

<http://www.oaklandnet.com/Oil/>

# Oil Independent Oakland Task Force

- City Council unanimous resolution to create Task Force (October 17, 2006)
- action plan for Oakland to become oil independent by 2020
- collaborative effort, using proven domestic and international laws and programs for
  - an oil independent,
  - economically vibrant, and
  - green Oakland
- strategies to create jobs and economic growth in Oakland,
- potential new policies within City of Oakland's municipal power
- present plan within 6 months
- separate policy section addressing the Port of Oakland

# Task Force Membership

Parin Shah (Chair)	Policy Aide to Mayor of Richmond, CA. Director, Urban Accords Institute
Ian Kim (Vice Chair)	Policy Director, Reclaim the Future initiative, Ella Baker Center Coordinator, Oakland Apollo Alliance
Louise Bedsworth	Research Fellow, Public Policy Institute of California
Shannon Graham	Managing Consultant, Renewable Energy Team, Navigant Consulting
Richard Heinberg	Author, The Oil Depletion Protocol (2006), Peak Everything (2007)
James Lutz	Researcher, LBNL
Mike Petouhoff	Developer, Oakland
Richard Register	President, Ecocity Builders
David Room	Founder, Energy Preparedness Board of Directors, Bay Localize
Jane Seleznow	Previous: Bay Area Air Quality Management District Advisory Council. Previous : Chair Sierra Club Bay Chapter
Alice Glasner (city staff)	Legislative Analyst, City of Oakland

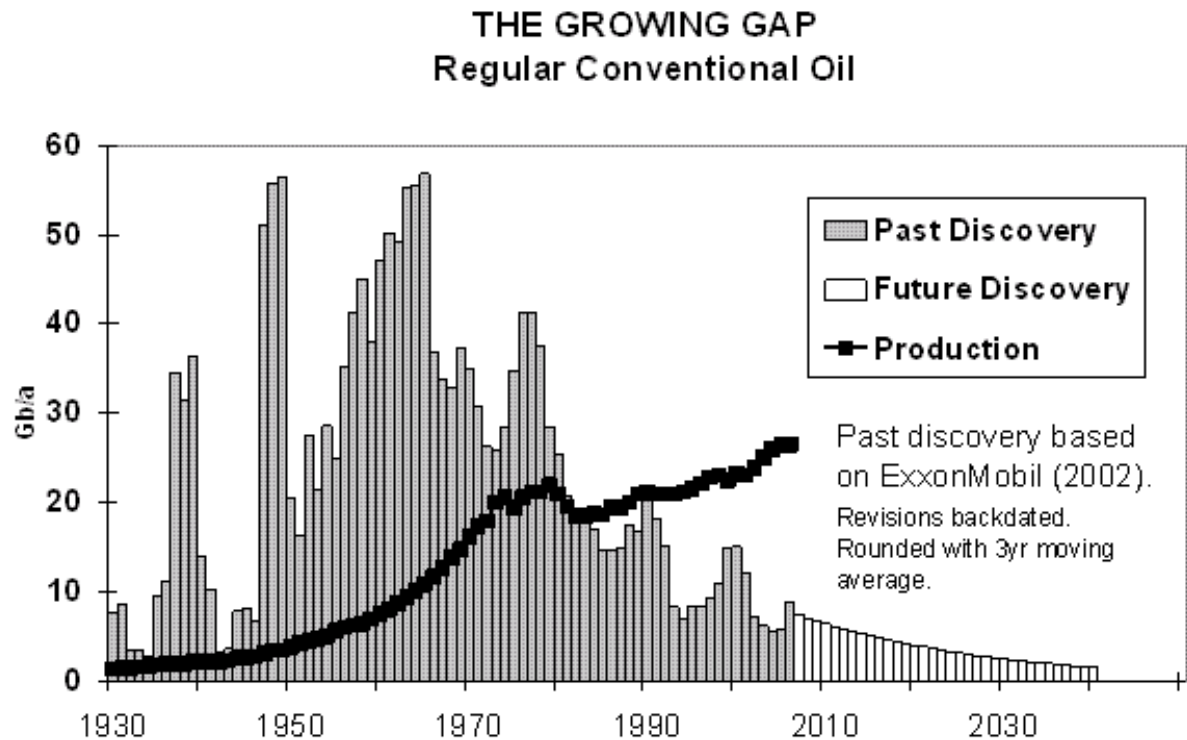
# Working Groups

- Land Use & Infrastructure
  - reducing dependence on oil through better urban planning
  - transit oriented development and urban villages
  - neighborhoods where residents shop and work close to where they live
- Transportation
  - reducing car use in Oakland and the region,
  - exploring energy choices in public, private, and municipal fleets
  - new green jobs along with new policies
- Food & Materials
  - reduce the amount of oil that is used in food production and distribution,
  - producing plastics and chemicals
  - road-paving materials
- Port of Oakland
  - review operations at Oakland's maritime port
    - significant rail
    - trucking operations
  - international airport.

# Peak Oil

*the time when the global rate of extraction of petroleum reaches a maximum and begins to decline*

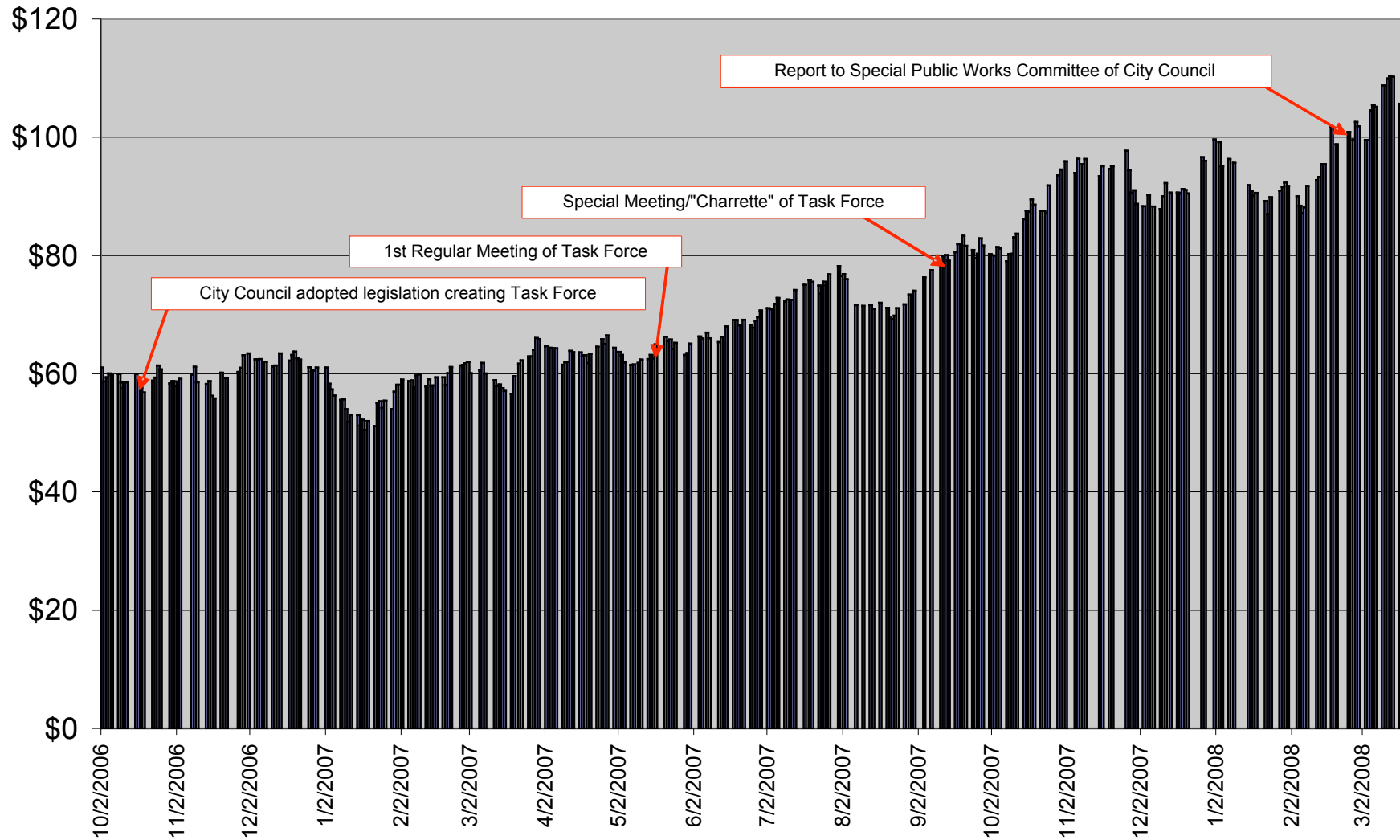
- taken as given, not debated



[http://www.earth-policy.org/Updates/2007/Update67\\_data.htm#fig6](http://www.earth-policy.org/Updates/2007/Update67_data.htm#fig6)

# Price of Oil

NYMEX LS Crude



<http://octane.nmt.edu/gotech/Marketplace/Prices.aspx>

# Oil Depletion Protocol

- Task Force recommends the City formally adopt the Oil Depletion Protocol.
- a plan to avert disaster by reducing oil usage by 3% per year.

# Baseline statistics: Oaklanders, transportation and oil

40%	Transportation as a share of Oakland energy use
47%	Transportation as a share of greenhouse gas emissions in Oakland
97%	Transportation as a share of Oakland oil consumption
58.4 miles/day	Vehicle miles traveled each day, per household
6.9 trips/day	Daily trips per household
8.4 miles/trip	Vehicle miles traveled for a typical trip
30%	Work trips as a share of total
17.4 miles/day	Vehicle miles traveled for work, per household
20.2 mpg	Average vehicle fuel economy

•Sources: Metropolitan Transportation Commission, and ICLEI



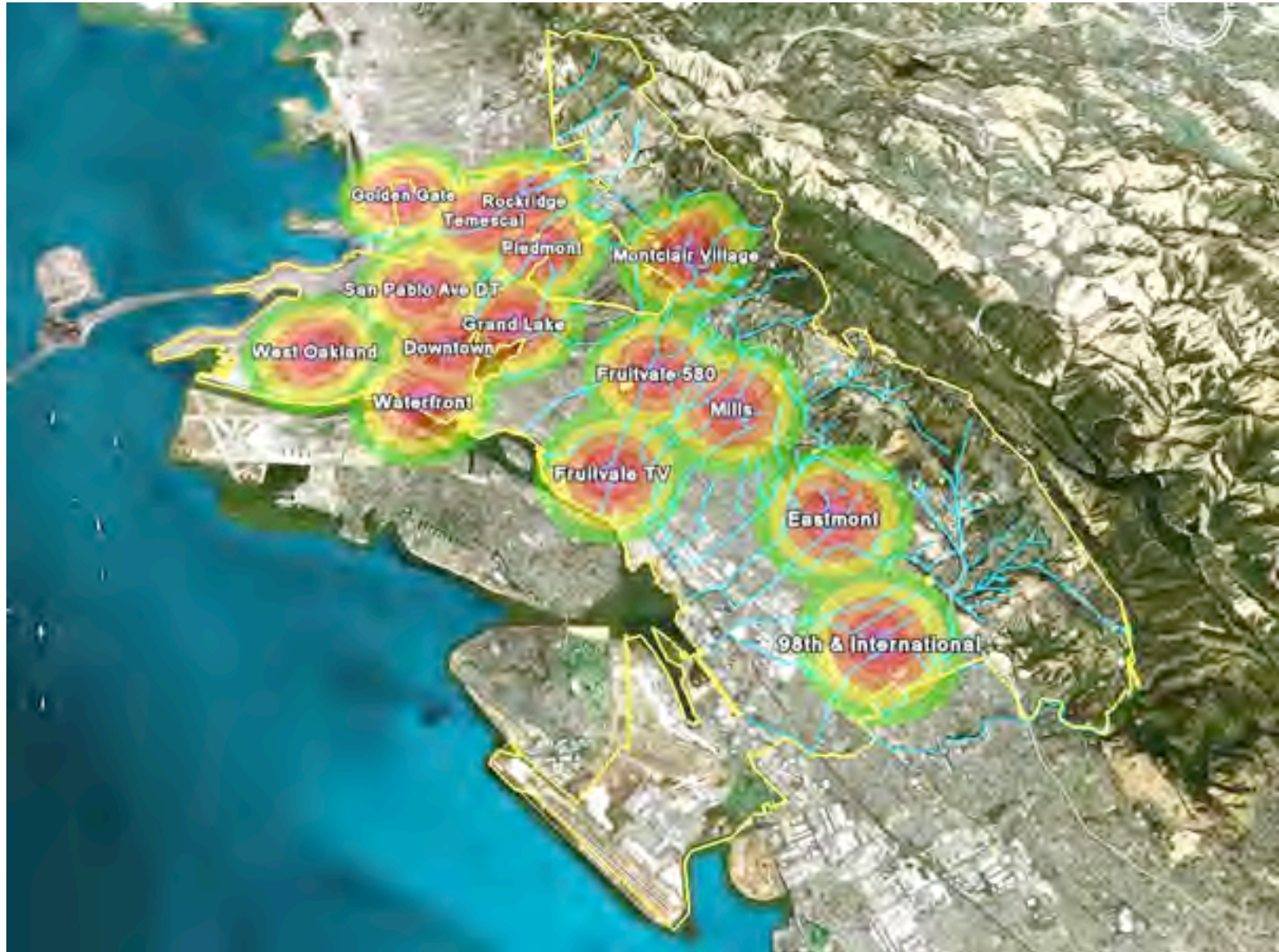
# Recommendations: Urban Villages the “Silver Sequence”

- Step 1— Amend the Land Use and Transportation element of the General Plan and the Zoning Ordinance
- Step 2 — Craft high density and mixed use design review standards
- Step 3 — Develop a financial strategy for infrastructure and public improvements to support the preferred transportation hierarchy and urban villages
- Step 4 — Revise the Transfer of Development Rights ordinance to establish additional conservation and open space areas

# Urban Villages



# Oakland's Urban Villages



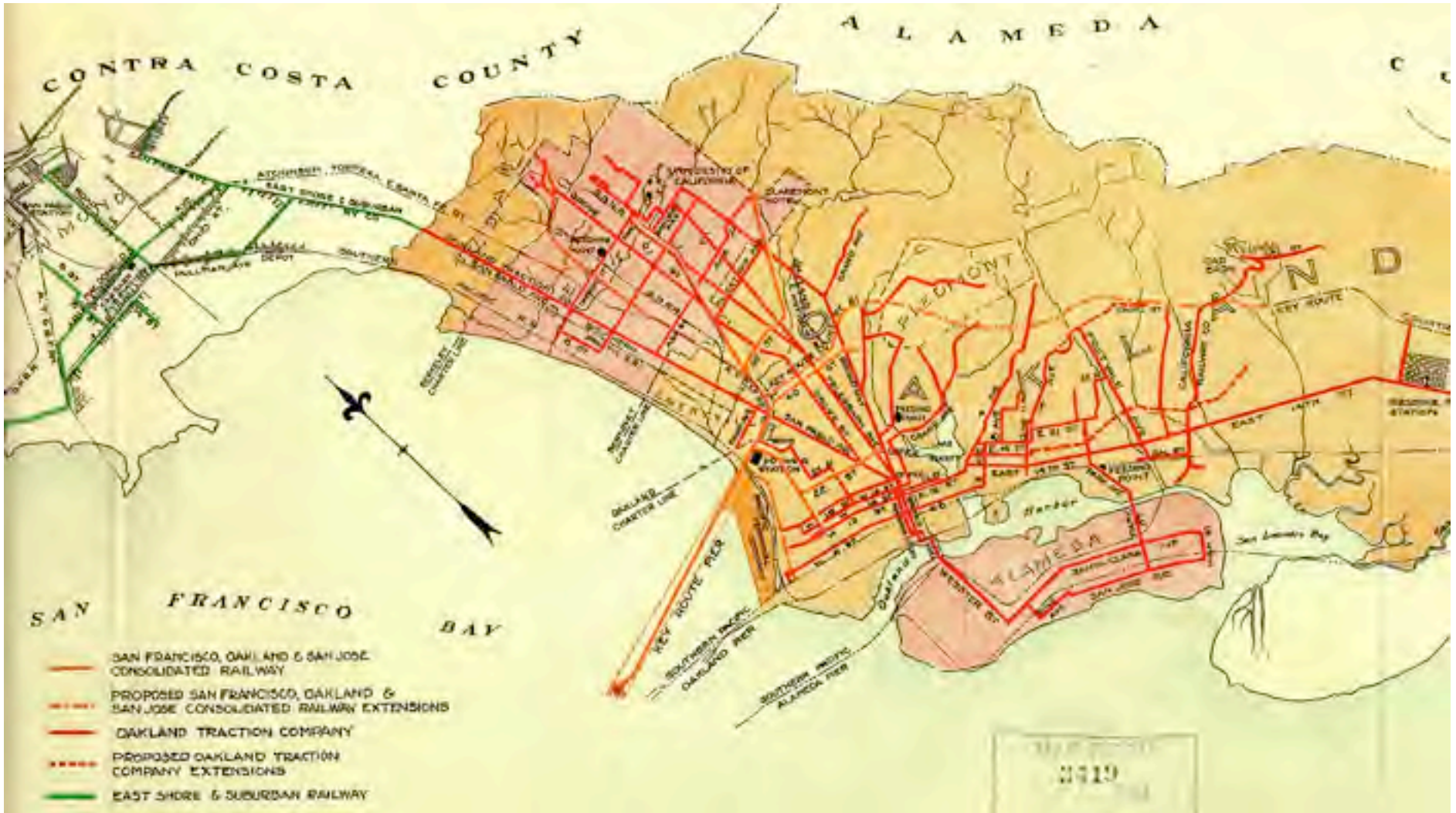
# Transportation

- primary focus of the recommendations is on the transportation sector.
  - where 97% of oil is used in Oakland.
  - did not focus on natural gas
  - did not focus on electricity
    - electricity supplied to Oakland is not generated from oil.

# Transportation Hierarchy

Rank	Mode of travel
1	Walking
2	Bicycling
3	Electric scooters and carts
4	Electric rapid transit (BART, streetcars)
5	Electric cars
6	Electric high speed rail
7	Diesel bus rapid transit
8	Plug-in hybrids
9	Alternative fueled vehicles and hybrids
10	Petroleum fueled cars
11	Airplanes

# Key Route System



# Recommendations: Advance alternatives to the car

- Implement Pedestrian and Bicycle Master Plan
- Develop and implement Public Transit Master Plan
- Set up processes and outreach to collaborate with regional transportation agencies and neighboring cities to expand public transit
- Encourage transportation sharing
- Promote less oil-intensive transport

# Economic localization

- region frees itself from over-dependence on the global economy
- invest in own resources to produce a significant portion of goods, services, food, and energy
- from local endowment of financial, natural, and human capital.



# Recommendations: Food and Materials

- Maximize local food production
- Reduce the amount of plastics and chemicals used
- Explore non-oil based alternatives for road paving materials

# Port of Oakland



# Maritime

- fourth busiest container port in the United States
  - eight marine terminals, (between 50 and 150 acres in size),
  - twenty berths
  - two railroads
- 2006 about 2000 vessels were unloaded and loaded at the Port.
- directly provides 60,000 jobs locally and 700,000 in the region.
- supports billions of dollars in economic activity each year
- indirectly generates significant state and local tax revenues for the City of Oakland.
- crucial to the economy of Oakland, Northern California and the western Central States.

# Airport

- operated by Port of Oakland since 1927
- second largest airport in the Bay Area
- airport operates more than
  - 200 flights a day
  - annual freight volume of 1.4 billion pounds.



# Key structural, political, and economic factors

- Port is highly independent of the Mayor and the City Council
- Port mostly a landlord, not an actual operator of goods movement activities
- Competition with other ports is major consideration for any economic decisions
- currently major growth and expansion
- labor and community agreement for Port expansion
- Controversy around fossil fuel consumption is centered
  - on air quality and public health impacts,
  - not on economic vulnerabilities
  - not on global climate change

# Recommendations: Port of Oakland

- Prepare oil shock contingency plans for Port
- Develop a Green Port Plan
  - emphasize oil independence
  - as well as public health
- Plan for cold ironing systems from the grid
- Use electric vehicles at the airport
- Support High-Speed Rail in California

# Enabling Recommendations

- Establish an Oil and Energy Team to coordinate these actions
- Explore financing mechanisms to help pay for infrastructure changes
  - apply for federal and state grants
  - assess developer impact fees
  - regional congestion charges or carbon/gas taxes
  - sell local carbon offsets
- Develop a contingency plan to address future oil price and supply shocks
  - short term due to regional supply disruptions
  - long term due to factors mentioned above
- Begin Public Education and Outreach campaign
  - educate Oakland residents about this issue
  - encourage individuals to adopt the Oil Depletion Protocol
- Collaborate with regional transportation agencies
  - Metropolitan Transportation Commission
  - BART, AC Transit, CALTRANS
  - Neighbor cities, Association of Bay Area Governments