



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: Betsy Lake
Assistant City Administrator

SUBJECT: SUPPLEMENTAL – Informational
Report Regarding 2023-2025
Progress Implementing the 2030
Equitable Climate Action Plan

DATE: March 16, 2026

City Administrator Approval


Michelle Phillips (Mar 19, 2026 09:23:08 PDT)

Date: **Mar 19, 2026**

RECOMMENDATION

Staff Recommends That The City Council Receive An Informational Report Regarding Progress In 2023-2025 On Implementing The 2030 Equitable Climate Action Plan.

EXECUTIVE SUMMARY

This report provides the second progress update on the 2030 Equitable Climate Action Plan (ECAP) – adopted July 2020, covering implementation in calendar years 2023-2025. The ECAP contains 40 Actions to improve climate resilience, advance equity, and reduce local GHG emissions on a path toward full carbon neutrality by 2045. This report summarizes progress for each of Action, describes major milestones (projects, programs, and policies) across the ECAP's seven themes, summarizes near-term plans and key implementation focus areas for near-term implementation, and includes two appendices summarizing implementation in 2023-2024 for the Zero Emission Vehicle (ZEV) Action Plan and the General Plan Environmental Justice Element, two extensions of the ECAP.

REASON FOR SUPPLEMENTAL

This supplemental report corrects certain administrative errors from the original Informational Report of the same name. Specifically, attachment numbering is changed, the name and date of the Council Committee is corrected, and hyperlinks are fixed throughout.

BACKGROUND / LEGISLATIVE HISTORY

The City of Oakland (City) is a leader in ambitious and equity-driven climate action. Resolution No. [82129](#) C.M.S. (2009) directed staff to develop the City's first climate strategy (2020 Energy

and Climate Action Plan), with greenhouse gas (GHG) emissions reduction targets of 36 percent below 2005 levels by 2020 and 83 percent by 2050.

In 2016, the California Legislature enacted Senate Bill (SB) 32, building on the 2006 California Global Warming Solutions Act by requiring Statewide GHG emissions to be reduced to 40 percent below 1990 levels by 2030. In 2018, the City Council declared a climate emergency, calling 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” (Resolution No. [87397](#) C.M.S.) and established a GHG emissions reduction target of 56 percent below 2005 levels by 2030 (Resolution No. [87183](#) C.M.S.).

To respond to the abovementioned targets, the City Council adopted the 2030 ECAP in July 2020 (Resolution No. [88267](#) C.M.S.). The ECAP details 40 Actions within the City’s regulatory and legal spheres of control to improve Oakland’s climate resilience, advance equity, and reduce local GHG emissions on a path projected to exceed Council’s adopted targets. Alongside the ECAP, the City Council created a 2045 full carbon neutrality target (Resolution No. [88268](#) C.M.S.). OMC 2.29.170.2.C defines equity as all people having full and equal access to opportunities that enable them to attain their full potential. This principle of fair and just access for all is centered throughout ECAP actions.

The City Council adopted the ZEV Action Plan in October 2022 (Resolution No. [89448](#) C.M.S), fulfilling ECAP Action TLU-5 and outlining a path to realizing a fully zero-emission transportation system by 2045. It focuses on reducing dependence on personal vehicles, supporting renewable energy adoption for transportation, and prioritizing the needs of frontline communities disproportionately burdened by air pollution.

In October 2023, the City completed Phase One of the General Plan Update (GPU), comprised of the Housing, Safety, and Environmental Justice (EJ) Elements. The Housing Element outlines strategies to meet Oakland’s housing needs through 2031, with a major focus on increasing the availability of affordable and accessible housing. It is an important avenue for implementing the ECAP’s Transportation and Land Use Actions, such as prioritizing housing around transportation centers to encourage public and active transportation. The Safety Element integrates climate resilience, addressing risks from natural disasters such as wildfires, flooding, and earthquakes, providing important specificity for the ECAP’s Adaptation Actions.

The EJ Element (Resolution No. C.M.S [89907](#)) echoes the ECAP’s emphasis on climate equity and public health and mirrors the ECAP’s Racial Equity Impact and Implementation Guide (REIA). It includes policies to reduce pollution in historically impacted communities and improve access to healthy environments. This component was developed through extensive community engagement and is central to aligning future planning efforts with the City’s equity goals. It is also a central organizing factor for ECAP implementation.

Phase 2 of the GPU began in September 2024 and is currently underway. This phase expands the plan’s focus to additional elements that directly shape Oakland’s built environment and quality of life. These include the Land Use and Transportation Element (LUTE), which aims to create a transportation system that is safe, equitable, and accessible for all users; and the Open Space, Conservation, and Recreation (OSCAR) Element, which is being developed to improve

access to parks and recreational facilities, especially in underserved neighborhoods, while promoting walkable, livable communities for all.

ANALYSIS AND POLICY ALTERNATIVES

Strong interdepartmental coordination bolstered implementation in the three-year reporting period. The ECAP’s focus on collaboration, holistic programs, and the wellbeing of most-impacted (frontline) communities support integration with ongoing pandemic recovery efforts. ECAP implementation, including the City-community collaboration central to success, supports the **Citywide priorities of housing, economic, and cultural security; vibrant, sustainable infrastructure; and responsive, trustworthy government**. The ECAP’s structure integrates these goals within climate action via community health, social justice, and wealth equity. Many City departments share responsibility for implementing the ECAP (see **Attachment A**). The Sustainability and Resilience Division (SRD) within the City Administrator’s Office (CAO) tracks overall ECAP progress and leads or supports implementation as appropriate.

Partnerships remain pivotal. In 2023-25, the City deepened collaborations with Oakland-based Rising Sun Center for Opportunity (RSCO), Laney College, and other workforce development partners to strengthen high-road labor pathways for electrifying Oakland’s buildings and transportation. The City continued its effort with GRID Alternatives, Habitat for Humanity, and Rebuilding Together East Bay Network to safely electrify homes owned by low-income Oaklanders. Ava Community Energy (Ava, formerly East Bay Community Energy) initiated a major investment in high-power electric vehicle (EV) charging between downtown and West Oakland. The City partnered with the Asian Pacific Environmental Network and the local Chinese-American community to fund work on the City’s first Resilience Hub at Lincoln Square Recreation Center. And the ECAP provided the foundation for the grant-funded Innovation Team (i-team) joining the City in 2024. That effort launched a new partnership among the City, Rising Sun Center for Opportunity, ESO Ventures, and OakStop to develop training and capacity building for increasing wealth equity through Oakland’s climate efforts.

ECAP implementation progress in 2023-2025 was impacted by ongoing effects of the pandemic, City budget constraints, and the U.S. presidential transition. **Table 1** summarizes progress in calendar years 2023-2025. All summaries refer to activities undertaken during that three-year period, except where otherwise noted. The first column lists the Action number (#) with Section identifiers: Transportation and Land Use (TLU), Buildings (B), Material Consumption and Waste (MCW), Adaptation (A), Carbon Removal (CR), City Leadership (CL), and Port (P). Each Summary begins with a progress indicator in one of five categories: Not begun, Early Progress, In Progress, Major Progress, or Complete/Fully Implemented.

Table 1: ECAP Progress Summary

#	Action Name	Summary of Progress in 2023-2025
TLU-1	Align All Planning Policies & Regulations with ECAP Goals & Priorities	Major Progress The City adopted the Housing, Safety, and EJ Elements in 2023 after extensive community engagement. The Housing Element details strategies to meet Oakland’s housing needs through 2031, with a focus on increasing the availability of affordable and accessible options. The Safety Element integrates climate resilience and addresses natural disaster risks such as

		<p>flooding, wildfires, and earthquakes. The EJ Element includes actions to reduce pollution in historically impacted communities and improve access to healthy environments and overlaps significantly with the ECAP; Attachment B provides a summary of implementation progress on that Element through this reporting period. In 2024, the City adopted a Sea Level Rise Combining zone as part of the Downtown Oakland Specific Plan. It is intended to ensure that new development accounts for scientifically accepted future rises in sea level to ensure the health and safety of future occupants and the long-term viability of new construction and associated infrastructure. The overlay is a mapped zoning district that was mapped to specific parcels near the waterfront. In 2025, the City launched Phase 2 of the GPU, which includes the LUTE; OSCAR Element; and Noise Element.</p>
TLU-2	Align Permit & Project Approvals with ECAP Priorities	<p>Major Progress</p> <p>The 2021 adopted revised GHG Threshold of Significance, GHG Standard Condition of Approval, and project-level ECAP Consistency Checklist continue to align project approvals and mandatory environmental review of new construction projects with ECAP requirements. In 2025, the Building Bureau and Economic and Workforce Development Department (EWDD) made several process efficiency updates to speed the permitting and review processes for applicants. This includes enhanced, fully digitized, same-day permits for most building project types; an expanded range of allowable ground-floor commercial uses in Downtown, Uptown, and Lake Merritt areas; streamlined permit application processes, and more. In 2025, SRD hired a staff person to build on lessons from Oakland’s ground-breaking EcoBlock to implement new streamlined internal processes and policies, including through Oakland’s Zoning Ordinance, to accelerate electrification, energy resilience, and other ECAP priorities at the neighborhood level. In late 2025, the City adopted updated building code requirements to harmonize with and exceed Statewide standards.</p>
TLU-3	Take Action to Reduce and Prevent Displacement of Residents & Businesses	<p>In Progress</p> <p>Displacement prevention is led by the Housing & Community Development (HCD) and EWDD. In 2023-25, HCD leveraged State and Federal resources to address the overlapping housing, homelessness, and COVID-19 crises:</p> <ul style="list-style-type: none"> • Tenant Protections: Strengthened Rent Control and Just-Cause eviction protections by requiring property owners comply with business license requirements before pursuing evictions or rent increases; launched Oakland’s rent registry (75% compliance by March 2025); launched a targeted homelessness prevention program in partnership with Stanford University; continued emergency rental assistance, outreach, and legal services. The Rent Adjustment Program also awarded two contracts to community-based organizations for tenant and small landlord representation services in rent adjustment hearings. This legal representation increases accessibility for parties involved in rent increase/decrease hearings. • Affordable Housing Production: In 2025, the City awarded \$143.5 million to over 830 units of new affordable housing, including 236 units for residents exiting homelessness. In 2025, the City brought online over 730 new affordable housing units. Over the 2023-2025 period, the City

		<p>continued its previous success accessing the State's Homekey program, resulting in a cumulative total of 12 project awards.</p> <ul style="list-style-type: none"> • <u>Preservation</u>: The Acquisition & Conversion to Affordable Housing (ACAH) program executed its financing for an additional \$6.25 million to The Unity Council to preserve 24 affordable units at the 36th Ave. Apartments, and 54 affordable units at 2000 36th Ave. Apartments; and an additional \$2.2 million to the Northern California Land Trust to rehabilitate 16 affordable homes. Authorized a \$10 million recourse loan from Measure U Bond Funds to the Housing Accelerator Fund to establish a dedicated financing mechanism for Affordable Housing Acquisition and Rehabilitation projects, including anti-displacement bridge loans to mission-driven affordable housing developers and an overhaul of ACAH administration. Allocated \$20 million additional Measure U Bond Funds to support permanent take-out financing for these loans. • <u>Transformative Climate Communities</u>: Acts Cherry Hill, a 55-unit affordable housing development with 14 units reserved for those exiting homelessness at 95th and International, completed construction in 2023. At the Better Neighborhoods, Same Neighbors Resource Center, the City and East Bay Permanent Real Estate Collaborative launched a Displacement Avoidance program with onsite counselors. • <u>Asset Management Services</u>: Increased physical inspections across the City's affordable housing portfolio to identify and correct habitability issues before they lead to tenant dissatisfaction, health concerns, or displacement. Conducting physical inspections and tenant file review once every three years for each property (~50 annually) including living conditions, management practices, and affordability standards, with follow-up to ensure timely correction of deficiencies. <p>EWDD continued serving Oakland's small business community. Of 650 applications received for the Façade and Tenant Improvement Program (FTIP) in 2023, EWDD selected 100+ for grants of \$24,999 each. Issued an RFP in 2024 for a third party to administer FTIP and assist grantees with projects. Oakland-based Plenum Architecture, Inc. was selected and began assisting grantees in June of 2025, completing 3 FTIP projects during the remainder of the year. The Neighborhood Business Assistance (NBA) Program conducted over 159 appointments at its 6 Oakland Public Library Locations in 2025, supporting clients in creating 15 full- and part-time jobs through NBA appointments and a revamped Business Development Intake form, EWDD responded to over 300 inquiries, helping entrepreneurs access technical assistance, financing, and grant resources, and navigate complex City regulations. Business Development Staff provided referrals to technical assistance providers for mentoring, marketing support, business counseling, and business plan evaluation, and connected entrepreneurs to Community Development Financial Institutions (CDFIs) and the Small Business Administration (SBA) for funding opportunities. The NBA completed process efficiencies to improve Data collection and ensure more effective booking capabilities and intensified both virtual and in-person marketing efforts.</p>
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TLU-4	Abundant, Affordable, & Accessible Public Transit	<p><i>In Progress</i></p> <p>The Lakeside Drive and Lake Merritt Blvd project will close a gap in the transit-only lanes for the TEMPO BRT line on Lake Merritt Blvd. The project is fully designed, with construction anticipated to commence in Spring 2026. An \$11 million International Pedestrian Lighting Project (completed in Spring 2025) upgraded pedestrian lighting and enhanced ADA accessibility along the densely populated International Blvd BRT corridor. The 14th Street Project, installing 8 transit boarding islands with upgraded canopies along 14th Street in the Downtown core, broke ground in early 2024 with expected completion in early 2026. The City and AC Transit partnered to complete the International Quick Build Project in 2024, which implemented a comprehensive safety-focused upgrade on the Tempo BRT bus lanes on International Blvd including measures to physically separate the bus-only lane along International and prevent illegal and dangerous use of the bus lane by motorists. In 2025, the City removed several hazardous bus shelters and is working on a contract to install 10-20 new ones.</p>
TLU-5	Create a Zero Emission Vehicle Action Plan	<p><i>Complete / Fully Implemented</i></p> <p>Council adopted the ZEV Action Plan in November 2022. Staff continue to seek external funding to implement ZEV Action Plan Actions. See Attachment C for implementation summary. In 2025, AVA Community Energy opened their first DC fast charger hub at Oakland’s City Center West Garage in November 2025. This site includes 18 fast chargers – the largest non-Tesla charger bank in California. Flash Parking, Inc. installed 24 charging stations at the Oakland City Center Garage and 32 charging stations at the Rotunda Garage.</p>
TLU-6	Establish Temporary and Permanent Car-Free Areas	<p><i>Major Progress</i></p> <p>Oakland’s temporary and permanent car free areas include plazas and recurring special events that repurpose street space, as well as parklets and bike parking corrals that repurpose on-street parking spaces for other uses. The expanded parklet program became permanent in 2023 with publication of new Parklet Program Guidelines. The City’s pandemic response also included slow streets: residential streets that provide outdoor space for walking, jogging, biking, and socializing with limited motor vehicle access. The City reconstructed 8th St in West Oakland as a Slow Streets demonstration project and is developing a permanent slow streets program.</p>
TLU-7	Rethink Curb Space	<p><i>Early Progress</i></p> <p>This Action encompasses strategies to optimize urban curb use, including updating parking pricing through OakPark+ to better match demand and encourage shared, non-vehicular, and/or all-electric transportation. OakDOT implemented demand-responsive parking pricing in Chinatown and Montclair with plans to expand across downtown in 2026. OakDOT also piloted metered loading zones in Chinatown and will meter all commercial loading zones in meter areas within the next three years. There was no progress in enforcing business compliance with parking cash-out requirements due to unstaffed Transportation Demand Management (TDM) plan enforcement. Efforts to eliminate time limits, expand meter operation hours, and implement demand-based pricing were successfully implemented at Lake Merritt through OakPark+. Parking monitoring and enforcement have improved significantly with a near full-strength team achieving near-record levels of</p>

		activity. The City is using a \$1.6M grant from Caltrans and MTC to explore a Parking Benefit Districts to enhance multi-modal access and walkability in commercial districts. The City has no plans to build new off-street parking facilities. Current fees in residential parking permit zones (\$105 per year) are not seen as a burden because most zones are in affluent areas; adjusting fees based on income would exceed current capabilities.
TLU-8	Expand and Strengthen Transportation Demand Management Requirements	Early Progress This Action has seen no additional progress. OakDOT has adjusted the requirements of the Transportation Demand Management (TDM) requirements in earlier years, but further updates are not a priority given current staffing.
TLU-9	Ensure Equitable and Clean New Mobility	In Progress Oakland's bike share program provides \$5 annual membership to low-income residents and requires 20% of stations to be East of Lake Merritt. The dockless vehicle-sharing program requires a low-income membership. Approximately 350 electric bikes were added to the Program in late 2024, and 19 new stations were installed in 2025 and 2026. OakDOT considers race and equity impacts in developing any relevant policies and programs. The City is partnering with AC Transit to increase the use of Intelligent Transit Signal Priority (TSP) systems to prioritize transit. There was no progress in providing incentives for environmentally friendly travel behaviors or disincentives for fossil fuel-based on-demand delivery services due to regulatory limitations. The requirement for carbon emission reduction plans in the micromobility sector has not been pursued due to the industry's decline. Facilitation of Transportation Management Associations, which would support public transit pass distribution and investment in mobility strategies to reduce vehicle miles traveled, is hindered by the absence of TDM staff. OakDOT is administering a "mobility wallet" to financially reward residents for choosing efficient travel modes through the West Oakland Universal Basic Mobility (UBM) program. In 2025, the City partnered with Family Laundry in Fruitvale and with the Los Angeles Cleantech Incubator, Bay Area Air District, and Pacific Coast Ventures to install integrated solar, battery energy storage, and EV chargers at Family Laundry to support shared electrified delivery van charging.
TLU-10	Expand Neighborhood Car Sharing	Early Progress Oakland's only "free-floating" car share vendor, GIG, ceased business at the end of 2024. GIG provided up to 500 vehicles to pick up and drop off at any legal parking space in their service area. In 2025, Getaround, which offered a few dozen "dedicated space" vehicles, which must be rented and dropped off in the same location also ceased operation. One operator, ZipCar, remains servicing Oakland. OakDOT has explored non-profit run programs that provide vehicles at low cost in disadvantaged communities but have been unable to identify funds for the necessary subsidy. Staff are making an effort to collaborate with developers and property managers to provide dedicated EV car sharing services in multifamily affordable housing buildings. This is supported by a planning code provision that offers parking reductions if car sharing is provided, which six properties have utilized.

B-1	Eliminate Natural Gas in New Buildings	<p>Major Progress</p> <p>In 2023, the Ninth Circuit Court of Appeals issued a decision (California Restaurant Association v. City of Berkeley) that effectively invalidated Oakland's 2020 Ordinance prohibiting gas infrastructure in new construction. No exemptions to the City's rule had been sought to that point. While the City can no longer enforce Ordinance No. 13632 C.M.S., the revised CEQA Thresholds of Significance and associated ECAP Development Checklist, combined with the cost-effectiveness of constructing all-electric compared to dual-fuel new buildings, has had the same impact on non-residential new construction. In 2025, the City adopted amendments to the CA state building and energy codes that again reinforced the preference for all-electric new construction, specifying stricter Source Energy budgets than state requirements.</p>
B-2	Plan for All Existing Buildings to be Efficient and All-Electric by 2040	<p>In Progress</p> <p>The 2023 Ninth Circuit Court of Appeals Decision halted the Existing Building Electrification Roadmap due to legal uncertainty of regulating gas appliances and infrastructure. The City's 2025 Building Code amendments did include strong requirements for electrification readiness in single- and multifamily residential buildings renovations, including electric panel readiness and installation of at least two measures supporting electrification, energy efficiency, solar, or energy storage. Staff continued encouraging existing building electrification through public education and engagement, workforce development, and internal capacity building. Public engagement continues to highlight the health, safety, and economic benefits of transitioning from gas to electricity; the long-term cost effectiveness of electrification in most cases; and the benefits of early preparation for the Bay Area Air District's 2023 rule requiring new water heating and space heating appliances installed in residences in 2027 and 2029, respectively, to be all-electric. Additional highlights include a successful City-led monthly Building Electrification Clubhouse for construction industry professionals; a \$1M grant-funded Home Electrification Equity Pilot that enabled HCDs Residential Lending program to add electrification and solar to a set of qualified projects; and electrification training for HCD, Human Services, and other City staff. Regional programs like the Bay Area Multifamily Building Enhancements Program (BAMBE) that rely on local outreach significantly increased the number of heat pumps, solar and battery energy storage systems, and other electrification measures in Oakland homes. This includes 600+ residential heat pumps; and 244 apartment units, across 8 multifamily properties, completing BAMBE energy efficiency and electrification projects.</p>
B-3	Prevent Refrigerant Pollution	<p>Early Progress</p> <p>California advanced legislation banning higher-GWP refrigerants. The City facilitated electrification trainings for HCD staff and private contractors that covered best installation practices to prevent refrigerant leakage. OPW, with SRD support, is planning municipal facility projects to identify and reduce refrigerant pollution in 2025 or later, depending on resources. In 2025, City partner BayREN launched a new Refrigeration Replacement program (BRR) serving businesses with remote condensing units in disadvantaged communities; these units are often old, inefficient, and costly to operate.</p>

B-4	Reduce Lifecycle Emissions from Building Materials	<p>Early Progress</p> <p>The City paused work on this Action over concern about adding costs to building projects, and in recognition of ongoing action at the State level. The California Building Standards Commission adopted updates to the Green Building Standards Code (CALGreen) Part 11, Title 24, effective July 1, 2024, requiring nonresidential commercial building projects over 100,000 square feet and school building projects over 50,000 square feet to use practices and materials with lower embodied carbon. Oakland remains an epicenter of private-sector action to reduce embodied carbon, including the mass timber condo high rise at 15th and WebsterStreets by developer OWOW; low-carbon concrete start-up Brimstone in West Oakland; and East Oakland's Argent Materials, a leader in asphalt and concrete recycling.</p>
B-5	Require All Major Retrofits of City Facilities to be All-Electric	<p>Major Progress</p> <p>The Elmhurst branch Library was renovated in 2023, replacing all gas appliances with heat pumps for water and space heating and cooling, becoming Oakland's first all-electric municipal building. SRD led replacement of 110+ gas water heaters with high-efficiency, electric heat pump water heaters through a PG&E incentive program at zero cost to the City. Upcoming electrification projects for 2025 include the under-construction Mosswood Recreation Center and the Lincoln Square Community Center. Resource constraints still lead to missed opportunities: the West Oakland Senior Center decided to install a new gas kitchen, though the rest of the project includes all-electric infrastructure, due to staff familiarity with gas equipment. The Main Library underwent a major retrofit that focused on energy efficiency but was unable to include replacement of the gas furnace system with a heat pump. Starting in 2020, the City began upgrading facilities using on-bill financing (OBF) from Pacific Gas & Electric (PG&E), which covers the up-front costs of energy upgrades. The City repays PG&E on its monthly utility bills, using savings from reduced energy consumption. There are no up-front costs or financial risk to the City from the program. Once all 100 projects are completed, projected monetary savings to the City from the energy savings will be upwards of \$1 million annually.</p>
MCW -1	Eliminate Disposal of Compostable Organic Materials to Landfills	<p>Major Progress</p> <p>OPW began preparing for implementation of California's Plastic Pollution Prevention and Packaging Producer Responsibility Act (SB 54), which clarifies what types of packaging are considered recyclable and compostable statewide. City Council passed the Reusable Foodware and Plastic Litter Reduction Ordinance (Ordinance No. 13773 / Reusables Ordinance) in 2024, becoming one of the first cities to stop accepting bioplastics as compostable material. Staff conducted SB 1383 annual route reviews, inspecting 4,000 homes and businesses in 2023-24 for proper waste sorting and leaving tags/sending letters to property owners if contamination was found. In 2025 staff inspected an additional 1,800 homes and businesses.</p>
MCW -2	Strengthen Infrastructure and Partnerships for Edible Food Recovery	<p>In Progress</p> <p>Oakland food recovery organizations (FROs) recovered and redistributed 4,317,750 pounds of food in 2023 and 5,138,335 pounds in 2024. Staff continued advancing Oakland's food recovery network in compliance with SB 1383, which requires certain businesses in Oakland to recover surplus edible food to feed people. Staff attend the Alameda County Food Recovery</p>

		Network (hosted by StopWaste), and updated the City's FRO database in early 2025. Inspections of certain food-generating businesses (e.g. grocery stores, large restaurants) are being conducted by Alameda County Environmental Health inspectors. Staff conduct direct outreach to businesses in violation, providing resources and technical assistance to aid compliance. Staff also identified City facilities and other locations to act as "food hubs," and are matching City facilities and grantees to FROs. Staff is using SB 1383 Local Assistance Grant Program funds to renovate commercial kitchens at West Oakland Senior Center, Lincoln Square Recreation Center, DeFremery Recreation Center, and Clinton Park Community Center to support more edible food recovery activity at these sites. Watershed's Business Stormwater Inspection Program will incorporate food recovery questions into grocery store inspections and other high priority targets.
MCW -3	Eliminate Single-Use Plastics & Prioritize Reuse in Food Preparation, Distribution, and Sale	In Progress Ordinance No. 13773 C.M.S. requires prepared food vendors to use reusable service ware for on-site dining. In 2024, staff prepared an Informational Report on the feasibility and equity impacts of implementing the Reusables Ordinance across Oakland's food service sector. Preliminary research shows short-term cost recovery for investing in supplies and equipment to convert from disposables to reusables. However, local restaurants face challenges, including lasting COVID-19 impacts, crime, rising costs, and regulatory burdens. The report highlighted the need for education, incentives, and technical assistance, to ensure equitable implementation and enforcement. Key considerations include costs, supply chain readiness, public education, and enforcement capacity. Coordinated efforts across City departments and in partnership with StopWaste are ongoing to support local businesses with awareness and compliance.
MCW -4	Support Reuse, Repair, Recovery, and Refurbishment	Early Progress The City lacks resources to provide dedicated support to this sub-sector. Existing small business resources are available, but there is no data to identify how much of that support may be going to businesses in this sub-sector. EWDD and SRD began preparing a "Climate Economic Sector Brief" focused on the Reuse, Repair, and Refurbishment sector, to be completed in 2026, which will provide a preliminary understanding of the sector's demographics, threats, and growth needs. StopWaste produced "Re:Source," an online searchable guide for reuse, repair, recycling, and safe disposal for Alameda County and beyond. Staff promoted the Re:Source at dozens of public outreach events during the reporting period, and the guide is linked from the City website.
MCW -5	Expand Repair Resources	Early Progress OPL has not yet identified resources to expand the City's Tool Lending Library. Through the Transformative Climate Communities (TCC) project, the City is supporting East Oakland's Original Scrapper Bike Team on a reconstructed bike repair facility at the MLK Jr. Branch Library; construction is expected to begin by April 2026 and conclude within six months. In 2025, OPL launched a cell phone repair program at Elmhurst Branch Library.
MCW -6	Establish a Deconstruction Requirement	Major Progress After extensive research in 2023, OPW staff determined that education-first approaches with the business community that foster key economies through

		<p>ambitious recovery standards would be the most efficient way to ensure robust compliance with the City's Construction and Demolition (C&D) requirements. OPW launched outreach and engagement through Civicorps and California Climate Action Corps (CCAC) in 2024, which will culminate in 2026. Civicorps and CCAC trainees are working with Oakland builders employing desired practices for jobsite salvage and reuse and will generate educational materials for broad distribution.</p> <p>In 2025, OPW helped Stopwaste launch a county-wide Construction Materials Working Group focused on deconstruction; led a subcommittee to develop regional incentives for deconstruction that will take shape in 2026 and 2027; helped Stopwaste to plan its first deconstruction workshop; and recruited three Oakland builders to attend the training. OPW simultaneously implemented some of the most stringent recovery requirements in California by requiring a third-party-verified, non-ADC, non-inerts recovery rate of 65% for all projects requiring a building permit. By implementing this high standard and crediting all salvage activities with 95-100% recovery, OPW expects to incentivize key practices and grow the salvage economy.</p> <p>Future plans include advanced deconstruction training for Oakland firms, recognizing and celebrating exemplary deconstruction companies, and planning an eventual deconstruction ordinance, which would take effect once key practices and economies have time to mature.</p>
A-1	Fund Creation and Operation of Resilience Hubs	<p><i>In Progress</i></p> <p>Staff secured a \$9.25 million grant from the CA Department of Agriculture to construct the Bay Area's first municipal resilience hub at Lincoln Square Recreation Center. Construction will commence in May 2026. Staff is developing protocols and programming for the site, having already developed a resilience hub operations plan that will be a city-wide model. The West Oakland Resilience Hub has a Capital Project Manager assigned, but lacks funding for completion in the current CIP cycle. That hub is likely to be based at the West Oakland Library when renovated and supported by the West Oakland Senior Center and DeFremery Recreation Center. More than 30 additional City facilities have had resilience components added in the form of improved air filtration systems as part of the Bay Area Air District's Clean Air Centers program. In 2025, the City used PG&E grant funding to hold a community workshop in East Oakland to identify trusted locations for future East Oakland resilience hubs. Staff completed an inventory of resilience elements in all public-facing municipal buildings in 2023 to further refine efforts to establish additional resilience hubs. Staff are now assessing the potential to add solar and battery systems on 13 critical municipal buildings. The City enrolled in the Resilient Libraries Network pilot program to conduct feasibility plans for West Oakland Library and 81st Avenue Library as resilience hubs. Oakland's Emergency Services Management Division is developing a community-focused mutual aid and communications network for emergency preparedness. The City used grant funding from the Bay Area Air District to distribute portable air filtration devices to over 40 schools, recreation centers, senior centers, libraries, and fire stations.</p>
A-2	Enhance Community	<p><i>Early Progress</i></p>

	Energy Resilience	In 2023-25, Oakland saw 1,115 single family residential permits and 39 commercial permits (including multifamily buildings) completed for battery installations. The City continues working with Ava to reduce energy bills, increase electricity access during blackouts, and add resilient infrastructure in frontline communities. The California Building Code continues advancing resilient energy standards for new construction. However, energy costs have risen statewide beyond the City's control, and Oakland remains one of the most constrained electricity grids in the nation, hampering progress with large developments and business growth, and constraining the City's options for robust clean energy projects. The City gained valuable insights into the potential and challenges of neighborhood electrification and shared solar through the EcoBlock project, and in 2025 hired a staff member to develop specific recommendations for zoning, education, and technical assistance to facilitate neighborhood-based electrification. This Action includes collaboration with economic and workforce development programs so that local construction, renovation, and clean energy services can reduce costs through market certainty and economies of scale.
A-3	Citywide Vulnerability Assessment & Comprehensive Adaptation Plan	Major Progress The City's new General Plan Safety Element (adopted 2023) includes a Climate Vulnerability Assessment that provides additional analysis beyond what was in the Local Hazard Mitigation Plan, and furthers the City's understanding and planning for climate vulnerabilities. The Oakland Alameda Adaptation Committee (OAAC) has conducted analysis and project development for sea level rise issues in the Estuary, along with fundraising to implement projects. Additional needs include development of an SB272-compliant vulnerability assessment and plan for sea level rise, which is underway for the Estuary portion of the waterfront in coordination with the Port of Oakland and City of Alameda. For the areas north of the Bay Bridge Landing, the City is working with Emeryville, Albany, Berkeley, and the San Francisco Estuary Institute to pursue grants to provide equivalent analysis.
A-4	Wildfire Risk Reduction	Major Progress In 2024, Oakland voters approved Measure MM, which will provide \$2.7 million annually for enhanced wildfire fuel reduction activities in OFD. Council subsequently appointed a Wildfire Prevention Commission to ensure public oversight of the use of funding to meet the goals and requirements of the legislation; the Commission began meeting in 2025. The City also completed a Wildfire Insurance Risk analysis to address cost increases and limited fire insurance access for private properties in Oakland. Additionally, the Oakland Fire Department has worked with partners like the East Bay Regional Parks District, East Bay Association of Wildfire Governments, and adjacent cities to implement fuel reduction activities in parkland areas adjacent to Oakland and along major evacuation corridors and routes.
A-5	Identify and Reduce Financial Risks from Climate Change	Early Progress In addition to completion of the Wildfire Insurance Risk Analysis report (see A-4), the City initiated work to reduce and mitigate costs associated with impacts of climate change. This includes cost management of flooding impacts via integration of sea level rise impacts in planning for stormwater improvements, expansion of the City's energy infrastructure to reduce exposure to increasing utility costs, and expansion of the City's tree planting and maintenance programs (via grant funding) to reduce urban heat island

		impacts (which include risk reduction for extreme heat, flooding impacts, and health costs associated with air pollution). The City still does not have the staffing levels or equipment needed to conduct proactive street tree maintenance citywide, leading to a shrinking overall canopy.
A-6	Expand and Protect Green Infrastructure & Biodiversity	<p><i>In Progress</i></p> <p>To protect water quality in Oakland’s waterways, improve the City’s storm drainage system, and comply with stormwater treatment goals set by the Regional Water Quality Control Board Water, the City pursues opportunities to include green stormwater infrastructure (GSI) in public capital improvement projects (CIPs). OPW’s Watershed and Stormwater Management Division (WSMD) encourages CIP Project Managers in OPW and OakDOT to incorporate GSI into projects where feasible. WSMD then collaborates with OPW’s Parks and Tree Services Division to monitor and maintain each City-owned GSI facility. The City also requires private development projects of a certain size to clean stormwater before it leaves the property using GSI treatment practices and to ensure their continued operations and maintenance. OPW also provides support where feasible to community groups on voluntary GSI installation. OPW tracks progress in an annual report to the Water Board.</p> <p>The City sets protections for creekside development, protected trees, and listed threatened/endangered species. The City restricts the municipal use of pesticides and requires best practices during bird nesting season and for construction projects to limit erosion and sedimentation. The Urban Forest Plan (2024) includes policies for nature preservation and restoration.</p>
CR-1	Develop Local Carbon Investment Program	<p><i>Early Progress</i></p> <p>The City hosted a FUSE Fellow in 2022-23 to research and test municipal structures for hosting a local carbon investment program. The City has not yet formalized a structure to accomplish this goal. Beginning in 2024, the City began intensive work to establish a Green Bank, building on the Greenhouse Gas Reduction Fund (GGRF) in the Inflation Reduction Act, which could incorporate a local carbon investment structure. This work ended in 2025 when the new Federal administration eliminated the GGRF.</p>
CR-2	Expand and Protect Tree Canopy Coverage	<p><i>Major Progress</i></p> <p>In 2024, City Council adopted Oakland’s first 50-year Urban Forest Plan. It incorporates the results of the 2021 Urban Tree Inventory; a revised Street Tree List (2023); a maintenance plan and cost estimates to care for all trees on City-owned property; and a data-driven process for growing equitable tree canopy so that all Oaklanders can share the benefits of trees. In 2023, as a result of the planning work for the Urban Forest Plan, the City was awarded an \$8 million grant from the US Forest Service to plant and maintain trees in frontline communities. The City is working with trusted nonprofits Oakland Parks and Recreation Foundation (ongoing) and Common Vision (new subgrant agreement executed in 2025) to implement that grant, with the majority of activity in 2025 focused on community engagement.</p>
CR-3	Rehabilitate Riparian Areas and Open Space	<p><i>Major Progress</i></p> <p>The Courtland Creek Restoration Project, an Oakland Measure DD Initiative and City-led Capital Improvement Project, is substantially complete. The Project improved creek habitat and water quality, reduced trash</p>

		<p>accumulation and illegal dumping, repaired steep and eroding creek banks, is enhancing climate change resilience and park appearance, and provides the community an educational and recreational resource. The Project will restore approximately 950 feet of open creek channel through grading, slope stabilization, native plant restoration, and installing community enhancement features such as two mosaic murals, accessible trails, seating, interpretive signs, gathering places, and a creek-viewing overlook. Project partners included the Measure DD Community Coalition, Oakland Parks and Recreation Foundation, Friends of Courtland Creek, the Melrose Neighborhood Council, Fremont High School, Frick United Academy of Language, Peralta Hacienda Historical Park, Sogorea Te' Land Trust, the Insect Sciences Museum, and the Alameda County Flood Control and Water Conservation District. Funders included the California Department of Water Resources Urban Streams Restoration Program, the United States Environmental Protection Agency's San Francisco Bay Water Quality Improvement Fund, Measure DD, Oakland's Measure Q, and the Caltrans Clean California Local Grant Program.</p>
CR-4	Explore Carbon Farming	<p>Early Progress</p> <p>In 2024, SRD conducted a "carbon farming" pilot using a small plot of park land, where the City's Recycling Division (OPW) arranged to have municipal compost delivered and applied to the designated area. This pilot provided valuable insights into the logistics of compost delivery and application, which, combined with best available research, indicates a feasible pathway for pilot projects incorporating carbon farming and wildfire risk reduction in Oakland's wildland-urban interface. Further progress is dependent on staffing. Staff determined that municipal compost cannot be used on playing fields or in edible gardens due to regulatory and safety considerations. Future projects would need to be limited to unused open spaces and ornamental planters.</p>
CR-5	Sequestration Incubator	<p>Not Begun</p> <p>No change. Staff finalized the Economic Development Action Plan (EDAP) in Fall 2025, which included specific business and workforce development priorities for key ECAP sectors, but specifying a sequestration incubator was beyond the scope of that effort. In 2025, staff in SRD and EWDD, along with the Mayor's iTeam, began planning a Climate and Green Business Accelerator, which will launch in 2026. While the Accelerator also cannot specify project types, it will include teaching on the scope and urgency of the ECAP.</p>
CR-6	Regional Aquatic Sequestration	<p>Early Progress</p> <p>The City held exploratory conversations with local organizations about establishing an aquatic sequestration pilot focused on eelgrass plantings and oyster bed creation. Discussions are in progress, but a formal pilot has not been established.</p>
CL-1	Evaluate and Reduce Climate Impacts of City Expenditures and Operation	<p>Not Begun</p> <p>No update.</p>
CL-2	Phase Out Fossil Fuel Dependency	<p>Not Begun</p>

	in City Contracts and Agreements	No update.
CL-3	Accelerate City Fleet Vehicle Replacement	<i>In Progress</i> OPW-Fleet Services continues to power all diesel vehicles and equipment (531 assets) exclusively with renewable diesel. Of the remaining on-road vehicles, one-third are zero emission or alternative fuel. Staff continue to pursue grant funding to support conversion of fossil fuel-based vehicles to zero-emission technologies.
CL-4	Explore Creation of Public or Green Bank	<i>Early Progress</i> The Oakland Innovation Team (i-team), in collaboration with SRD and local CBOs, conducted extensive research and initial engagement within the community to understand the appropriate scale and partnership structure for a potential Oakland / East Bay green bank. The team's research also identified preliminary issues that a green bank should address to be successful. The goal was to launch a prototype local green bank by the end of 2026, dependent on the continuation of the Federal Greenhouse Gas Reduction Fund (GGRF) within the Inflation Reduction Act (see CR-1).
CL-5	Establish Oakland Climate Action Network to Support Inclusive Community ECAP Engagement	<i>In Progress</i> Implementation in 2023-25 focused on internal capacity building for equitable, empowerment-based community engagement in the context of political and economic uncertainty. In 2023, the CAO hired a Citywide Community Engagement Coordinator to strengthen internal infrastructure for coordinated, equitable engagement. The Better Neighborhoods Same Neighbors project continued, supporting community leadership for place-based climate and economic justice in Deep East Oakland (closeout date is April 2026). PBD and SRD continued active involvement in AB 617 implementation (West Oakland) and planning (East Oakland), which is seeding and supporting community-led plans for interagency coordination around clean air and economic development. SRD and OPW continued partnering with OUSD to enhance climate curricula with strengthened workforce pathways, and to implement curricula and practices to increase waste sorting and composting awareness. Staff continued periodic involvement with Greenlining Institute efforts to build capacity among Oakland CBOs, particularly on climate and environmental justice issues, as well as on effectively working with public agencies to advance organizational goals. Funding and staffing were unavailable to support a more formalized network or citywide community engagement event series for climate justice.
P-1	Reduce Emissions from Port Vehicles and Equipment	<i>In Progress</i> 2024, the Port of Oakland received an historic award of \$322 million to fund the replacement of gas-powered equipment with electric alternatives. The grant will finance 663 pieces of zero-emissions equipment, including 475 drayage trucks and 188 pieces of cargo handling equipment. This will be implemented over the next 3-4 years and substantially reduce emissions associated with Port equipment. This grant supports several additional grant funded and budgeted conversions of vehicles, equipment, and facilities to lower-emission alternatives.

P-2	Reduce Emissions from Electricity	<p><i>In Progress</i></p> <p>The Port remains actively involved in negotiations for long-term procurement of more carbon-free energy for its electricity supply. The Port utilizes spot market electricity purchases for most of its electricity, resulting in a high percentage of "unspecified power" that cannot be confirmed as low-emission. In 2023, the Port identified 43 percent of its energy supply as carbon-free, with the remaining 57 percent unspecified. By 2025, the carbon-free percentage of electricity had risen to more than 75 percent.</p>
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Progress at a Glance

Of the 40 ECAP Actions, 16 saw significant progress since the end of the 2020-2022 reporting period. One Action (TLU-5) is Fully Implemented, and three have seen no progress. Another 12 have seen Major Progress to date. A full snapshot of all Action progress is in **Attachment D**.

Reducing Greenhouse Gas Emissions

In the current reporting period, staff shifted from conducting the biennial greenhouse gas emissions inventory in-house to using an inventory conducted by the Cool Climate Network (CCN), housed at UC Berkeley with extensive vetting from StopWaste and others. According to this inventory, transportation remains Oakland’s largest source of GHG emissions, at 63.3 percent (a slight drop from 64 percent in the previous inventory). Transportation emissions remain a major cause of preventable respiratory and other poor health outcomes that disproportionately impact frontline communities. Transportation infrastructure and technologies, as well as land use patterns, determine how Oaklanders get around and interact with one another – whether a vehicle is needed, how safe a journey is, and how long a trip takes.

Vehicle miles traveled (VMT) increased from the 2020 pandemic low of 2,469 million to 2,592 million in 2021, then decreased to an estimated low of 2,471.5 million in 2023. Data for 2024 and 2025 are not yet available. The CCN data indicate that overall VMT in Oakland were higher by 4.9 percent in 2023 than they were in 2005. While these figures are estimates, they point to a need for further City, regional, and statewide action to make active and public transportation safer, more accessible, and more affordable, so that they become the default transportation mode for all Oaklanders.

Building energy use – onsite natural gas burning and electricity – is the second-largest source of climate emissions in Oakland, at 28 percent. If a building is fully electric and the electricity comes from renewable sources, the emissions from its energy use are zero. GHG emissions from natural gas occur at the point it is burned (for stoves, dryers, furnaces, and water heaters, as well as industrial and home luxury uses) as well as in leakages that occur throughout the distribution system. Emissions from electricity occur only where fossil fuels are burned at a central point to create electricity, such as at a natural gas or coal plant. (Statewide, less than 2% of electricity comes from coal; Oakland’s electricity mix does not include any coal.) Ava Community Energy, Oakland’s electricity provider, retains the goal of providing 100 percent carbon-free and renewable electricity for all customers by 2030. As of January 2026, they have installed 1,495 MW of wind, solar, and geothermal energy across 27 projects. Ava customers can choose between two plans: Renewable 100, where 100 percent of electricity comes from eligible renewable resources (such as solar, wind, and biomass); or Bright Choice, Ava’s

baseline. The power mix for Bright Choice in 2024 was 62 percent eligible renewables, 34 percent large hydroelectric, and four percent “unspecified” – electricity purchased on a spot market where the origin cannot be definitively traced.

Total electricity consumption in Oakland reached 1,328,428,226 kWh in 2024, representing a decrease of 11.3 percent since 2005, and a steady decline since 2001. Importantly, residential electricity use declined steadily since 2020, from a high of 650,972,729 kWh to 580,059,594. These changes reflect successes in energy efficiency programs, even as there has been marked progress in electrification of both buildings and transportation: natural gas use in Oakland decreased 22.2 percent from 2005 to 2024.

Priorities in 2026-2027:

In 2023-2025, ECAP implementation had a strong focus on strengthening interdepartmental engagement and coordination. Across sectors, staff prioritized bringing new funding into the community, primarily through the Inflation Reduction Act, Federal Infrastructure Act, and other opportunities. Much of that funding dissipated in 2025 with the new Federal administration. In response to this and local budget challenges, in 2026 staff is prioritizing activities that promote both the ECAP and local economic development. The i-team is a critical boost for this effort, as is the newly-adopted Economic Development Action Plan (EDAP), which the ECAP informed. Primary areas of focus in 2026-27 include:

1. ***Climate-positive Economic Development:*** Launch of the Green- and Climate-Business Accelerator in partnership with ESO Ventures, OakStop, and Rising Sun Center for Opportunity (an i-team-led effort with SRD advisory); launch of OakBiz, a “front door”/concierge service for Oakland small businesses and entrepreneurs with an emphasis on those aligned with ECAP Actions or the arts; holding Oakland’s first Clean and Green Jobs Fair, per the ZEV Action Plan; publishing the City’s first Climate Economic Sector Briefs; and continuing to expand the network of merchant associations and Business Improvement Districts. Building on the EDAP, the City will deepen its support of local businesses and entrepreneurs in ways that support both climate progress and wealth equity.
2. ***Climate Communication and Proactive Engagement:*** Relaunching proactive, community- and business-focused climate communication to better share the goals, reasoning, and motivating successes of the ECAP. Staff will continue to seek resources and partnerships to better tell the story of the ECAP for the sake of spurring continued action and ensuring that implementation serves frontline Oaklanders. This also links to Oakland Climate Action Network envisioned in Action CL-5 and the Clean and Green Job Fair called for in the ZEV Action Plan.
3. ***Decarbonization:*** Continuing to modify buildings and shift vehicle technologies so all mechanical systems and vehicles run on electricity rather than fossil fuels, so that all buildings and vehicles can be powered solely with 100% renewable energy. Community-wide decarbonization remains a top ECAP priority. The City and its partners made important strides in 2023-25 through projects and policy development. While Federal funding for this work has largely evaporated, California continues to lead. SB-1221 has provided a rallying point for the City to work with partners to find solutions for holistically and affordably decarbonizing whole block, or “zones,” to maximize investments and

increase safety. By the end of the next reporting period, the City will have a strategy for facilitating zonal decarbonization in Oakland neighborhoods, with partners in place to support communities in navigating the process. Staff will continue advocating at the state and Federal levels for increased resources for equitable electrification and continue inter-agency coordination to ensure public resources are maximized, with a primary focus on health, resilience, safety, access, and affordability.

4. **Sustainable Mobility:** Staff will continue implementing Actions in the ZEV Action Plan, Bike Plan (*Let's Bike Oakland*), and Pedestrian Master Plan. In the current reporting period, private and utility sectors stepped up to install Level 2 and DC fast EV chargers at City-owned lots and garages. Most of these installations will occur in 2026-27, including from Flash Parking Inc. (244 level 2 chargers at eight facilities), and AVA Community Energy (DC fast chargers at four City-owned lots and garages). Staff will also continue working with the region's public transit agencies to improve public transit, referencing ambitious targets in the new LUTE.
5. **Green Infrastructure:** Staff will continue to seek external resources and partnerships to maximally implement the Urban Forest Plan. OPW's Watershed and Stormwater Protection Division (WSP) will continue evaluating private new and redevelopment project plans to ensure sufficient green stormwater infrastructure when required by the Municipal Regional Stormwater Permit (MRP). The MRP requires the City to retrofit five acres of impervious surface by June 30, 2027. WSP is evaluating potential sites for this work, prioritizing projects that provide a combination flood control benefits, treatment against pollutants such as polychlorinated biphenyls (PCBs), mercury, and trash. WSD is also developing a Storm Drainage Master Plan that will be support storm drainage improvements and additional green infrastructure investments.
6. **Resilience:** SRD will continue working across Departments and with community partners to advance the two identified Municipal Resilience Hubs (West Oakland and Lincoln Square) and identify an appropriate site for a third Hub in East Oakland. SRD and EMSD will continue working with community partners to identify and pursue resilience-building opportunities, and EMSD will work to identify suitable sites along the I-880 corridor for respite centers. Measure U continues to provide funding for critical infrastructure projects, affordable housing development and preservation, and municipal facility upgrades for resilience and decarbonization.
7. **Circular Economy:** OPW will continue leading SB 1383 compliance activities and building deconstruction policy advancement. OPW and EWDD will continue partnering to help food service businesses understand and comply with the City's 2024 Reusables Ordinance, and ensure that those efforts support economic activity in merchant corridors. SRD and EWDD will partner to identify pilot and business development opportunities to support robust, local, circular economies that uplift all Oaklanders.

FISCAL IMPACT

This item is for informational purposes only and has no direct fiscal impact or cost. Since its adoption, the ECAP's ambition and specificity, combined with strong implementation, have helped enabled Oakland attract significant federal, state, regional, and philanthropic funding.

PUBLIC OUTREACH / INTEREST

Because this report discusses ECAP progress implementation, it is directly informed by the community engagement process that took place in 2019-20 to develop the ECAP. SRD Staff work closely with numerous community-based organizations, including those listed above, in implementation and progress tracking. To continue identifying communication needs and opportunities for collaboration, staff meet regularly with community groups based on general interest as well as specific Action implementation (e.g. Asian Pacific Environmental Network, Rising Sun Center for Opportunity, Greenlining Institute, Chinatown Chamber of Commerce, East Bay Permanent Real Estate Collaborative, Unity Council, Black Cultural Zone, Planting Justice, Oakland Parks and Recreation Foundation, and more, as well as merchant and neighborhood groups).

SRD and OPW-ESD publish a monthly newsletter sharing events and progress across ECAP implementation and Environmental Stewardship. That newsletter includes relevant community, residential, and business resources, as well as ways to get involved in projects. Staff also maintains a public online ECAP Storymap.

COORDINATION

The activities outlined in this progress report are the result of efforts led and supported by numerous City departments and work units, including OakDOT, EWDD, OPW, PBD, OFD-EMSD, Citywide Communications, and OPRYD. This report and the community engagement discussed have been led by CAO-SRD in collaboration with staff from OakDOT, DRE, EWDD, OPW, OFD-EMSD, and PBD.

SUSTAINABLE OPPORTUNITIES

Economic: The City Council has called for a “Just [economic and social] Transition and urgent climate mobilization effort to reverse global warming.” Assessing and providing for specific needs to ensure that this transition uplifts frontline Oaklanders first and foremost is central to the City’s ECAP implementation strategy. Investing in workforce demand and training, as well as in local entrepreneurship for resilience and decarbonization, can improve economic conditions, particularly for black, indigenous and people of color communities. As discussed in the [Informational Report](#) on workforce implications of building electrification (February 14, 2023), the transition to a low-carbon, resilient, and circular economy brings significant potential for high-road jobs to flow to Oaklanders, including youth, and those who are unemployed, underemployed, or with lower education. Interrelated benefits include more competitive local businesses, a more stable workforce, greater economic mobility for frontline residents, and increased regional economic growth. Oakland’s forward-thinking climate policies will increase local demand for electricians, electric appliance retailers, maintenance workers, repair professionals, those who install and maintain green infrastructure, and more.

Environmental: The ECAP is predicated on repairing and supporting the ecological and human environment. ECAP implementation has numerous environmental benefits including reduced air pollution both outside and indoors and increased green infrastructure and biodiversity. Major activities in the reporting period and near-term implementation include transitioning from auto-

use to active and public transportation, electrifying remaining vehicles, and decreasing the use of natural gas, or methane, is a Short-Lived Climate Pollutant that has 84 times the global warming potential of carbon dioxide over a 20-year period. These activities are critical for stemming the climate crisis and its negative effects, which include extreme heat events, droughts, intense storms, flooding, and displacement. Importantly, the ECAP calls for placing benefits to frontline communities at the center of implementation, so that cleaner air, access to nature, and other environmental improvements can be felt first and foremost by those community members who have been most harmed by environmental degradation.

Race & Equity: Per OMC 2.29.170.1, the ECAP incorporates social and racial equity as the core guiding principle of climate action. The City's charter defines equity as fair and just practices aimed to support social, economic, geographic, political and physical environment conditions in which people in our City are born, grow, live, work and age that lead to the creation of a fair and just society. In alignment with this direction it explicitly addresses disparities in health outcomes, jobs, housing security, food and service access, and more. The ECAP Racial Equity Impact Assessment and Implementation Guide guides City staff in identifying specific frontline communities for each Action, and designing the specific programs, projects, and plans for implementation in ways that reduce disparities. This includes:

- Ensuring that vulnerable populations are protected from the dire consequences of climate disasters through establishment of Respite Centers and in the co-designing of Resilience Hubs;
- Reducing outdoor air pollution for communities in Deep East and West Oakland and along the 880 Corridor, through implementation of the ZEV Action Plan and associated partnerships that will hasten the transition for all vehicles, including trucks and heavy equipment, to zero-emission technologies;
- Working to prevent housing and business displacement through the many programs and policies described above; and
- Improving indoor air quality, especially for lower-income residents, by centralizing and promoting resources for energy efficiency and holistic building electrification.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

This action is exempt from California Environmental Quality Act (CEQA) under CEQA Guidelines section 15061(b)(3) (common sense exemption), since it can be seen with certainty that an informational report will have no impact on the physical environment.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Receive An Informational Report Regarding Progress To Date On Implementing The 2030 Equitable Climate Action Plan.

For questions regarding this report, please contact Shayna Hirshfield-Gold, Acting Sustainability Director, at (510) 238-6954.

Respectfully submitted,



Betsy Lake (Mar 16, 2026 16:57:15 PDT)

Betsy Lake, Assistant City Administrator, City
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Reviewed by:
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Attachments (4):

- A. ECAP Actions: Lead Departments and Priority Timeline
- B. General Plan Environmental Justice Element Progress Update Table
- C. Zero Emission Vehicle Action Plan Progress Update Table
- D. ECAP Action Progress at a Glance

Attachment A: ECAP Actions: Lead Departments and Priority Timeline (ECAP, page 128)

#	Action #	Lead Dept.	Supporting Dept.	2020	2021	2022	2023	2024	2025	2030	2040
TRANSPORTATION + LAND USE											
1	TLU-1	Align All Planning Policies & Regulations with ECAP Goals & Priorities	PBD PW-SUS, DOT								
2	TLU-2	Align Permit and Project Approvals with ECAP Priorities	PBD PW-SUS								
3	TLU-3	Take Action to Reduce & Prevent Displacement of Residents & Businesses	EWD, HCD								
4	TLU-4	Abundant, Affordable, and Accessible Public Transit	DOT PW				✓				
5	TLU-5	Create a Zero Emission Vehicle (ZEV) Action Plan	DOT PW-SUS		✓						
6	TLU-6	Establish Temporary and Permanent Car-Free Areas	PBD DOT, EWD								
7	TLU-7	Rethink Curb Space	DOT PBD								
8	TLU-8	Expand and Strengthen Transportation Demand Management Requirements	PBD DOT								
9	TLU-9	Ensure Equitable and Clean New Mobility	DOT								
10	TLU-10	Expand Neighborhood Car Sharing	DOT							✓	
BUILDINGS											
11	B-1	Eliminate Natural Gas in New Buildings	PBD PW-SUS				✓				
12	B-2	Plan for All Existing Buildings to be Efficient & All-Electric by 2040	PW-SUS PBD			✓					✓
13	B-3	Prevent Refrigerant Pollution	PW-SUS PW-FAC				✓				
14	B-4	Reduce Lifecycle Emissions from Building Materials	PBD PW-SUS				✓				
15	B-5	Require All Major Retrofits of City Facilities to be All-Electric	PW PW-SUS	✓							
MATERIAL CONSUMPTION + WASTE											
16	MCW-1	Eliminate Disposal of Compostable Organic Materials to Landfills	PW-ZWP								✓
17	MCW-2	Strengthen Infrastructure for Edible Food Recovery	PW-ZWP HSD, OPRYD								
18	MCW-3	Eliminate Single-Use Plastics and Prioritize Reuse in Food Preparation, Distribution, and Sale	PW-ZWP				✓		✓		
19	MCW-4	Support the Reuse, Repair, Recovery, and Refurbishment Economy	PW-SUS EWD						✓		
20	MCW-5	Expand Community Repair Resources	OPL EWD							✓	
21	MCW-6	Establish a Deconstruction Requirement	PBD PW-ZWP								
ADAPTATION											
22	A-1	Fund Creation and Operation of Resilience Hubs	CRO PW-SUS			✓			✓		
23	A-2	Enhance Community Energy Resilience	PW-SUS CRO								
24	A-3	Fund and Implement Citywide Vulnerability Assessment and Comprehensive Adaptation Plan	PBD, CRO PW-SUS						✓		
25	A-4	Wildfire Risk Reduction	OFD, FIN CRO								
26	A-5	Identify and Reduce Financial Risks from Climate Change	PW CRO					✓			
27	A-6	Expand and Protect Green Infrastructure & Biodiversity	PW-WSM OES, CRO				✓				
CARBON REMOVAL											
28	CR-1	Develop Local Carbon Investment Program	PW-SUS EWD, PBD				✓				
29	CR-2	Expand and Protect Tree Canopy Coverage	PW-PTS			✓					
30	CR-3	Rehabilitate Riparian Areas and Open Space	PW-WSM CRO								
31	CR-4	Explore Carbon Farming	PW-SUS PBD						✓		
32	CR-5	Assess Feasibility for Sequestration Incubator	EWD PW-SUS						✓		
33	CR-6	Explore Regional Aquatic Sequestration Opportunities	PW-SUS EWD, PW-WSM							✓	
CITY LEADERSHIP											
34	CL-1	Evaluate and Reduce Climate Impacts of City Expenditures and Operations	CAO FIN, PW-SUS			✓	✓	✓	✓		
35	CL-2	Phase Out Fossil Fuel Dependency in City Agreements / Contracts	CAO PW-SUS								
36	CL-3	Accelerate City Fleet Vehicle Replacement	PW-FL						✓	✓	
37	CL-4	Explore Creation of Public or Green Bank	FIN PW-SUS								
38	CL-5	Establish the Oakland Climate Action Network to Support Inclusive Community Engagement on ECAP Implementation	PW-SUS DRE	✓							
PORT OF OAKLAND											
39	P-1	Reduce Emissions from Port Vehicles and Equipment	Port			✓		✓			
40	P-2	Reduce Emissions from Electricity	Port				✓				
Total # of Actions Needed to Be Completed By Target Year:				2	1	5	9	3	8	5	1
Abbr. Department											
CAO	City Administrator's Office			OES	Office of Emergency Services			PW-FAC	PW - Facilities		
CRO	Office of Resilience			OFD	Oakland Fire Department			PW-FL	PW - Fleet		
DOT	Oakland Department of Transportation			OPL	Oakland Public Library			PW-PTS	PW - Parks and Tree Services Division		
EWD	Economic and Workforce Development Department			OPRYD	Oakland Parks, Recreation, & Youth Develop			PW-SUS	PW - Sustainability Program		
FIN	Department of Finance			PBD	Planning and Building Department			PW-WSM	PW - Watershed & Stormwater Mgt Div		
HCD	Housing and Community Development Department			Port	Port of Oakland			PW-ZWP	PW - Zero Waste Program		
HSD	Human Services Department			PW	Oakland Public Works						
LEGEND											
	Implementation in Progress										
✓	Action Implementation Deadline										

Note: "PW-SUS" is now SRD, as the Sustainability Program was absorbed by the City Administrator's Office in 2023.

Attachment B: Environmental Justice Element

The City adopted its first Environmental Justice (EJ) Element in September 2023. As part of the GPU process, the City created a standalone EJ Element, and incorporated environmental justice polices throughout the different General Plan Elements adopted in Phase 1 of the Update. Some EJ Element policies were implemented in October 2023, and the City will implement others as part of Phase 2 of the GPU. The following Table shows the EJ Element polices and Actions that have been implemented or have begun implementation. Strategies that were not started in the reporting period are not included. Implementation timeframes are defined as follows:

- Short: 0-5 years
- Ongoing: Efforts currently underway that the City will continue to implement

EJ Element Goal	Policy or Action	Time frame	Status
Goal EJ-1. Reduce Pollution, Mitigate the Impacts of Pollution on Existing Sensitive Land Uses, and Eliminate Associated Public Health Disparities	EJ-1.6 Enhanced Enforcement. Prioritize code enforcement to address illegal land uses and activities that cause pollution and are hazardous to health in EJ Communities.	Ongoing	In progress
Goal EJ-1. Reduce Pollution, Mitigate the Impacts of Pollution on Existing Sensitive Land Uses, and Eliminate Associated Public Health Disparities	EJ-1.8 Air Filtration. Consistent with the State's Building Energy Efficiency Standards for air filtration in effect as of January 1, 2023, require newly constructed buildings of four or more habitable floors to include air filtration systems equal to or greater than Minimum Efficiency Reporting Value (MERV) 16 (ASHRAE Standard 52.2), or a particle size efficiency rating equal to or greater than 50 percent in the 0.3-1.0 µm micrometer range and equal to or greater than 85 percent in the 1.0-3.0 µm micrometer range (AHRI Standard 680).	Short	Completed Reference: Standard Operating Procedures

<p>Goal EJ-1. Reduce Pollution, Mitigate the Impacts of Pollution on Existing Sensitive Land Uses, and Eliminate Associated Public Health Disparities</p>	<p>EJ-A.1 Amend the City’s Zoning code to include the following changes:</p> <ul style="list-style-type: none"> • Allow greater residential density in less-polluted areas, including existing single-family residential neighborhoods. • Condition the permitting of heavy industrial uses within six hundred (600) feet or whatever minimum is required by State Law of a zone that permits residential activities. • Establish special permit criteria for truck-intensive industrial activities located within six hundred (600) feet or whatever minimum is required by State Law of any zone that permits residential activities. • Establish special performance standards and standard conditions of approval for Truck-Intensive Industrial Activities located within six hundred (600) feet or whatever minimum is required by State Law of any zone that permits residential activities. • Amend the permit procedures for nonconforming Truck-Intensive Industrial Activities • Condition the permitting of commercial kitchen operations designed for online ordering and food delivery. • Modify the S-19 Health and Safety Protection Combining Zone to prohibit use of diesel generators as the primary source of power within six hundred (600) feet or whatever minimum is required by State Law from any Residential, Open Space, or Institutional Zone boundary. 	<p>Short</p>	<p>Completed Reference: Ordinance No. 13763 CMS</p>
<p>Goal EJ-1. Reduce Pollution, Mitigate the Impacts of Pollution on Existing Sensitive Land Uses, and Eliminate Associated Public Health Disparities</p>	<p>EJ-A.7 As part of the LUTE update in Phase 2, evaluate residential/industrial conflicts, especially in areas such as West and East Oakland, and evaluate measures, including limiting additional residential development in high pollution areas and ensuring adequate buffering between industrial and residential land uses through land use designations.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>

<p>Goal EJ-1. Reduce Pollution, Mitigate the Impacts of Pollution on Existing Sensitive Land Uses, and Eliminate Associated Public Health Disparities</p>	<p>EJ-A.8 As part of the LUTE update in Phase 2, explore modifications to truck routes and truck management in partnership with the Port of Oakland and WOIEP and Communities for a Better Environment. The West Oakland Truck Management Plan (WOTMP), approved by the City and Port of Oakland in 2019, should be used as the framework to explore modifications to truck routes.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>
<p>GOAL EJ-4. Coordinate Resources to Improve Housing Quality and Habitability.</p>	<p>EJ-A.18 As part of the LUTE update in Phase 2, explore incentives and strategies to promote health-promoting features in housing projects that are built in EJ Communities. Health-promoting features may include, but are not limited to, enhanced filtration and ventilation systems; low-emitting and environmentally responsible materials; bicycle storage facilities; access to open spaces; and enhanced protection from external pollution sources and indoor air contaminants.</p>	<p>Short</p>	<p>In Progress Reference: General Plan Update Website</p>
<p>Goal EJ-5 Support a Food System that Provides Nutritious, Affordable, Culturally Relevant, and Affordable Food to All Oaklanders.</p>	<p>EJ-A.23 As part of the LUTE update in Phase 2, explore potential locations and other strategies, such as incentives, zoning overlays, land use changes, density or intensity bonuses, or others, for prioritization of new full-service grocery stores over a certain square footage. Prioritize grocery store development in EJ Communities with the lowest food access, so that more neighborhoods are within walking distance of a grocery store, and incentivize community-led, neighborhood resident-owned and cooperatively owned full-service grocery stores that also provide culturally appropriate foods for black, indigenous and people of color communities.</p>	<p>Short</p>	<p>In Progress Reference: General Plan Update Website</p>
<p>GOAL EJ-6 Support a Network of Well-Maintained Community Facilities that are Easily Accessible, Culturally Supportive, and Responsive to Community Needs.</p>	<p>EJ-A.26 As part of the update of the LUTE and OSCAR Elements, and the creation of a new Infrastructure and Facilities Element, include policies that address equitable distribution and maintenance of public facilities in EJ Communities.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>

<p>GOAL EJ-6 Support a Network of Well-Maintained Community Facilities that are Easily Accessible, Culturally Supportive, and Responsive to Community Needs.</p>	<p>EJ-A.27 As part of the LUTE update in Phase 2, explore land use changes that are supportive of cultural organization operation in partnership with community groups, small business associations, and the Cultural Affairs office.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>
<p>Goal EJ-7 Create Environments that Support Physical Activity, Recreation, and Healthy Lifestyles Through Safe and Comfortable Walkable, Bikeable Neighborhoods, with Access to Green Space, Trees, Paths, and Parks.</p>	<p>EJ-A.28 As part of the LUTE update in Phase 2, include policies that promote a fine-grained neighborhood land use pattern that encourages walking, biking, and getting around without a car.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>
<p>Goal EJ-7 Create Environments that Support Physical Activity, Recreation, and Healthy Lifestyles Through Safe and Comfortable Walkable, Bikeable Neighborhoods, with Access to Green Space, Trees, Paths, and Parks.</p>	<p>EJ-A.29 As part of the LUTE update and creation of the new Capital Facilities and Infrastructure Element in Phase 2, include policies that prioritize bicyclist, pedestrian, and roadway improvements that prioritize safety and comfort of non-auto users. Target these improvements in EJ Communities and areas identified in Figure EJ-22.</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>
<p>Goal EJ-7 Create Environments that Support Physical Activity, Recreation, and Healthy Lifestyles Through Safe and Comfortable Walkable, Bikeable Neighborhoods, with Access to Green Space, Trees, Paths, and Parks.</p>	<p>EJ-A.30 As part of the updates to the LUTE and OSCAR in Phase 2, develop a citywide greenway network that will connect communities via an active transportation network that includes trails, bikeways, walking paths, etc., and expand access to open recreation and green spaces. This network should prioritize establishing connections between Oakland's neighborhoods, parks on the Bay shoreline, and regional parks (such as the MLK Jr. Shoreline Park and Middle Harbor Shoreline</p>	<p>Short</p>	<p>In progress Reference: General Plan Update Website</p>

	Park) as well as identify zones in need of green infrastructure investments.		
Goal EJ-7 Create Environments that Support Physical Activity, Recreation, and Healthy Lifestyles Through Safe and Comfortable Walkable, Bikeable Neighborhoods, with Access to Green Space, Trees, Paths, and Parks.	EJ-A.31 As part of LUTE update and creation of the new Capital Facilities and Infrastructure Element in Phase 2, study shuttles and other local transit programs that are supportive of AC Transit's core service to foster local mobility and connections between neighborhoods and rail transit. Prioritize investments in EJ Communities that lack active transportation infrastructure.	Short	In progress Reference: General Plan Update Website

Attachment C: Zero Emission Vehicle (ZEV) Action Plan Progress

Action #	Action Name	Summary of Progress
CL-1	Fund Dedicated Staff Resources for Zero Emission Vehicle Infrastructure Implementation	Not Begun While Resolution #89448 (2022) included direction to hire a dedicated ZEV Planner position in the Fiscal Year 23-24 budget to implement the ZEV Action Plan, the position has not yet been included in the City budget. A lack of dedicated staff has hindered progress on implementing the ZEV Action Plan and other vehicle electrification initiatives.
CL-2	Conduct a Comprehensive Audit of City Property for Potential ZEV Infrastructure Implementation	In Progress Data has been collected for all City-owned parking facilities and associated electrical capacity; data has not been analyzed for site potential or prioritization. OPW is planning to release an RFP using Energy Efficiency and Conservation Block Grant (EECBG) funds to assess municipal facility electrification planning.
CL-3	Develop a Smart and Equitable Mobility Hub Program	Not Begun No staff to complete. See CL-1
CL-4	Collaborate with Partner Agencies to Expand the Network of Public EV Chargers	In Progress OakDOT partnered with Flash Parking and Ava Community Energy to install dozens of chargers across the City, including 24 in City Center West. The Flash chargers are in development at various locations.
CL-5	Expand affordable neighborhood ZEV Car Sharing Programs	Not Begun No staff to complete. See CL-1
CL-6	Support ZEV Education and Awareness in Underserved Communities	Early Progress Staff incorporates information about the benefits of switching to EVs and available incentives in all proactive climate, energy, and environmental justice outreach, such as event tabling and the monthly Sustainability and Stewardship Newsletter. In-person outreach ended due to resource limitations in Fall 2024.
CL-7	Ensure Fire Safety in the ZEV Infrastructure Rollout	Early Progress Coordination with OFD has been on an ad-hoc project basis to date.
CL-8	Accelerate City Fleet Vehicle Replacement	In Progress OPW-Fleet Services continues to power all diesel vehicles and equipment (531 assets) exclusively with renewable diesel. Of the remaining on-road vehicles, 365 (32%) are zero emission or alternative fuel. Staff will continue to pursue grant funding to support continued conversion of fossil fuel-based vehicles to zero-emission technologies.

CL-9	Add EV Charger Installation and Electrical Work to the Contractor On-Call List	Fully Implemented The majority of OPW on-call construction services contractors are capable of installing EV charging equipment, either through self-performing the work or by hiring a sub-contractor that can.
CL-10	Incentivize Use of ZEV's at City-owned Parking Lots and Garages	Major Progress In 2022, OakDOT introduced new monthly parker rates for City employees, at City Center West, including a discounted rate for employees driving plug-in EVs (\$150 per month vs. \$180/month)
CL-11	Establish an Inter-Departmental Working Group to Review, Assess, and Streamline Strategic Mobility Projects	Early Progress An interdepartmental working group would include staff from EWDD, SRD, Fire, PBD, ADA programs, and others, but would be convened by the ZEV Program lead within OakDOT. Due to staffing constraints, such a team hasn't been convened. Staff have partnered cross-departmentally for ad-hoc projects, including the two EVGo pilot installations, a CFI Grant (in partnership with Ava Community Energy - unsuccessful), and integrated solar, battery-energy storage system, and dedicated delivery chargers at Family Laundry.
EMB-1	Develop an "EV-Ready" Ordinance for Major Retrofits and Property Transfers	In Progress EV-readiness requirements were being considered as part of a broader set of requirements for major renovations in building code amendments expected to be proposed in 2025.
EMB-2	Conduct Outreach to Tenants and Property Owner/Managers	Early Progress See update for ZEV Action Plan CL-6. SRD and HCD have been in discussions to provide additional outreach and technical assistance to buildings within their affordable housing portfolio, but staff have not identified implementation resources.
EMB-3	Working with Partners, Establish A Program to Facilitate Collection of Information About Electric Infrastructure and Peak Demand for Multifamily Buildings	Not Begun Resources not yet identified.
EMB-4	Include Strategies to Encourage EVSE Installation in Existing Buildings in the Building Electrification Roadmap	Early Progress Building Electrification Roadmap is on hold. In all outreach, City staff regularly include messaging about incentives, technical assistance programs, grants, and tax credits available to help multifamily property owners install EVSE in their buildings.
EMB-5	Analyze the Potential for Reducing Localized Air Pollution through Targeted EV Charging Investments	Not Begun Resources not yet identified.

PC-1	Amend the Oakland Municipal Code (OMC) to Facilitate and Regulate Equitable EV Charging in the Public Right-of-Way	Not Begun No staff to complete. See CL-1
PC-2	Create a Residential Curbside EV Charging Strategy and Ordinance	Not Begun No staff to complete. See CL-1
PC-3	Develop and Implement a Program to Deploy EV Charging Infrastructure in Frontline Communities	Not Begun No staff to complete. See CL-1
PC-4	Study the Feasibility of Subsidizing Public Charging for Low-income Users	Not Begun No staff to complete. See CL-1
PC-5	Pursue EV Charging Requirements for Fuel Service Stations	Not Begun This item is being evaluated for inclusion in the Land Use and Transportation Element, which will be developed in 2026.
MHD-1	Develop a Zero-Emission MHD Vehicle Charging Overlay Zone in the City's Zoning Ordinance	Fully Implemented Electrical Vehicle Charging Stations serving automobiles & other light vehicles are permitted anywhere the Essential Service Civic Activities are permitted, per OMC 17.10.140. Electric truck charging is allowed in 11 zones, per OMC 17.10.585 Trucking and Truck-Related Industrial Activities; and F. Electrical Vehicle Charging Stations serving Trucks and Other Heavy Vehicles.
MHD-2	Require Upgrades to MHD Vehicle Fleet Sites	Early Progress EWDD has begun early analysis to understand the numbers, locations, types, and sizes of businesses that would be affected by this scope. Analysis will be ongoing into 2026, along with business outreach and assessment of available funding sources.
MHD-3	Establish an Inter-Agency Working Group and Partnership Agreement to Facilitate Site Identification and Streamlined Construction	Not Begun The agencies and departments named in MHD-3 (PBD, EWDD, OakDOT, SRD; and Ava Community Energy, Port of Oakland, and PG&E) are pursuing individual strategies. An interagency working group is impractical at this time. Staff are collaborating on an ad-hoc basis as specific opportunity sites and funding become available.
MHD-4	Develop a Zero-Emission Delivery Zone Pilot Program	In Progress Oakland participated in a Zero-Emission Delivery Accelerator, convened by the Los Angeles Cleantech Incubator (LACI). Participating cities explored policy and program strategies, while LACI developed best practice materials and lists of companies and funders able to provide key services or technologies.

		Oakland launched its first pilot site in partnership with Fruitvale’s Family Laundry and Community Kitchens in November 2025.
MHD-5	Study the Potential for Autonomous Delivery Vehicles	Not Begun No staff to complete. See CL-1
MHD-6	Support Enhanced Action on Zero Emission MHD Infrastructure in the East Oakland Community Action Plan	Not Begun This item will be addressed in the GPU process when the Land Use and Transportation Element is revised in 2025-2026. The General Plan Environmental Justice Element includes two related Actions: EJ-A.11 (<i>Work with OakDOT and Oakland Sustainability program to develop a zero emission Medium Heavy Duty Fleets Vehicle Charging Overlay Zone, to be launched in 2025</i>), and EJ-A.13 (<i>Coordinate with public agencies in the Bay Area region to catalyze the development and deployment of zero emission medium- and heavy-duty fleets and support development of shared charging hubs and resources. Support advocacy efforts for significant additional funding for retrofitting or replacing diesel trucks with zero-emission EV trucks, prioritizing a just transition approach by including economic support for independent truckers to compensate for lost wages while waiting for retrofitted or new EV trucks.</i>)
MM-1	Create and Expand an E-bike Lending Library	Early Progress Contract with vendor to operate bike lending program nearly complete. Expected to launch in 2025.
MM-2	Connect Residents with Subsidies and Incentives to Residents for Purchasing E-micromobility	Not Begun No staff to complete. See CL-1
MM-3	Puruse Resources to Assist Local Businesses to Purchase Cargo E-bikes	Not Begun No staff to complete. See CL-1
MM-4	Assess Continuation and Expansion of City’s Universal Basic Mobility Program Pilot	Early Progress To be analyzed as part of the OakPark+ grant-funded project. That project will launch in early 2025 and conclude in 2028.
MM-5	Incentivize Promotion of Adaptive E-micromobility Devices for Persons with Disabilities	Not Begun No staff to complete. See CL-1
MM-6	Expand Public Secure Parking and Bikeways for Bikes and Scooters	In Progress In 2023-2024, the City added eight miles of “better” bikeways. The bikeway network expanded to 201 miles with 75% of the network being “better” bikeways. The City added 309 public bike parking spaces, increasing the total inventory to 12,187 spaces (not including private parking in residential or commercial buildings). The numbers include racks, lockers, and stations.

MM-7	Include E-micromobility in Next Bike Plan	Not Begun Work has not yet begun on a revised Bike Plan
ZE-1	Fund and Conduct a Local Economic Assessment for ZEV Transition	Not Begun Staff will begin this analysis in 2025 as part of the EDAP.
ZE-2	Hold an Annual "Clean, Green, and Just Business and Employment Expo"	Not Begun Staff will plan and convene this job fair in 2026.
ZE-3	Partner with Local Community Colleges and Work-force Training Partners to Create ZEV-specific Training Programs and Pathways	Early Progress The EDAP, adopted 2025, provides a foundation for specific partnerships around these themes, which EWDD, the i-team, and workforce partners are exploring in 2026.
ZE-4	Work Across City Departments to Incorporate the ZEV Ecosystem into Relevant Plans	In Progress OakDOT, SRD, and PBD began partnering to incorporate ECAP and ZEV AP Actions and approaches into the General Plan, including all its elements.
ZE-5	Establish High-Road Labor Standards and Goals for All City of Oakland Municipal Decarbonization Projects	Early Progress The 2025 EDAP provides a foundation for specific partnerships around this item, which EWDD, DWES, and the i-team are exploring in 2026
ZE-6	Build Partnerships with Local Labor Leaders to Ensure Critical Needs Are Being Addressed	Early Progress The EDAP, adopted 2025, provides a foundation for specific partnerships around these themes, which EWDD, the i-team, and workforce partners are exploring in 2026.

Attachment D: ECAP Action Progress at a Glance

**ECAP Action Progress
 2022 v. 2025**

The charts below show the progress of ECAP actions. *Lighter shades* represent *progress as of 2022*, and *darker shades* represent *progress as of 2025*. All charts use the same scale.

