

# CITY OF OAKLAND



**Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee**  
**1 Frank H. Ogawa Plaza, Hearing Room 3**  
**Oakland, California 94612**

All persons wishing to address the Committee must complete a speaker's card, stating their name and the agenda item (including "Open Forum") they wish to address. The Committee may take action on items not on the agenda only if findings pursuant to the Sunshine Ordinance and Brown Act are made that the matter is urgent or an emergency. Presentations are limited to three minutes.

The Affordable Housing & Infrastructure (I-Bond) Public Oversight Committee meetings are held in wheelchair accessible facilities. Contact Treasury Bureau, 150 Frank Ogawa Plaza, Suite 5330, or call (510) 238-6508 for additional information.

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## **AGENDA**

### **REGULAR MEETING** **of the** **AFFORDABLE HOUSING & INFRASTRUCTURE (I-BOND)** **PUBLIC OVERSIGHT COMMITTEE**

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#### **MEMBERSHIP**

Ellen Wu, Chairperson  
Daniel Swafford, Vice Chairperson  
Gary Jimenez, Member  
Carroll Fife, Member  
Ken Lupoff, Member  
Gloria Bailey-Ray, Member  
Michael Pyatok, Member

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**DATE: Monday, May 13, 2019**  
**TIME: 5:00 pm – 7:00pm**  
**PLACE: 1 Frank Ogawa Plaza, Hearing Room 3**  
**Oakland, California 94612**

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#### **ORDER OF BUSINESS**

- I. Roll Call and Determination of Quorum
- II. Open Forum/Public Comment
- III. Approval of Draft Minutes from the Committee meeting of March 18, 2019

**Affordable Housing & Infrastructure Bond (I-Bond)**  
**1 Frank H. Ogawa Plaza, Hearing Room 3**  
**Oakland, California 94612**

- IV. Budget Recommendations and Selection Process of CIPs
  - a. Department of Transportation
  - b. Public Works Department
  - c. Housing Community Development Department
  - d. Questions & Answers
  
- V. Review of Draft Report Template (*Attachment A*)
  
- VI. Resignation Update of Committee Members
  - a. Lauren Westreich
  - b. Fernando Campos
  
- VII. Discussion of Next Steps
  - a. Identify Future Agenda Items
  - b. Confirm next meeting
  
- VIII. Open Forum/Public Comment
  
- IX. Adjournment







**A COMMITTEE MEETING** of the Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee (the "I-Bond Committee") was held on March 18, 2019, in Hearing Room 4, One Frank Ogawa Plaza, Oakland, California.

**I. Roll Call and Determination of Quorum**

Committee Members

***Present:***

- Ellen Wu, Chairperson
- Daniel Swafford, Vice Chairperson
- Lauren Westreich, Member
- Michael Pyatok, Member
- Gloria Bailey-Ray, Member
- Carroll Fife, Member
- Ken Lupoff, Member

Committee Member

***Absent:***

- Gary Jimenez, Member
- Fernando Campos, Member

Additional Attendees:

- Katano Kasaine, Director of Finance/Treasurer
- David Jones, Secretary
- Dawn Hort, Principal Financial Analyst

The meeting was called to order at 5:09 pm by Secretary David Jones.

**II. OPEN FORUM/PUBLIC COMMENT**

Public Speakers:

1. Maryann Tekverk (Save the Bay)
2. Zac Unger (Local 55 IAFF)
3. Dianne Schnapp (Oakland Fire/Resident)

**III. APPROVAL OF DRAFT MINUTES FROM THE COMMITTEE MEETING OF MARCH 18, 2019**

Committee Member Westreich moved to accept the minutes without changes; Vice Chairperson Swafford seconded the motion and minutes was approved.

**IV. BUDGET RECOMMENDATIONS AND CIP PRIORITIZATION PROCESS UPDATE**

- a. Department of Transportation
- b. Public Works Department

The Oakland Public Works (OPW) and Department of Transportation (OakDOT) presented the status of the CIP prioritization process, and expenditures for Measure KK projects.

A copy of the presentation "CIP Prioritization Process, Budget & Measure KK Expenditure Update" and "Repave Oakland – Oakland's Next Paving Plan" is attached as **Appendix A**, herein.

c. Housing Community Development Department

Michele Byrd, Director of the Housing Community Development Department provided status on the expenditures of the \$55 million that has been allocated from the first bond issuance. Ms. Byrd indicated that majority of the \$55 million have been spent and allocated.

**V. DISCUSS AGENDA REPORT PROCESS AND FINDINGS**

- a. Identify main points for Finance and Management Committee meeting
- b. Develop timeline and steps for next report

Chairperson Wu asked for any major points from committee members to convey when she is presenting the agenda report on March 19, 2019 to the Finance and Management Committee. She suggested that committee members review and come up with a draft report template for the next round of reporting.

**VI. DISCUSSION OF NEXT STEPS**

- a. Identify Future Agenda Item: Invite all three departments (Oakland Public Works, Department of Transportation and Housing Community Development) to provide budget recommendations and the selection process of the CIPs. Committee members to review draft report template.
- b. Confirm next meeting: Meeting date and time has been scheduled as follows:
  - Monday, May 13, 2019 at 5:00-7:00PM

**VII. OPEN FORUM/PUBLIC COMMENT**

No Public Speaker

**VIII. ADJOURNMENT**

The meeting adjourned at 7:42 pm.

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**DAVID JONES, COMMITTEE SECRETARY**

**May 13, 2019**

**DATE**

DRAFT





# Measure KK Oversight Board Meeting CIP Prioritization Process, Budget & Measure KK Expenditure Update

Oakland DOT & Public Works Department  
March 18, 2019



## CIP Overview

- CIP Prioritization Process Update
- Prioritization Factors Review
- CIP Budget FY 19-21 Timeline Update
- CIP – KK Project Expenditure Review



## Citywide Prioritization Factors & Weighting System

### Equity: Investment in Underserved Oakland (16 pts.)

**Health & Safety**  
Improves Safety &  
Encourages Healthy  
Living  
(16 pts.)

**Existing Conditions**  
Renovate or Replace  
Broken or Outdated City  
Properties  
(13 pts.)

**Economy:**  
Community Investment  
and Economic Prosperity  
(13 pts.)

**Environment:**  
Sustainability  
(11 pts.)

**Required Work:**  
Regulatory Mandate  
(10 pts.)

**Improvement:**  
Level and Quality of  
Service (8 pts.)

**Collaboration:**  
Multiple Asset Category  
Benefits/ Collaborative  
Opportunities (8 pts.)

**Shovel Ready:**  
Project Readiness  
(5 pts.)

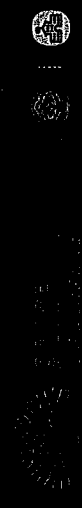
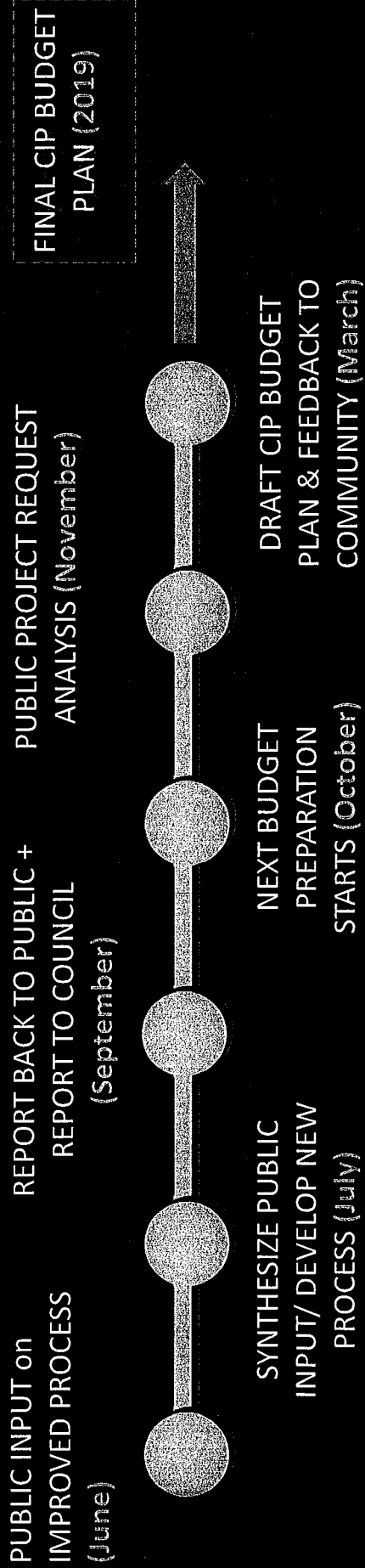
**Equity** is also considered by identifying projects that **address disparities within the** Health/Safety, Economy, Environment, Improvement and Collaboration Factors



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# WHAT'S NEXT?



## Capital Improvement Budget FY 19-21 Update

- **Anticipated CIP Sources of Funding**
  - Measure KK
  - Sewer Service Fund
  - Measure B
  - Measure BB
  - Measure HH
  - Proposition 68
  - Transportation Grants
  - Safety Grants
  - Parks Grants
  - Others



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capital improvement program

## Increasing Delivery of Projects

- CIP Budgets have tripled since FY 13-15
- Minimum of 2 ½ years to 3 years to implement most projects
- Additional project resources have been procured and requested, however further project resources will be required
- Utilization of on-call design, construction management and construction contracts to assist with project resources can help with delivery of projects



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capital improvement program

## Public Works – KK Expenditure Status

Update as of 3/18/19, AP 09-19

<b>PUBLIC WORKS: PROGRAM CATEGORY</b>	<b>FY 2017-2019 FUNDING ALLOCATED</b>	<b>AMOUNT SPENT AS OF 3/12/19</b>	<b>FY 2017-2019 BALANCE REMAINING</b>
Fire Department Facilities	\$6,237,500	\$625,243	\$5,612,257
Police Department Facilities	\$200,000	\$38,751	\$161,249
Library Facilities	\$4,375,000	\$357,435	\$4,017,565
Human Services and Parks & Recreation Facilities	\$9,265,000	\$3,434,623	\$5,830,377
Water, Energy & Seismic Projects	\$1,907,500	\$84,430	\$1,823,070
<b>TOTALS</b>	<b>\$21,985,000</b>	<b>\$4,540,482</b>	<b>\$17,444,518</b>

Note: Additional \$3.05 million encumbered.



## TRANSPORTATION—KK Expenditure Status

TRANSPORTATION	FY 2017-2019 Funding Allocated	Funds Spent as of 3/12/19	FY 2017-2019 Balance Remaining
Paving	\$25,000,000	\$12,774,840	\$12,225,160
Complete Streets Capital (grant matching)	\$5,000,000	\$438,505	\$4,561,495
ADA Curb Ramps	\$3,600,000	\$697,507	\$2,902,493
Bicycle Streets Paving	\$3,000,000	\$42,478	\$2,957,522
Sidewalk Repairs	\$2,000,000	\$614,491	\$1,385,509
Safe Routes to School	\$2,000,000	\$80,070	\$1,919,930
<b>TOTAL</b>	<b>\$40,600,000</b>	<b>\$14,647,891</b>	<b>\$25,952,109</b>

Note: Additional \$5.3 million encumbered



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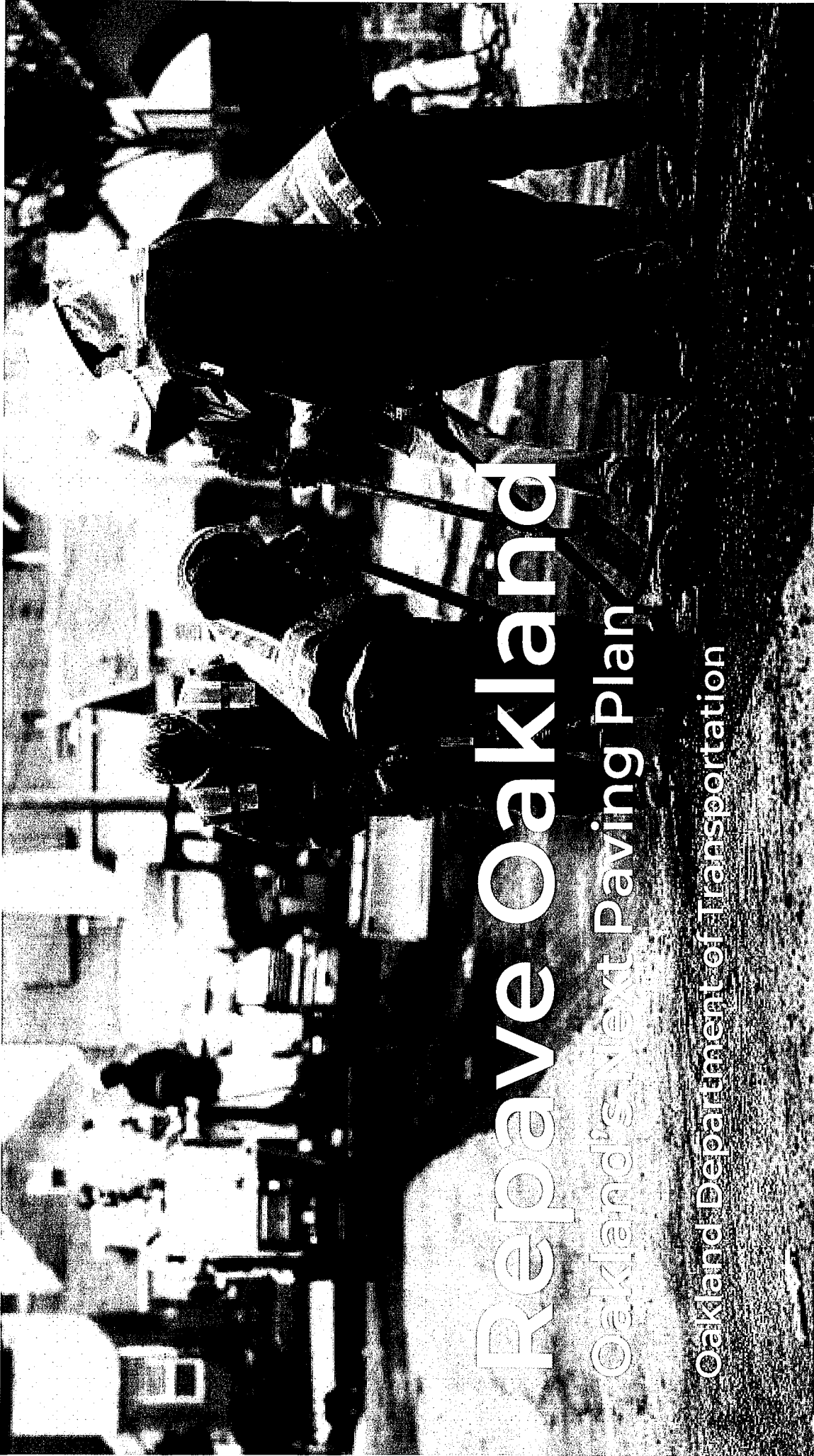
# TRANSPORTATION— PROPOSED REALLOCATION

	FY 2017-2019 Funding		
TRANSPORTATION	Allocated	Proposed Reallocation	New Total
Paving	\$25,000,000	+\$3,250,000	\$28,250,000
Complete Streets Capital (grant matching)	\$5,000,000	-\$1,750,000	\$3,250,000
Safe Routes to School	\$2,000,000	-\$1,500,000	\$500,000



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# RepaVe Oakland

Oakland's Next Paving Plan

Oakland Department of Transportation

# Quick Definitions

## **Pavement Condition Index (PCI)**

A grade that describes the condition of a street on a scale of 0 to 100. Anything between 0-50 is a street in poor condition. 100 is a brand new street.

## **Planning Area**

A simple way of referring to different parts of Oakland:

- Central East Oakland
- Coliseum/Airport
- Downtown
- East Oakland Hills
- Eastlake/Fruitvale
- Glenview/Redwood Heights
- North Oakland Hills
- North Oakland/Adams Point
- West Oakland

# Quick Definitions

## Underserved Populations

Populations and communities that have experienced historic or current disparities.

This definition includes **people of color, low-income households, people with disabilities, households with severe rent burden, people with limited English proficiency, and youth/seniors.**

## Equity

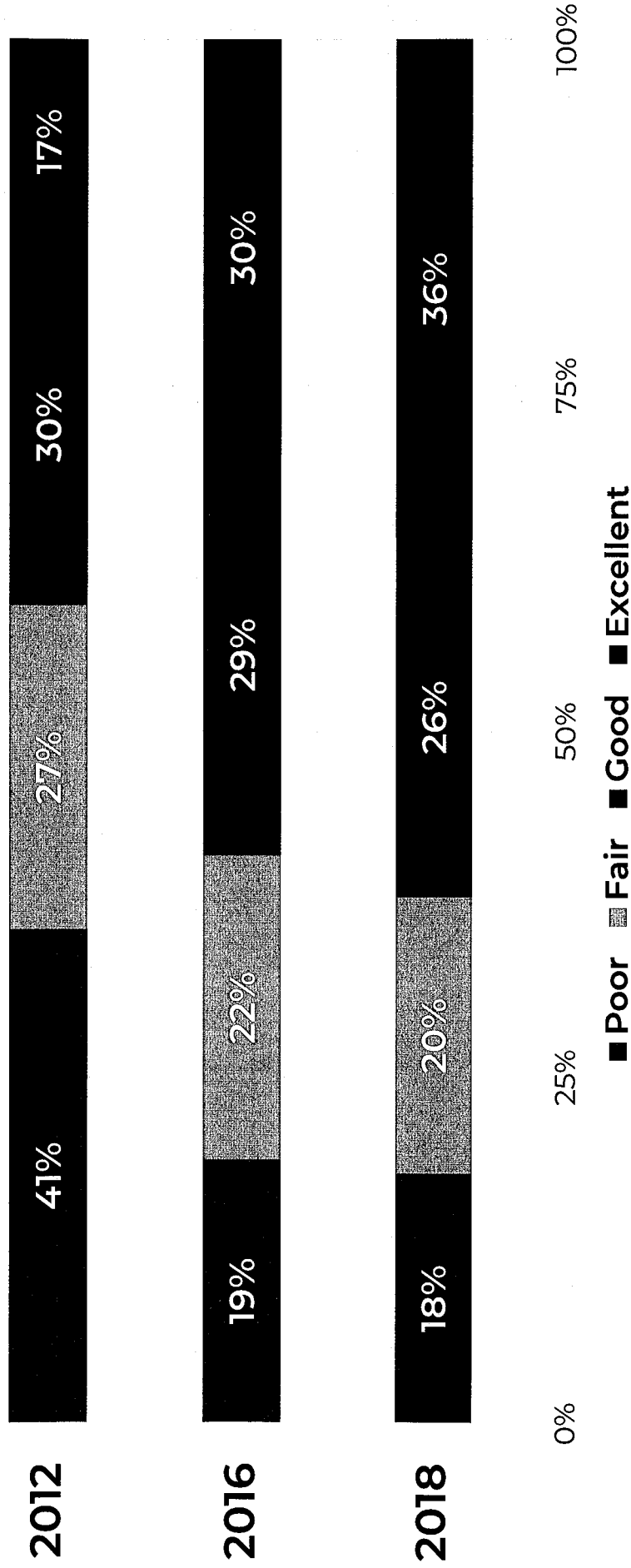
**Equity is a goal.** It means that your identity has no detrimental effect on opportunities and outcomes for our City's residents. **To achieve equity, we prioritize the needs of underserved populations.**



# Current Conditions

## Major Streets Have Improved

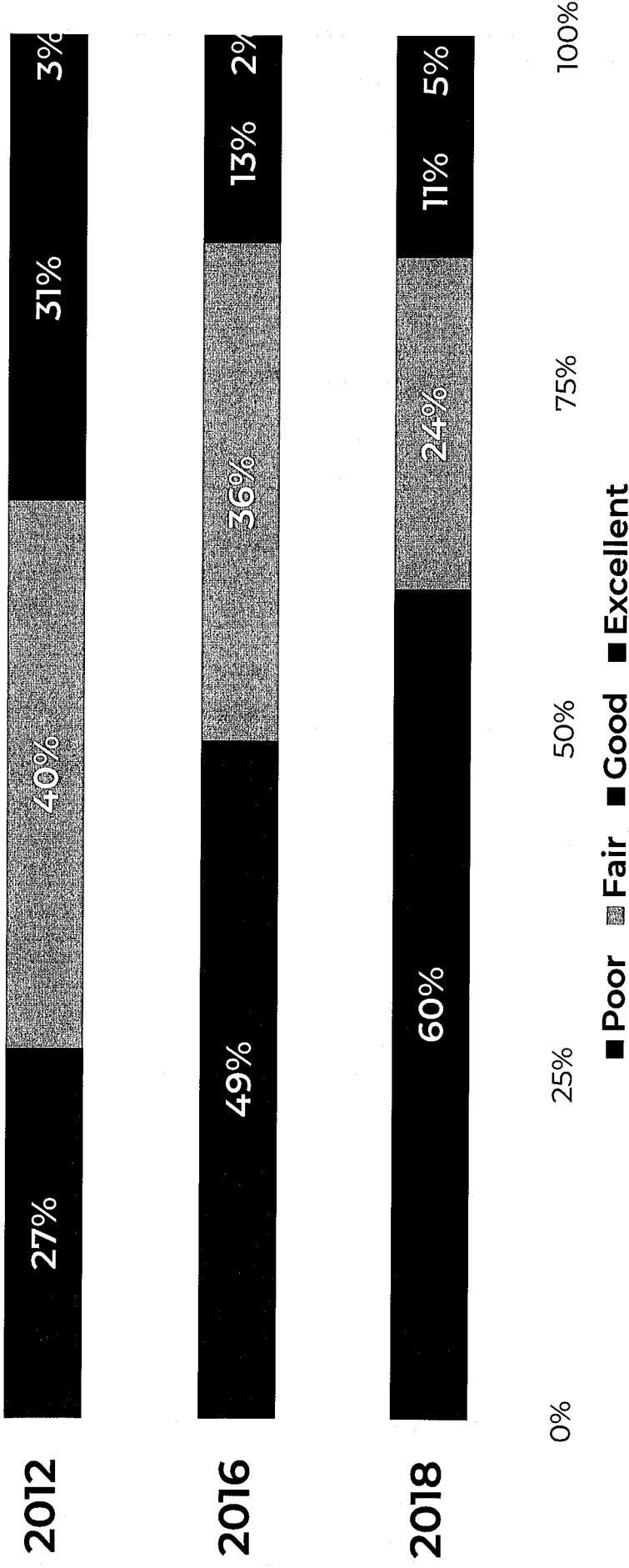
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14<sup>th</sup> St



# Current Conditions

## Local Streets Need Improvement

- Local streets are neighborhood streets and collectors that support local traffic on their way to major streets.
- The majority of Oakland's local streets are now in poor condition



# 2014 Five Year Prioritization Plan

## Five Year Plan

- **Streets with more vehicle volume** because heavier vehicles = more wear and tear
- Both **preventative and significant maintenance** to stretch life of paving

80%

## Worst Streets

- Selected based on **input from City Council**, staff recommendation based on **complaints**, and **street condition assessment**
- Utility cost-share

20%



# 2019 3-Year Paving Plan

3

Demonstrate quick action with a **3-year citywide paving plan.**

100

Deliver **\$100M in paving construction**, tripling average annual spending.

75

**Prioritize \$75M on local streets** to improve neighborhood quality of life.

100M

## Major Streets

25M

Program funds **citywide** to keep major streets in **good condition**

Prioritize individual streets by **street condition** and **traffic safety history**

PCI Goal

70



70

## Local Streets

75M

Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition** and **school proximity**

PCI Goal

46

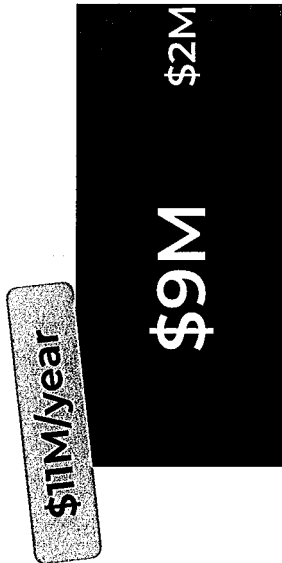


50

# New vs Old Plan

- With little funding for paving, Oakland historically just worked to keep major streets in fair to good condition.
- More funds are available for paving now. Because of this, the 2019 Plan can **maintain funding levels for major streets** while still increasing local streets paving.

5 Year Plan  
Per Year  
(2014)



3 Year Plan  
Per Year  
(2019)



■ Major Streets  
■ Local Streets



# Proposed Priorities

- Use street condition, equity, and safety to prioritize
- Utility cost-share means more streets can be fully repaved after utility construction.

10% reserved for utility cost-share      5% at Council discretion

## Local Streets

Prioritized by **planning areas, equity factors, street condition, and school proximity**

# \$75M

## Major Streets

Prioritized by **street condition and traffic safety history**

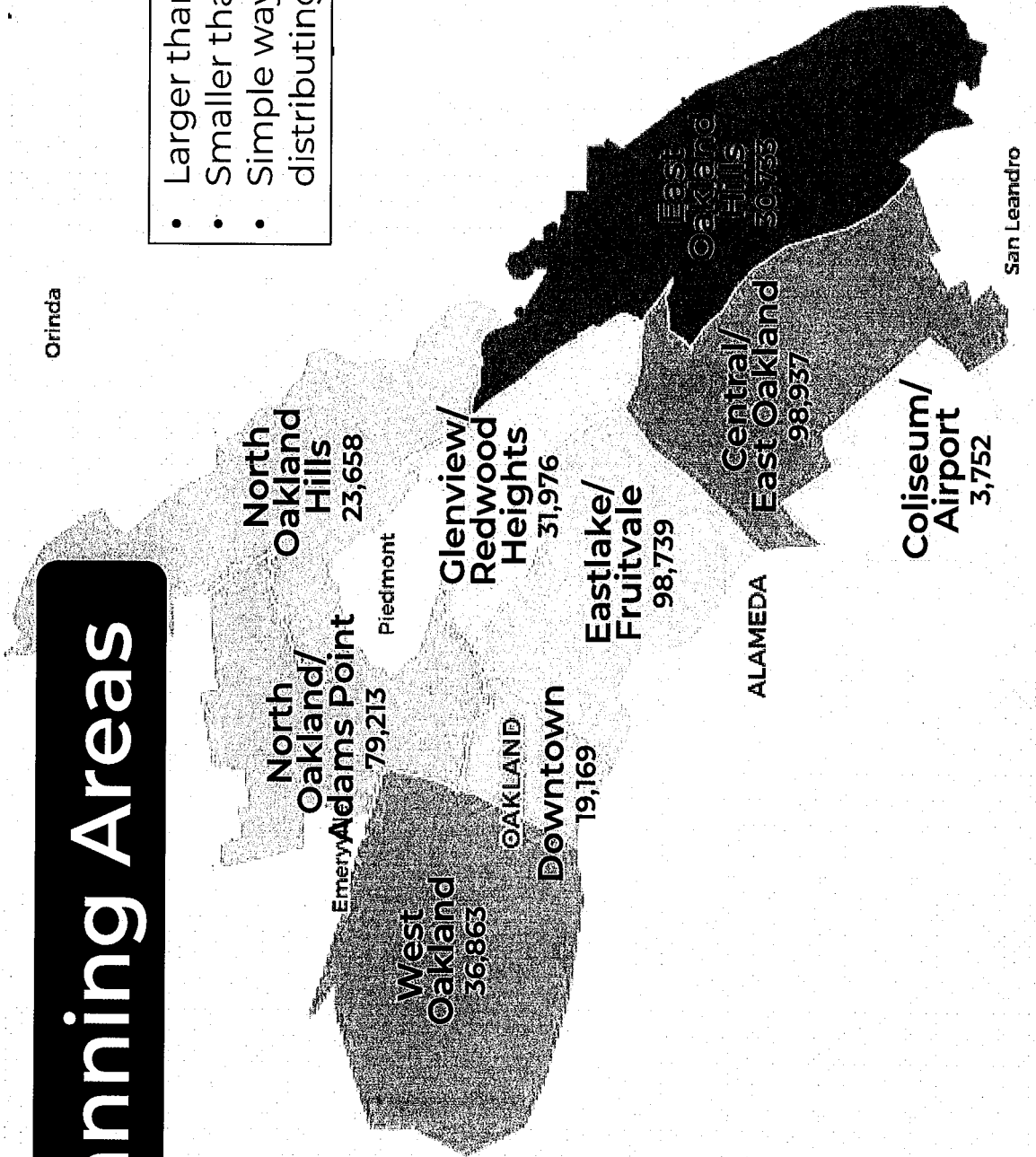
# \$25M



# Planning Areas

Orinda

- Larger than neighborhoods
- Smaller than Council Districts
- Simple way of looking at distributing paving resources



# Planning Areas

• Use Planning Areas to identify **Local Streets** needs based on **street condition, population density, and equity factors.**

	Pop.	Total Street Miles	Median Income	Avg Street Slope	People of Color	% Low Income
Central / East Oakland	98,937	165	\$43k	1.3%	93%	55%
Coliseum / Airport	3,752	20	\$44k	2.1%	96%	50%
Downtown	19,169	40	\$40k	1.2%	76%	46%
East Oakland Hills	30,733	98	\$89k	5.1%	73%	22%
Eastlake / Fruitvale	98,739	134	\$45k	2.1%	85%	49%
Glenview/Redwood Heights	31,976	78	\$103k	4.7%	48%	16%
North Oakland Hills	23,658	110	\$158k	7.6%	31%	6%
North Oakland / Adams Point	79,213	126	\$76k	2.1%	50%	27%
West Oakland	36,863	60	\$37k	2.1%	77%	55%
<b>Citywide</b>	<b>412,040</b>	<b>830</b>	<b>\$58k</b>	<b>3.2%</b>	<b>73%</b>	<b>39%</b>

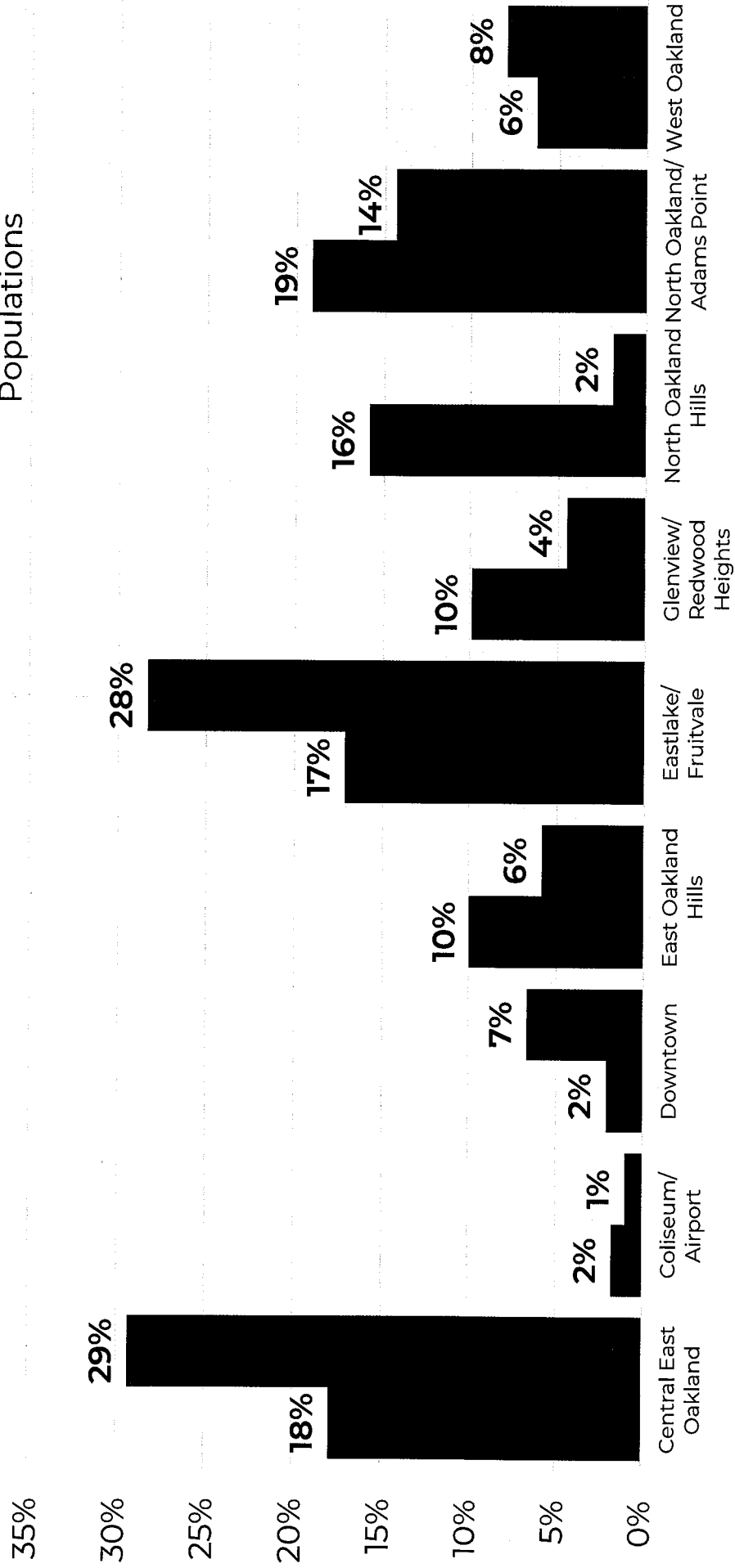
# Planning Areas

- Use Planning Areas to identify **Local Streets** needs based on **street condition, population density, and equity factors.**

	Citywide Share of Pop.	Citywide Share of Underserved Pop.	Citywide Share of Local Street Miles (PCI < 50)	Local Streets Avg PCI	Local People Per Street Mile (PCI < 50)
Central / East Oakland	24%	29%	18% / 71 mi	48	1,400
Coliseum / Airport	1%	1%	2% / 7 mi	48	536
Downtown	5%	7%	2% / 8 mi	54	2,311
East Oakland Hills	7%	6%	10% / 39 mi	51	781
Eastlake / Fruitvale	24%	28%	17% / 68 mi	48	1,460
Glenview/Redwood Heights	8%	4%	10% / 39 mi	48	818
North Oakland Hills	6%	2%	16% / 62 mi	46	379
North Oakland / Adams Point	19%	14%	19% / 75 mi	40	1,050
West Oakland	9%	8%	6% / 25 mi	47	1,040
<b>Citywide</b>				<b>46</b>	<b>1,044</b>

# Street Condition & Equity

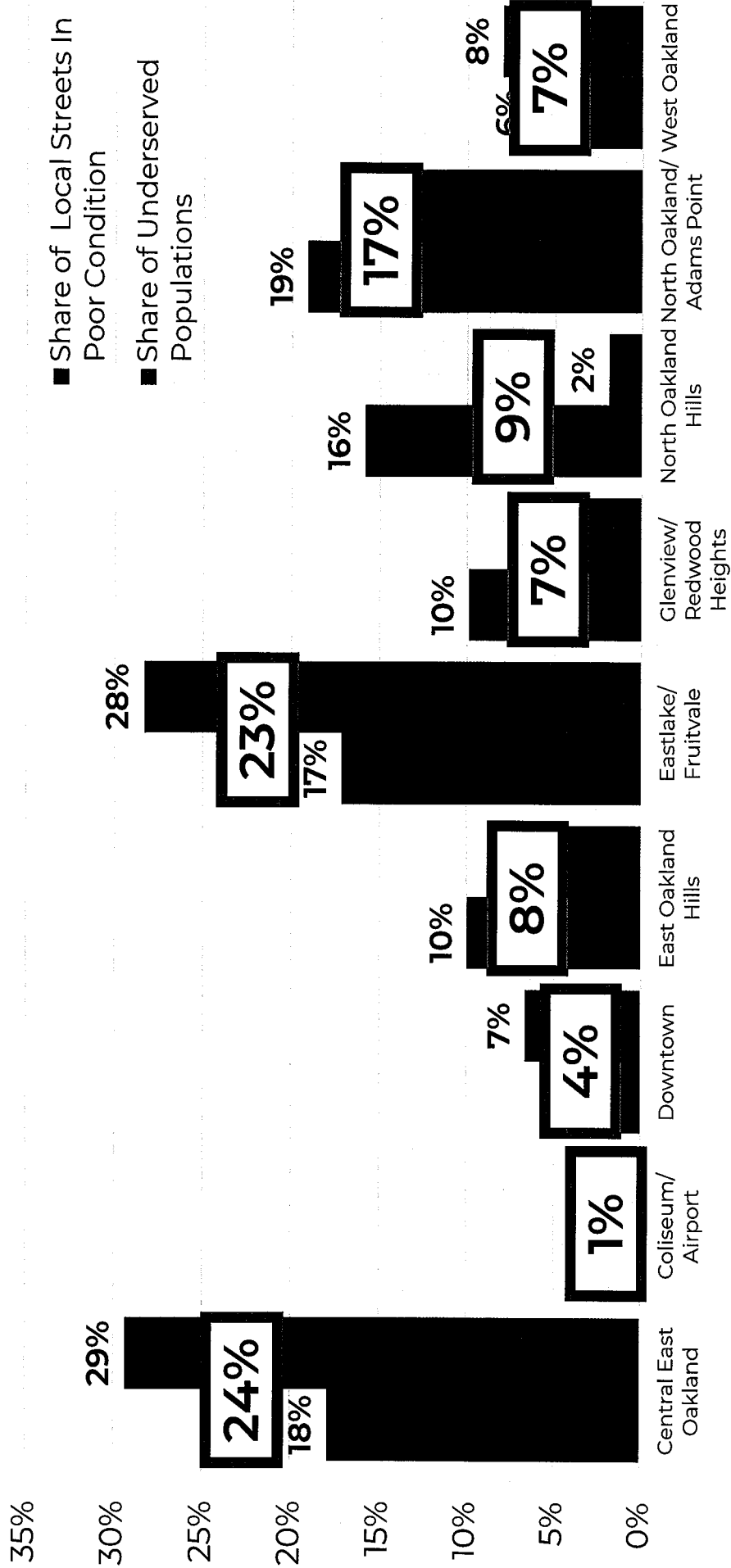
■ Share of Local Streets In Poor Condition  
 ■ Share of Underserved Populations





# Funding By Planning Area

- Distribute funding for local streets by the share of underserved populations and share of local street miles in poor condition





# Local Streets Prioritization

## Local Streets

75M

Program funds in nine planning areas by **equity** and **street condition**

Prioritize individual streets by **street condition** and **school proximity**

PCI Goal

46



50

## How We Prioritized Local Streets:

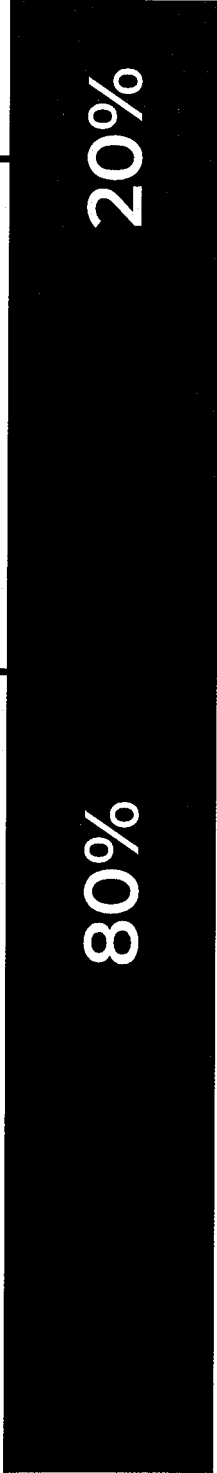
1. Select streets in poor condition near schools, then
2. Select streets in poor condition in order of worst PCI until dollar target is met

# New vs Old Plan

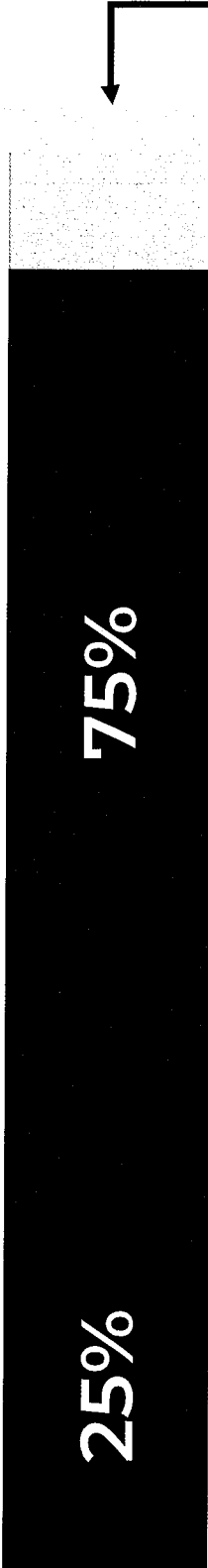
Prioritized by **input from City Council, complaints, and street condition**

Prioritized by **street condition**

5 Year Plan (2014)



3 Year Plan (2019)



Prioritized by **street condition and traffic safety history**

0%

40%

60%

80%

100%

Prioritized by **equity, street condition, and school proximity**

Utility  
Coordination

Council  
Discretion

## Major Changes

- Equity-driven capital planning
- Increased local streets repaving
- Making safety routine

## Staying the Same

- Level of funding for Major Streets
- Complete Streets coordination
- Coordination with ADA Transition Plan

# Next Steps

Draft Plan to  
PWC + Council

Fall 2018

Jan-Feb 2019

March 2019

April 2019

Collect  
Data

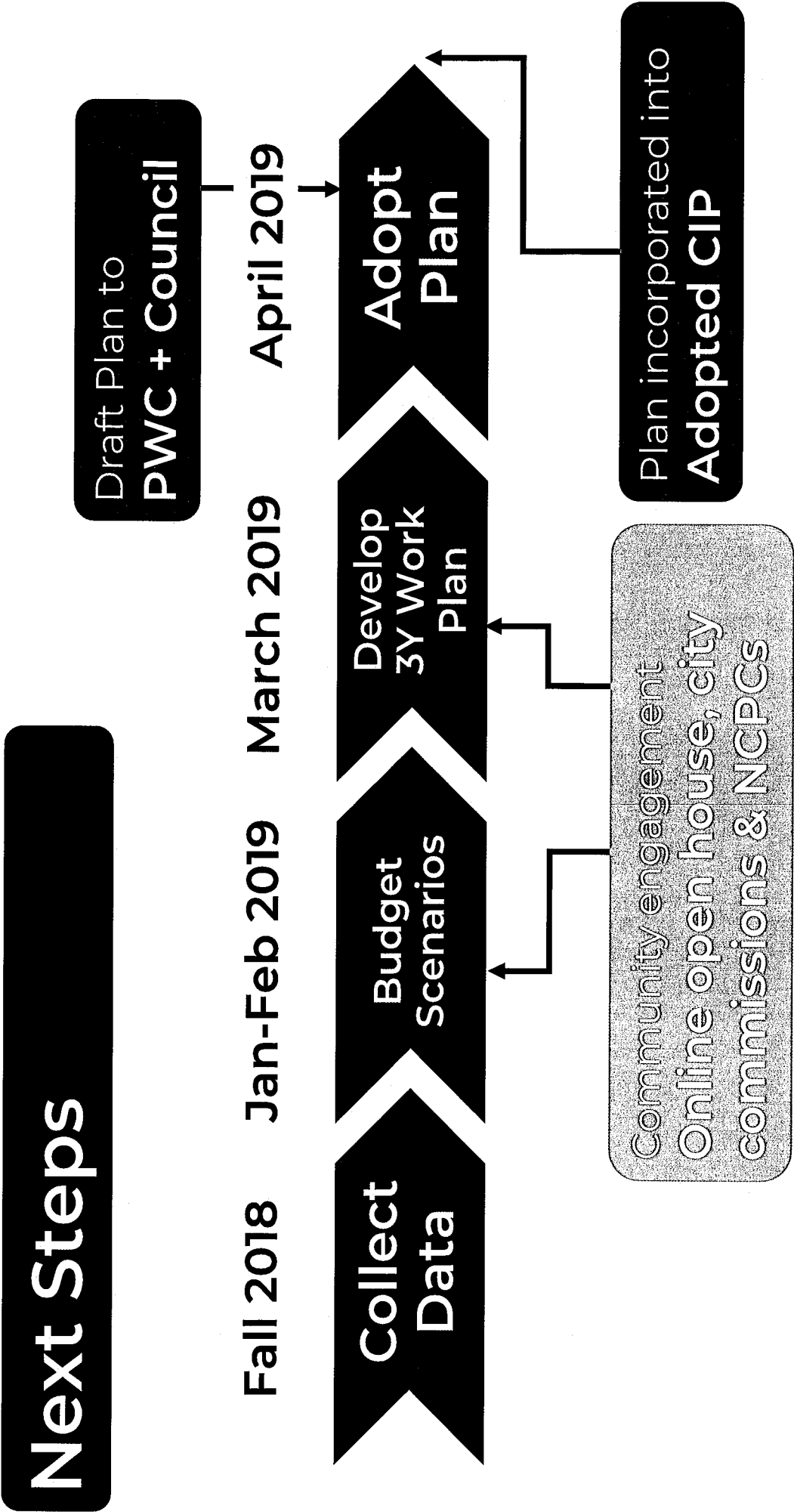
Budget  
Scenarios

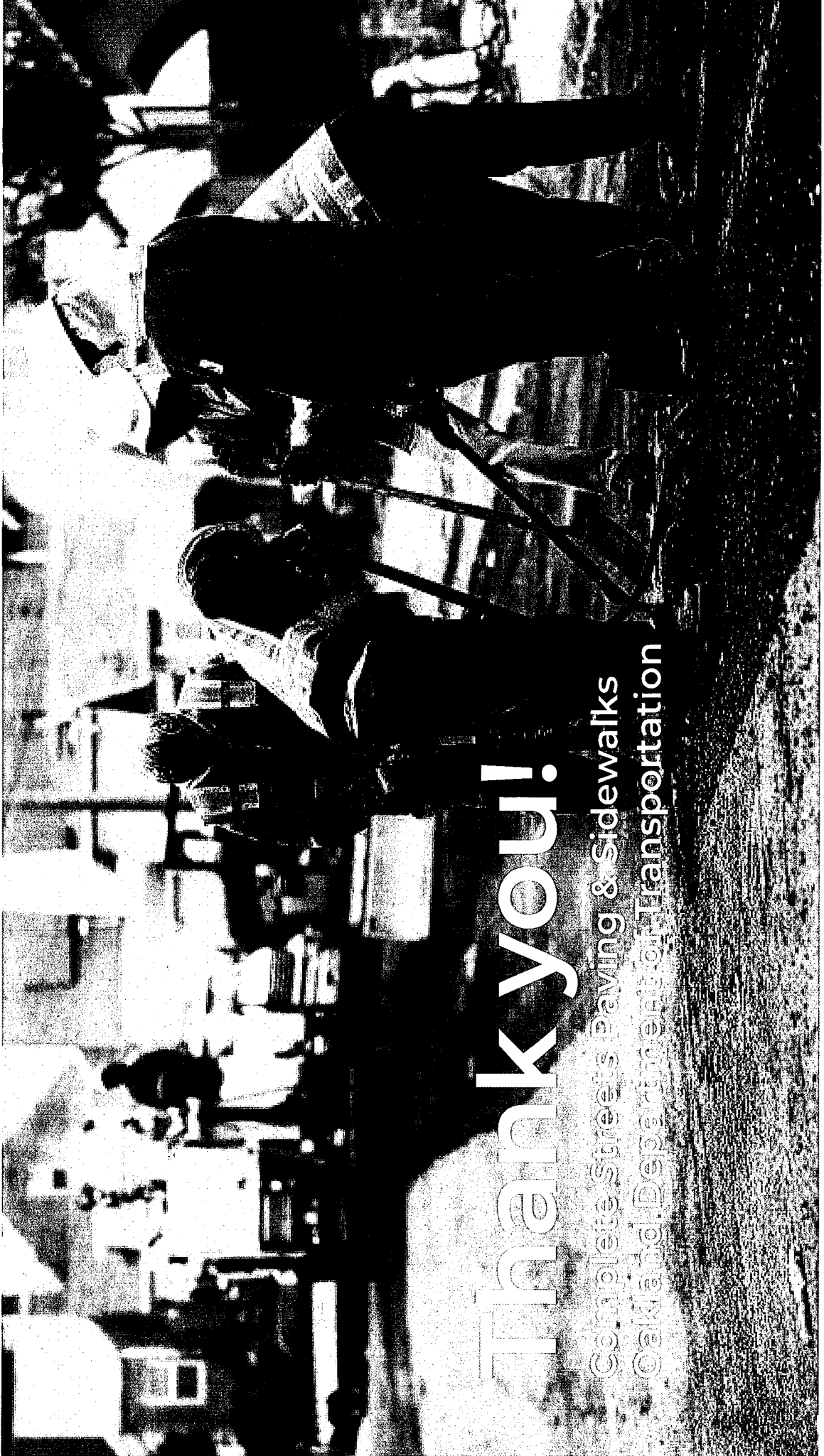
Develop  
3Y Work  
Plan

Adopt  
Plan

Community engagement  
Online open house, city  
commissions & NCPCs

Plan incorporated into  
Adopted CIP





Thank you!

Complete Streets Paving & Sidewalks  
Caltrans Department of Transportation