



# CITY OF OAKLAND

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Public Works Agency  
Environmental Services Division

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March 8, 2013

Mary Nichols, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95184

***Re: City of Oakland Recommendations for CARB Auction Proceeds Investment Plan***

Dear Ms. Nichols,

The City of Oakland appreciates this opportunity to provide input on the Cap-and-Trade Auction Proceeds Investment Plan. Oakland is one of many local governments to have adopted aggressive greenhouse gas (GHG) reduction goals and a local Energy and Climate Action Plan for achieving those goals. We have completed or are actively implementing dozens of local actions to reduce GHG emissions, and we are poised to rapidly augment successful programs to help meet state energy and climate goals.

We respectfully request that the Investment Plan include a program for local governments to competitively access funds to implement GHG reduction projects. Local governments are already engaged in many of the same types of GHG reduction activities contemplated in the Governor's Budget, including programs that improve energy efficiency, divert waste, increase urban greening, upgrade fleets and facilities, reduce vehicle miles traveled and pollution, and plan for cleaner, more efficient communities. Local governments are best able to identify and implement projects that address local needs, leverage other funding, and maximize GHG reductions. The Investment Plan should provide local governments with access to funds to implement existing, proven GHG reduction projects, and to develop innovative new approaches that will enable achievement of state goals over the longer term. Local governments are in desperate need of funding to augment and in many cases continue existing GHG reduction programs.

We also appreciate the aim of investing auction proceeds through existing state programs that advance GHG emission reductions. We respectfully request that these funds be directed to the following state initiatives which we have found to be especially effective and therefore we place as high priority:

1. **Shorepower** – Assist the state's ports in meeting and exceeding requirements to install shorepower infrastructure can accelerate air quality and GHG emissions reductions. This would significantly benefit disadvantaged communities surrounding ports, which often suffer disproportionate air quality and public health impacts related to port activity.
2. **CEC 1% Interest Rate Loan Program** – Augment and promote this program to foster a significant number of new energy efficiency upgrades throughout the state.

3. **Sustainable Communities Planning Grants** – These grants offered through the Strategic Growth Council are supporting critical planning efforts that reduce vehicle miles traveled, lower air and water pollution, conserve natural resources, and improve quality of life.
4. **CalFIRE Urban Forestry Grants** – Urban forestry programs can significantly reduce GHG emissions associated with cooling buildings and improve public health and quality of life. Grants for tree planting should allow a portion of funds for maintenance of urban forests.
5. **Organics Processing** – Provide incentives for the development of new compost and digestion facilities. These facilities would divert yard trimmings, food scraps and other organic materials from landfills, reducing landfill methane emissions. Use of the resulting compost decreases the need for water and chemical fertilizers and their associated emissions.
6. **CA Solar Initiative Rebates** – Extend and expand this successful program to help California capitalize on the rapidly emerging solar energy industry.
7. **CEC PIER Program** – Continue the work of this program to advance analysis of projected climate impacts and adaptation strategies to aid local and regional planning.
8. **Recycling Market Development** – Expand the Recycling Market Development Zone program to bring economic activity to the state that directly promotes the use of recycled content materials, reducing GHG emissions associated with virgin materials.

A number of additional initiatives would be valuable, including investments in: energy efficiency modeling tools to improve predictive accuracy; urban brownfield remediation; electric vehicle infrastructure development; procurement of low-carbon vehicles for local government fleets; and support for local government climate adaptation planning efforts.

We appreciate your consideration of these recommendations.

Sincerely,



Garrett Fitzgerald  
Sustainability Coordinator  
City of Oakland

CC: Vitaly B. Troyan, P.E., Director, Public Works Agency  
Brooke A. Levin, Assistant Director  
Susan Kattchee, Environmental Services Manager