy for funding the Actions.

The 2030 ECAP addresses each of these shortcomings in turn:

1. **Number of Actions:** A smaller number of Actions will allow staff and the community to prioritize work and ensure that the most impactful and equitable strategies receive sufficient support for implementation. The 2030 ECAP includes 40 Actions, highly specific, spread across multiple implementing departments and work units, each representing a priority need for Oakland.
2. **Cost-effectiveness and Relative impact:** Staff worked with Bloomberg Associates in 2016-2018 to conduct the CURB Analysis, described above and reviewed by Council in 2018, to identify the most cost-effective and impactful GHG mitigation strategies available to the City. This analysis provided the foundation for community engagement and strategy development, providing detailed projections on the relative value of potential climate approaches to meet community needs.
3. **Funding:** Staff developed incremental cost estimates for each of the 40 Actions included in the 2030 ECAP. These estimates were reviewed and analyzed for possible funding sources, building on an analysis of available sources completed in 2017. The result is a map of the City costs for implementing each action, with each cost linked to likely funding sources such as grants, impact fees, taxes, bonds, and more. These costs are detailed in the **Fiscal Impact** section of this report and included in greater detail in the ECAP. Importantly, less than 10 percent of funding for the ECAP over its 10-year implementation period is expected to derive from the City's General Purpose Fund.

Developing the Plan

Staff contracted with two consultant teams to help develop the 2030 ECAP in late 2018. The first, an Equity Facilitator (EF), was led by two local racial and environmental justice organizations: The Oakland Climate Action Coalition (OCAC) and Environmental / Justice Solutions (EJS). OCAC is a cross-sector coalition with over three-dozen member organizations, organizing and advocating for sustainable, equitable, and community-based economic development. Based in the East Bay, EJS consults on climate and environmental justice law and policy, from community engagement to implementation. The EF team worked with the City to plan and implement an extensive, year-long community engagement process, which resulted in more than 2,100 Oaklanders being directly involved in shaping the ECAP. This process is detailed in the **Public Outreach / Interest** section of this report. The EF team also developed an equity framework that staff used in assessing potential ECAP Actions; analyzed iterative drafts for equity impacts; and developed a Racial Equity Impact Assessment (**Attachment D**) to inform equitable implementation. These tools are detailed below. The second consultant team, led by Oakland-based Integral Group, conducted technical analyses and GHG emissions modeling for different Action scenarios, interviewed technical experts, and assisted in developing and formatting the Plan.

In early 2019, a 13-member ECAP ad hoc Community Advisory Committee (ECAP Committee) was formed pursuant to Resolution 87292 C.M.S. and began meeting monthly.

Working with both consultant teams and with ongoing advisement from the ECAP Committee, Sustainability staff in the OPW-Environmental Services Division assessed the feasibility and potential climate and equity impacts of numerous proposed Actions. Sustainability staff worked with more than ten City departments to ensure ECAP Actions would leverage, complement, and extend existing efforts that support climate action and racial equity. More details on this interdepartmental coordination are presented in the **Coordination** section of this report.

During and after the year of extensive community and stakeholder engagement, City staff worked with the EF team and technical consultants to assess community needs, concerns, and visions; industry and technology trends; relevant regional, state, and Federal policies; strategies within and outside of the City's sphere of regulatory control; opportunities available through community, industry, and other partnerships; and available financial and staffing resources.

Throughout this effort, five principles guided the work of staff and partners in crafting the 2030 ECAP, ensuring that the final Plan would be:

- **Equitable:** Strategies are structured to maximize benefits and minimize burdens on frontline communities; prevent displacement; and respond to community priorities and values, addressing disparities in resource allocation and local vulnerability.
- **Ambitious:** Strategies are geared towards immediate and game-changing actions that significantly and lastingly reduce local and/or lifecycle climate emissions.
- **Realistic:** Strategies are actionable within the City's legal and functional sphere of control; cost-effective and fiscally responsible; and measurable over the 10-year period of the plan.
- **Balanced:** The plan includes both climate change mitigation and adaptation; immediate actions and longer-term strategies that demand innovation; and actions addressing both local and lifecycle emissions, responsive to the need to reduce emissions over which we have direct control and ability to measure, but also recognizing the global impact of each and every activity and purchasing decision within Oakland.
- **Adaptive:** Strategies leave flexibility to accommodate technological, political, and cultural shifts over the Plan's 10-year implementation period.

What the Plan Contains

The final 2030 ECAP contains 40 Actions across seven sectors, to be accomplished over the 10-year period from 2020-2030:

Transportation and Land Use (TLU) – 10 Actions: The transportation sector is responsible for the largest share of local GHG emissions in Oakland. It is also the primary source of air pollution that disproportionately harms frontline communities in Oakland, including African Americans and Latinx, and communities living along the congested 880 Corridor. TLU Actions focus on the intersection of land-use decisions, accessibility of the urban environment, and how people move around the city. This section includes a specific Action addressing displacement (TLU-3: Take Action to Reduce and Prevent Displacement of Residents and Businesses), as well as a variety of Actions that address how planning and zoning decisions are made. It also contains Actions responsive to the transportation priorities identified in the CURB report: helping Oakland's residents, workers, and visitors to travel safely and freely without personal automobiles, and helping all remaining vehicles, including trucks, to become all-electric.

Buildings (B) – 5 Actions: Due to their use of electricity and natural gas, as well as the lifecycle emissions from construction, buildings are the second-largest source of GHG

emissions in Oakland. Thanks to EBCE, more than 90 percent of the electricity used to power Oakland's buildings is carbon-free, and it is increasingly produced locally. Building Actions, therefore, focus on reducing two of the largest sources of **short-lived climate pollutants** (SLCPs) – gasses that are many times stronger than carbon dioxide in terms of trapping heat in the atmosphere – as well as reducing lifecycle emissions from building materials by attending to where and how common building materials are produced. The primary SLCP used in buildings is natural gas, which is commonly used to heat indoor spaces and water and used to cook food and dry clothes. Natural gas, or methane, is more than 80 times more potent than CO₂ in global warming. The ECAP directs staff to identify and implement strategies for phasing out natural gas in all of Oakland's buildings, while ensuring that strategies promote health and minimize displacement. This section calls for increasing energy efficiency by leveraging regional and statewide incentive programs, as well as other measures to ensure that efforts to decarbonize buildings benefit low-income Oaklanders and do not increase housing displacement.

Material Consumption and Waste (MCW) – 6 Actions: The cycle of consuming and disposing of materials is responsible for more than a third of lifecycle emissions. Everyday decisions about what to purchase and whether, when, and how such material goods are discarded has an outsized impact on global emissions. In addition to the GHG emissions from producing food and goods, many materials, such as plastics, have toxic consequences for the communities that live near production or disposal facilities. Organic materials, from wasted food to lawn trimmings, release methane when they decompose, and are thus another major source of SLCPs when sent to landfill. MCW Actions address this broad range of issues with both global and local implications. Actions include ensuring that organic materials are properly composted, ensuring that wasted edible food is redistributed to the most food-insecure Oaklanders, reducing single-use plastics, and building a circular economy by boosting the reuse and repair industries.

Adaptation (A) – 6 Actions: The known impacts of climate change are many: flooding, drought, storms, fires, heat, smoke inundation, disease, and more. This section includes establishing dedicated, centralized resilience hubs equipped with microgrids and resource distribution infrastructure, as well as supporting distributed resilience resources in frontline neighborhoods across Oakland, both of which will strengthen the City's ability to provide critical services in the face of disasters, whether climate-related or otherwise. Additional Actions are aimed at ensuring that the City is protected from financial risks associated with climate disasters; expanding green infrastructure to mitigate stormwater and air pollution; and better understanding the full range of risks that need to be managed. A well-prepared city can weather disasters and build back stronger. The ECAP applies that principle to neighborhoods and communities that have been impacted by structural racism and historic disinvestment, investing in critical resources and trusted community institutions that can support wellbeing and empowerment during normal times and help communities stay safe and build back stronger when inevitable disasters happen.

Carbon Removal (CR) – 6 Actions: Global climate models consistently conclude that limiting warming to 1.5 degrees Celsius requires not only actions to reduce emissions but also actions to actively draw down and sequester carbon from the atmosphere. Carbon removal activities on their own cannot avert climate disaster, but they are a critical component of the solution. Moreover, they hold important promise for boosting community wellbeing, creating local jobs, improving air quality, raising the quality of life, and generating economic development. The CR section addresses urban forestry, improving soil health to sequester carbon in increased plant

root growth (carbon farming), protecting and restoring waterways, and more. Many of these actions, in combination with Actions in the Adaptation section, also promote nature access and urban agriculture, and mitigate both air pollution and localized flooding.

City Leadership (CL) – 5 Actions: The City can and must lead by example. While City operations and facilities account for just one percent of Oakland's emissions, the City has an enormous influence on climate action in terms of its prominent image, its purchasing power, and its ability to grow equity and community empowerment. CL Actions focus on reducing the local and lifecycle climate impacts of the City's purchasing, contracting, and investing decisions; transitioning the City's fleet to electric vehicles; and creating a structure to build the capacity of Oakland's many community organizations to participate on an equal footing in designing and implementing climate action throughout the city.

Port Leadership (P) – 2 Actions: The Port of Oakland oversees the 5th largest seaport in the United States, Oakland International Airport (OAK), and much of the land along Oakland's waterfront. It is an essential economic driver for Oakland and the region, but also contributes to pollution in frontline communities through the use of fossil fuels by ships, trucks, and buildings, as well as pollution generated from industrial operations of Port tenants. Respecting the authority of the Port Board of Commissioners to manage operations of the Port, this section provides recommendations for how the Port can pursue additional strategies consistent with the citywide approach contained in the ECAP. The Port's two Action items focus on reducing local emissions and pollution from Port vehicles and equipment, including through activities supporting full electrification, and reducing local and lifecycle emissions from electricity procured by the Port's publicly-owned electric utility. The Actions include detailed and realistic timeframes, and guidance for pursuing activities through local partnerships wherever possible to ensure the creation of good green jobs and local public health benefits.

Additional sections of the ECAP include a chapter on funding the overall plan (see **Fiscal Impact**); implementation timeline; discussions of how the ECAP as a whole promotes equity in the areas of food justice, housing security, public health, and green jobs; and instructions for how the City's Sustainability staff will report on implementation progress over the next ten years. The ECAP's three Appendices detail the community engagement process in developing the plan, GHG modeling assumptions in the technical analysis of creating the plan, and detailed direction for the equitable implementation of the Plan's 40 Actions.

Embedding Equity

In developing the 2030 ECAP, City staff strove to advance equity both in **process** – ensuring that those facing the greatest impacts are represented in policy and program development – and in **implementation** – ensuring that benefits of Oakland's climate actions accrue first and foremost to communities that have been hit hardest by social and economic injustices.

Process Equity: In addition to working with the EF team and the ECAP ad hoc Community Advisory Committee to execute community engagement and advise staff on Plan development, Oakland Public Works (OPW) staff met monthly with the Department of Race and Equity to ensure that best practices were being utilized and that potential strategies were being assessed in light of comprehensive disparity data.

Community engagement efforts, and the outcomes of these efforts (see **Public Outreach / Interest**), also produced thousands of community comments, as well as letters and petitions

from several local community organizations, which provided guidance on the prioritization of the 2030 ECAP Actions and their context in regard to the impacted communities for each Action. City staff reviewed each comment and incorporated the feedback wherever feasible.

Implementation Equity: The process of implementing the 2030 ECAP will vary widely across the Actions. OPW staff worked with the Department of Race & Equity (DRE) and the EF team to identify several existing tools to provide guidance on equitable implementation of the ECAP Actions:

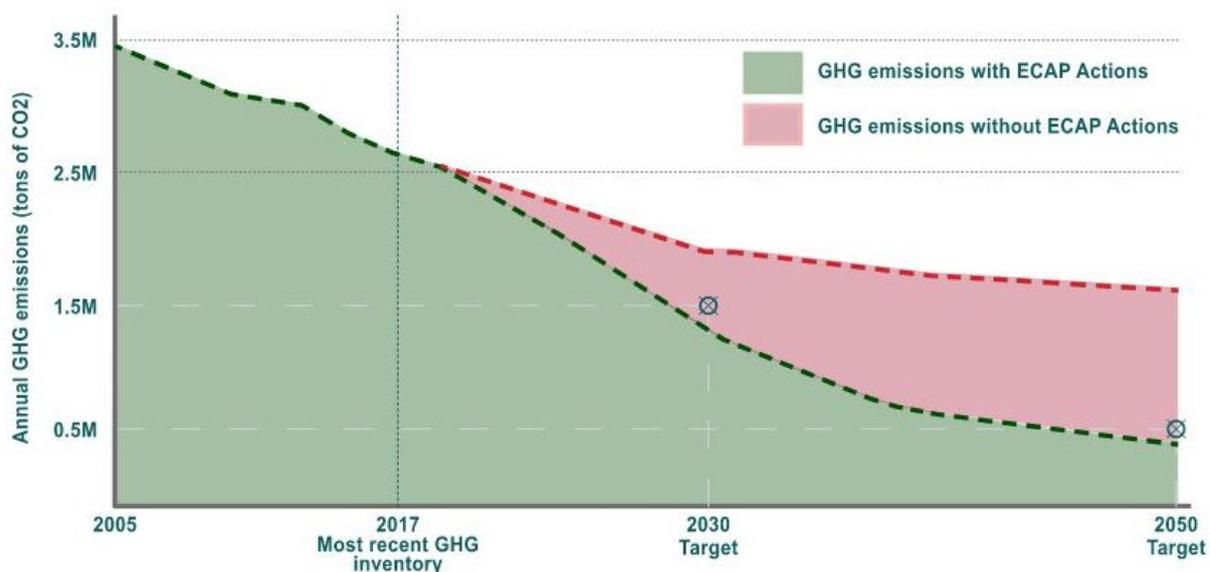
- **CalEnvironScreen 3.0 (CES)**, developed by the California Environmental Protection Administration, combines 19 indicators of environmental, socioeconomic, and health vulnerabilities across geographic census tracts. This tool is used to identify specific frontline communities relative to the Action being implemented. For example, knowing which communities are more impacted by respiratory disease, congestion impacts, or unemployment can inform the targeting of specific ECAP Actions that address those disparities.
- The **Oakland Equity Indicators Report** measures indicators across racial groups in Oakland and can be paired with CES for specific programmatic targeting to reduce racial disparities through implementation. Taken together, these tools can help staff identify specific frontline communities for each of the ECAP's Actions.
- Also created by DRE, the **Racial Equity Implementation Guide** assists City staff and Departments to address the racial disparities in the policies and programs they develop and implement, and to design community-informed equity solutions.
- Developed by the EF team specifically for the ECAP, the **Racial Equity Impact Assessment and Implementation Guide (REIA)** builds on the tools mentioned above, as well as existing resources such as California Office of Planning and Research's *Resiliency Guidebook Equity Checklist* and the NAACP's *Our Communities, Our Power*. The REIA provides staff in all Departments with responsibility for implementing the 2030 ECAP clear guidance on developing equitable procedures and considerations for implementation. This includes identifying existing equity gaps and equity considerations for each Action, high-level racial equity outcomes and indicators to measure, and best practices on equitable community engagement.

Anticipated Outcomes of the 2030 ECAP

The three primary outcomes of the ECAP will be reduced climate emissions, increased equity in the form of reduced racial disparities and increased access to determinants of wellbeing among frontline communities, and improved resilience to the impacts of climate change. Details of each of these outcomes are described below.

Emissions Reductions: The City's modeling projects that the Actions outlined in the ECAP will result in a 60 percent reduction in GHG emissions by 2030, relative to 2005 levels. Using the CURB model as a starting point and assessing the projected relative GHG emission reduction impacts of the various Actions, the modeling used in developing the ECAP also shows that this progress puts the City on a trajectory to surpass the City's adopted 2050 goal as well. These anticipated GHG outcomes are shown in **Figure 2**.

Figure 2: GHG Emissions Projection: Business As Usual vs. 2030 ECAP



The ECAP Actions build on existing trends, leverage new technologies, and integrate with regional and community partners to cost-effectively surpass the Council's adopted reduction target of 56 percent by 2030 and 83 percent by 2050. It should be noted that while staff considered all potential actions to achieve deep reductions, the previous CURB analysis showed that not all actions are equal. Given the projected changes that will occur to Oakland's building, transportation, and waste systems as new technologies are adopted and state and federal regulations take effect, certain actions will have an outsized impact on the City's efforts. The Actions selected in the final draft ECAP were shown to provide the most cost-effective impacts, while following the *five principles* outlined above. The GHG reduction modeling described here does not include any GHG reductions associated with the implementation of the Port ECAP Actions, as the Port Board of Commissioners has not made commitments to the implementation of these activities.

Reduced Disparities: The 2030 ECAP is designed to significantly reduce racial and other disparities across Oakland. In early 2019, in partnership with the City's Department of Race and Equity, the Equity Facilitator team developed a Preliminary Equity Screen to assess anticipated outcomes of draft Actions. This tool, combined with extensive engagement that emphasized involvement from disproportionately impacted communities, resulted in a final set of strategies that minimize disproportionate risks and maximize benefits to frontline communities, with the following components:

- **Reflecting frontline community priorities:** This includes improving tree canopy coverage in Deep East and West Oakland, improving public transit access for youth, low-income, and transit-dependent residents, and residents far from downtown; and acting to reduce housing and business displacement.
- **Improving public health:** This includes reducing air pollution, particularly near heavily-impacted transit corridors, increasing access to nature, minimizing flood risks; focusing green infrastructure improvements in impacted neighborhoods where vegetated buffers can mitigate pollution; and improving indoor air quality.
- **Fostering good, green job pathways:** This includes both prioritizing actions that will increase job opportunities, and ensuring that activities with workforce implications are

oriented to allocate those benefits to local people. For example, the ECAP aims to support a circular economy that grows jobs in the local repair and refurbishment industries; train local contractors and construction workers to be at the forefront of electrifying buildings; and launch a carbon sequestration incubator that will develop jobs in the many new and traditional fields of carbon removal.

- **Improving housing security:** This includes leveraging and expanding the City's full toolkit to reduce housing and business displacement through supporting community land trusts, local entrepreneurs, and more; as well as implementing measures to ensure that Actions aimed at improving community health and housing stock do not inadvertently result in displacement.
- **Improving food access and security:** This includes ensuring that edible food that would otherwise be wasted is instead redistributed to the most food-insecure Oaklanders, as well as leveraging green infrastructure and open space development and preservation to support community agriculture.

Increased Resilience: OPW staff worked with the City's Chief Resilience Officer and community leaders to ensure that Actions throughout the ECAP improve resilience in normal times as well as in the face of disasters and emergencies. In addition to the Adaptation Actions described above, this includes strategies ranging from enabling all Oaklanders to safely and cost-effectively access the services they need through public and active transportation, and integrated land use; increasing housing security; making homes and buildings safer; nurturing a local circular economy that keeps resources and wealth in Oakland; and fostering sustainable, wealth-creating jobs in a low-carbon economy.

The COVID-19 pandemic has shone a spotlight on systemic gaps in service provision and health determinants, and the urgent need to address disparities that disproportionately affect Oakland's frontline communities. The virus has heightened the need for safe and adequate shelter, food, and care, and it underscores the underlying health disparities that cause frontline communities to experience higher rates of hospitalization and death. While the pandemic is not related to global warming, climate solutions can be powerful tools in responding to the COVID-19 crisis. The 2030 ECAP will reduce vulnerabilities and stresses in normal times and help prepare Oakland for future crises related to and beyond the climate. Efficient, all-electric homes with energy storage will not only reduce emissions and improve indoor air quality, but also help residents to withstand health crises and power losses. A low-carbon, circular economy will promote social cohesion among neighbors who can more easily share resources and information as a community in good times and bad. Resilience hubs will serve as makeshift disaster centers responsive to varying threatening events, such as serving as a testing and food distribution center for a crisis like COVID-19. The Oakland Climate Action Network envisioned in the City Leadership section will enable the City to rapidly and proactively communicate and coordinate with trusted, grassroots organizations when disasters strike or when mass mobilizations of any type are needed.

2045 Carbon Neutrality Goal

The City's long-term target for GHG emissions, adopted as part of Resolution 82129 C.M.S. in 2009, called for achieving an 83 percent reduction by 2050. This target, intended to align with the global desire to effectively end carbon emissions by that date, followed a standard used by cities at that time to conduct long-range planning. Since that time, cities, states, and nations have moved towards an approach that continues to utilize percentage targets for incremental

dates but establishes a long-term goal of carbon neutrality by a specific date. The State of California, via Executive Order B-55-18, has set a carbon neutrality date of 2045. While the Executive Order provides direction to State departments, it remains the purview of local governments to determine by what date each can achieve the desired outcome of zero emissions. To date, Bay Area cities and counties who have made similar declarations have committed to dates ranging from 2040 (City of Fremont) to 2050 (Santa Clara County).

Based on GHG modeling, available information, and projections of technology and changing economic conditions, staff estimates that the City of Oakland can achieve carbon neutrality by 2045. This means reducing Oakland's total net local Carbon emissions to zero by 2045, inclusive of GHG emissions mitigation and carbon removal activities, and net negative thereafter. It will also entail a concerted focus on growing and maintaining the City's urban forest, along with the other carbon removal activities outlined in the ECAP's Carbon Removal section. Achieving this outcome will require broad and substantial action to remake the City's transportation system, end the use of natural gas in buildings, divert virtually all organic material from landfills, and help transform the aviation and maritime industries to end the use of fossil fuels. Each of these actions will require significant monetary, policy, technology, and behavioral support, and each has challenges remaining to develop strategies that allow for transitions that meet the social and economic needs provided by current technologies and systems.

By adopting a Carbon Neutrality Resolution, Council would make clear the City's commitment to achieving a carbon-free economy by 2045, consistent with the State of California's vision and the goals of the Paris Climate Agreement.

FISCAL IMPACT

Development of the 2030 ECAP included cost estimations for implementation of each of the Plan's 40 Actions. The total cost of implementation to the City is estimated to be \$72 million over ten years. The ECAP also includes a financial plan to identify likely sources of revenues to cover these costs. The primary sources of funding for the implementation of Actions are bonds (27 percent), zero and low-interest loans (20 percent), grants (16 percent), and taxes (17 percent). Only three percent of the total plan implementation cost is expected to come from the City's General Purpose Fund. Implementation of the Action items will be the responsibility of many different City departments, and funding may be drawn from or allocated to various City funds during the 2020-2030 period.

PUBLIC OUTREACH / INTEREST

To ensure the 2030 ECAP fully reflects the needs and values of Oaklanders and particularly frontline communities, the City conducted more than a year of extensive community engagement in partnership with the two consultant teams. This process, detailed in *Appendix A* of the 2030 ECAP, directly engaged more than 2,100 community members, as well as dozens of technical experts. The following is an overview:

- **Neighborhood Leadership Cohort (NLC):** In early 2019, the EF recruited a Cohort of residents from each City Council District. Neighborhood leaders received training on City government process, equity principles, climate science, and the goals of the ECAP; and an hourly stipend to co-lead engagement activities.

- **Workshops:** In mid-2019, the EF and City staff delivered eight community workshops: one in each Council District, and an additional citywide workshop. Nearly 400 Oaklanders attended. At the end of each workshop, attendees voted on equity-based climate solutions for their communities. All workshops were free and included a full meal, plus childcare and simultaneous interpretation upon request.
- **Stakeholder Interviews:** The project team interviewed dozens of experts in racial and climate equity, mobility, circular economy, building science, resilience, carbon removal, and more. These informed community discussions by enriching the baseline of potential solutions for Oaklanders to explore; they also illuminated which strategies would most likely produce intended outcomes.
- **Online Survey:** Nearly 800 Oaklanders responded to an in-depth online survey in Fall 2019, which helped the project team better understand community needs and concerns.
- **Online Draft:** The City published an interactive online draft 2030 ECAP in October 2019. Oaklanders reviewed and publicly commented, stimulating conversations about climate, equity, and civic topics. More than 400 public comments were recorded.
- **Town Halls:** In November 2019, the EF and City led two citywide Town Halls at the Rainbow Recreation Center (East Oakland) and the Lincoln Square Recreation Center (Chinatown). The events engaged Oaklanders, particularly from frontline communities, in a deep exploration of the draft ECAP. Attendees provided detailed recommendations for improving the plan and increasing its relevance. A full meal was included, and childcare and language interpretation were free. More than 200 Oaklanders participated.
- **Youth Engagement:** City staff worked with Skyline and Oakland Tech high school students in exploring climate solutions that would engage youth in relevant solutions. At Skyline, 100 students focused on the ECAP for a semester through UC Berkeley's *Y-PLAN* (Youth–Plan Learn Act Now) program. The City also partnered with the Oakland Unified School District's Environmental and Climate Change Literacy (ECCL) team to strengthen climate curricula and teacher preparedness. The EF team worked with high school youth through the Rose Foundation's *New Voices are Rising* (NVR) program, where the ECAP became the focus of NVR's 2019 Summer Academy and students helped deliver the District 3 community workshop.
- **Additional Plans:** The project team leveraged two recent community planning processes from 2018 and 2019: the East Oakland Neighborhoods Initiative (EONI) and the West Oakland Community Action Plan (WOCAP). These focused on building resilience and addressing environmental harms in Deep East Oakland and West Oakland – communities deeply at risk from the impacts of climate change. Findings and recommendations from both are incorporated in the ECAP.
- **Pop-Up Engagement and Climate Equity Work Days:** Led by the EF, these involved meeting people where they were through hands-on projects to make climate action tangible and provided opportunities to spread the word about the ECAP.
- **Leadership Engagement:** Staff worked with the City's Youth Commission, Mayor's Commission on Persons with Disabilities, the Oakland Parks and Recreation Foundation, the Oakland Chamber of Commerce, Alameda County Interfaith Council, and others, to get input into critical topics for key populations, and to better understand how to guard against unintended consequences of climate action.

COORDINATION

To ensure that the final 2030 ECAP would maximize existing resources and partnerships, OPW Sustainability staff worked closely with more than ten City Departments, as well as divisions across OPW, to understand ongoing and planned commitments and strategic initiatives. The following City departments were closely involved in developing the final draft 2030 ECAP, including specific Actions, overall approach, and implementation guidance: Department of Race and Equity; Department of Finance; Economic and Workforce Development; Housing and Community Development; Planning and Building; Department of Transportation; Oakland Parks, Recreation, and Youth Development; Oakland Public Library; Oakland Public Works, the Mayor's Office, and the City Administrator's Office, including the Chief Resilience Officer.

The Port of Oakland was also heavily engaged in the development of the ECAP, and staff of both agencies coordinated extensively on various potential actions and approaches. The Port section of the ECAP was informed by details provided by Port staff, including aspects of the Seaport 2020 and Beyond Plan and the West Oakland Community Action Plan. While coordination with the Port was frequent and conducted in the spirit of cooperation, ultimately, Port staff requested that the ECAP not include any actions directing or seeking to influence Port operations.

Coordination with external agencies in the creation of the 2030 ECAP included AC Transit, East Bay Community Energy, PG&E, StopWaste, Alameda County Department of Environmental Health, Alameda County Public Health Department, Oakland Parks and Recreation Foundation, and Bay Area Air Quality Management District, as well as the more than two dozen community organizations included in the *Community Partners and Stakeholders* list on page 6 of the ECAP.

The GHG Emissions Inventory was completed in partnership with multiple City departments, including Planning and Building Department, Oakland Public Works, Department of Transportation, the Port of Oakland, and the City Administrator's Office, as well as East Bay Community Energy, PG&E, BART, AC Transit, Union Pacific Railroad, Association of Bay Area Governments, and the Metropolitan Transportation Commission. A full list of agencies who provided information to support the analysis is contained in the GHG Emissions Inventory Report.

SUSTAINABLE OPPORTUNITIES

Economic: The strategies included in the 2030 ECAP, and those that will be critical to achieving the 2045 carbon neutrality target, have the potential to create thousands of local jobs in green sectors including green energy, energy efficiency, recycling and composting, technology, automotive sales and repairs, green infrastructure, construction, and many others. 2030 ECAP Actions will reduce the City's vulnerability when inevitable climate disasters strike, enabling the City to retain higher bond ratings and build back more quickly and robustly. The ECAP's funding plan will ensure that Actions can be paid for through a diversity of sources, with minimal impacts to the City's General Purpose Fund. The overall economic impact of the ECAP is expected to be positive for Oakland, resulting in long-term cost savings from more efficient energy systems, more resilient infrastructure, reduced risk to climate disasters, and more adaptive and useful physical conditions.

Environmental: The 2030 ECAP and 2045 Carbon Neutrality target would provide substantial environmental benefits. These include a reduction in Oakland's contribution to rising levels of greenhouse gas emissions, improvement of local health outcomes, opportunities for expansion of urban forest and tree canopy, reduced energy demand, and reduced pollution. The 2030 ECAP would reduce GHG emissions by approximately sixty percent relative to 2005 levels by 2030, while the 2045 carbon neutrality target would result in net-zero emissions by 2045, with net negative emissions thereafter.

Race & Equity: The 2030 ECAP incorporates social and racial equity as the core guiding principle of climate action. The new proposed plan explicitly addresses disparities in health outcomes, jobs, housing security, food and service access, and more. Moreover, the companion *Racial Equity Implementation Analysis* will guide staff across the city in identifying relevant specific frontline communities for each Action, and designing the specific programs, projects, and plans that result from the 2030 ECAP in ways that reduce disparities. The breath of solutions will match that of the 2030 ECAP: ensuring that vulnerable populations are protected from the dire consequences of climate disasters; reducing air pollutions for communities in Deep East and West Oakland and along the 880 Corridor; working with partners to grow good, green job pathways; fostering community and youth engagement in the policy process, particularly lifting up communities of color and other heavily-impacted communities; improving housing security and indoor air quality; and more.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Staff has reviewed the adoption of the 2030 ECAP for CEQA compliance, and the City contracted with Ascent Environmental to prepare a memo analyzing the 2030 ECAP, which recommended that approval of the 2030 ECAP would qualify for a Class 8 Categorical Exemption for actions by a public agency for the protection of the environment. This CEQA Memo is included as **Attachment E** of this staff report. CEQA Guidelines, Section 15308 (Class 8) exempts any project that "consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for the protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in this exemption".

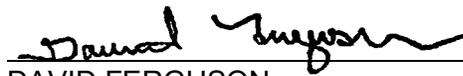
Staff has independently determined, based on the analysis in the 2030 ECAP and appendices, that the adoption of the 2030 ECAP is exempt from CEQA review under the Class 8 exemption. As a whole, the record supports that the 2030 ECAP establishes environmentally protective policies that will allow the City to achieve GHG reductions greater than required by the State and the City's GHG reduction targets, as well as other environmental benefits such as improved air quality. The Class 8 exemption is appropriate because approval of the 2030 ECAP itself does not authorize any construction activities, and any implementation action that involves reasonably foreseeable construction would undergo specific CEQA review once the details of the future project are known. None of the exceptions to the categorical CEQA exemptions apply because the approval of the ECAP does not authorize funding or implement projects that cause direct consequences of construction.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends that the City Council: 1) Adopt by Resolution the 2030 Oakland Equitable Climate Action Plan; 2) Receive information on the progress of reducing greenhouse gas emissions; and 3) Adopt a Resolution committing the City of Oakland to achieve carbon neutrality by 2045.

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

Respectfully submitted,



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Attachments (5):

- A: 2020 GHG Emissions Inventory Report
- B: 2020-2030 ECAP Action Map
- C: 2030 Equitable Climate Action Plan
- D: Racial Equity Impact Assessment and Implementation Guide
- E: CEQA Memo

2. Agenda Report 2030 ECAP Adoption-signed_Final (003)

Final Audit Report

2020-07-16

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