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.

	AGENDA
	REGULAR MEETING
	of the
AFF	ORDABLE HOUSING & INFRASTRUCTURE (I-BOND) PUBLIC OVERSIGHT COMMITTEE
	<u>MEMBERSHIP</u> Ellen Wu, Chairperson
	Daniel Swafford, Vice Chairperson
	Lauren Westreich, Member
	Gary Jimenez, Member
	Carroll Fife, Member
	Ken Lupoff, Member
	Gloria Bailey-Ray, Member
	Michael Pyatok, Member
	Fernando Campos, Member
DATE:	Monday, September 24, 2018
TIME:	5:00 pm – 7:00pm
PLACE:	1 Frank Ogawa Plaza, Hearing Room 3
	Oakland, California 94612
	ORDER OF BUSINESS

- I. Roll Call and Determination of Quorum
- II. Approval of Draft Minutes from the Committee meeting of June 4, 2018

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

- III. Speakers from Community Organizations (10 minutes per Speaker)
 - 1. East Bay Housing Organizations (EBHO), Jeff Levin
 - 2. Bike East Bay, Dave Campbell
 - 3. Sierra Club, Chris Jackson
 - 4. Save the Bay, Allison Chan
 - 5. Transport Oakland, Liz Brisson and Erin McMillan
 - 6. Enterprise, James Yellen
 - 7. Local 55 Fire Union, *Zac Unger* (invited)
 - 8. CALM, Naomi Schiff or James Vann (invited)
- IV. Questions and Answers
- V. Discussion of Next Steps
 - a. Identify Future Agenda Items
 - b. Confirm next meeting: October 22, 2018
- VI. Open Forum/Public Comment
- VII. Adjournment

A COMMITTEE MEETING of the Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee (the "I-Bond Committee") was held on June 4, 2018, in Hearing Room 3, 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
- Ken Lupoff, Member
- Michael Pyatok, Member
- Gary Jimenez, Member
- Carroll Fife, Member
- Gloria Bailey-Ray, Member

Committee Member *Absent*:

• 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 5:16 pm by Chairperson Wu.

II. APPROVAL OF DRAFT MINUTES FROM THE COMMITTEE MEETING OF MAY 16, 2018

Secretary Jones noted the changes in Section IIIb. of the minutes and to include the presentation received from Public Works and DOT as an appendix to the minutes. Chairperson Wu moved to accept the minutes; Member Jimenez seconded the motion and minutes have been approved.

V. ADOPTION OF BY-LAWS

Chairperson Wu proposed to move item V "Adoption of the By-Laws" to the front of the Agenda followed by item III and IV. Member Westreich made the motion to move, Member Lupoff seconded.

Chairperson Wu motion to approved the By-Laws with no revisions, Member Westreich second, passed unanimously.

[WU – Y / SWAFFORD – Y / WESTREICH – Y / LUPOFF – Y / JIMENEZ – Y/ FIFE – Y/ BAILEY-RAY – Y/ PYATOK - Y] [CAMPOS – ABSENT] (AYES: 7 / NOES: 0 / ABSTAIN: 0)

III. PROJECT STATUS PRESENTATION

Michele Byrd, Director of Housing presented an overview of what was approved, what are the eligible uses, and the status of the spend down of the money for Measure KK funds. After the presentation, Ms. Byrd addressed questions from committee members. A copy of the presentation "Measure KK- Infrastructure Bond: Affordable Housing Projects and Programs" is attached as Appendix A, herein.

IV. PRESENTATION FROM RACE & EQUITY DEPARTMENT

Darlene Flynn, Director of Race and Equity presented and provided some background on race and equity work. The City of Oakland is the first in California to have a Race and Equity Department that takes an intentional focus approach on race and equity across the City and throughout all the layers. The Race and Equity has been working with City staffs including staffs from Department of Transportation (DOT) and Oakland Public Works (OPW) that presented at the last committee meeting on their criteria for prioritizing the Capital Improvement Program. After the presentation, Ms. Flynn addressed questions from committee members. A copy of the Race and Equity Presentation is attached as Appendix B, herein.

VI. DISCUSSION AND SET PRIORITIES AND GOALS FOR THE COMMITTEE

This item was tabled for future meeting.

VII. DISCUSSION OF NEXT STEPS

- a. <u>Identify Future Agenda Item</u>: Member Westreich suggested to have speakers from Community Organizations for the September 2018 since there is no date of when DOT and OPW will be taking their report to City Council. Staff from DOT and OPW is scheduled for October 2018 meeting once they have taken their report to City Council. Chairperson Wu agreed. Also, Chairperson Wu will take the lead in inviting the community organizations.
- b. <u>Confirm next meeting</u>: Meeting date and time has been scheduled as follows:
 - Monday, September 24, 2018 at 5:00-7:00 PM
 - Monday, October 22, 2018 at 5:00-7:00 PM

VIII. OPEN FORUM/PUBLIC COMMENT – No Report

IX. ADJOURNMENT

The meeting adjourned at 7:28 pm.



Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee Monday, June 4, 2018 Page 4 of 4

APPENDIX A

A COMMITTEE MEETING of the Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee (the "I-Bond Committee") was held on May 16, 2018, in Hearing Room 4, One Frank Ogawa Plaza, Oakland, California.

Committee Members *Present*:

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

Committee Members *Absent*:

- Carroll Fife, Member
- Fernando Campos, Member

Additional Attendees:

.

- Katano Kasaine, Director of Finance/Treasurer
- Celso Ortiz, Deputy City Attorney
- David Jones, Treasury Administrator
- Dawn Hort, Principal Financial Analyst

The meeting was called to order at 5:06 pm.

I. Approval Of The Draft Minutes From The I-Bond Committee Meeting Of May 16, 2018

Chairperson Wu moved to accept the minutes, Member Swafford seconded the motion and it passed by consensus.

II. Staff Overview Of Informational Report To City Council On Status Of Pr0jects And The Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee (April 24, 2018)

Katano Kasaine, Director of Finance/Treasurer gave an overview of the informational agenda report that was requested by Councilmember Larry Reid. The main purpose of the report was to provide information regarding the status of the I-Bond Oversight Committee and the spending of the money for the I-Bond. The report was accepted and filed.

III. Project Status Presentation

IIIa. Department of Transportation (DOT)

Wlad Wlassowsky, Assistant Director of OakDOT gave a short introductory and background since the passage of the bond measure (November 2016). Early 2017, DOT and PWA started putting together strategies for how to spend the money using the guidance of bond documents and the categories permitted by the I-Bond Measure. It is important to understand that projects take a long time to develop (from concept to planning to design to bidding and finally construction). OakDOT and OPW jointly decided to look at all projects on the books that are underfunded, that has previously competed for grants and were not successful or conversely where grants were gotten and try to leverage those grants and bring in Measure KK funds to advance those projects. DOT looks to finish up their existing 5-year paving program which has been approved by City Council a couple years earlier and provide opportunity to fully fund it and accelerate it. Same thing with sidewalks and curb ramps, has ongoing programs to do repair Citywide. Likewise, had been successful in getting grants but not as successful in coming up with matching fund required, so committing bond funds to complete those projects. These are the overview strategies for the last year and half.

IIIb. Public Works Department (OPW)

Matt Lee, Project Division Manager of OPW presented the overview of Capital Improvement Program (CIP) Prioritization Process Improvement. The City has a new prioritization process. This is an OPW and OakDOT led effort, they establish the CIP working group which included internal stakeholders (CIP Advisory Committee (CIPAC)). The CIPAC realized there is a need for community inputs so further included an outreach component to the process in developing the prioritization. As for timeline, the main milestone is to meet the September 2018 Council meeting to adopt new CIP Prioritization Process. There are many steps in developing the Prioritization Process, currently are in the outreach component. They will be reaching out to the community in mid to late June to solicit feedbacks on prioritizing projects and take those inputs and make sure it feeds into the process. The Prioritization Process is based on Oakland's values in order to develop a process on the project selections for CIP. They used those shared values to come up with the Citywide Capital Prioritization Factors (9 components). Now they are ready to reach out to the public to solicit feedbacks in term of how they value and where the money should be spent for capital improvements. Once that is done, they will add assets specific sub-factors and performance metrics to further define how to go through in the prioritization process. They have reached out to other cities around to county to see how they are doing their process (City of San Diego, City of Minneapolis, City of Berkeley). Equity component is a large focus of the City. Instead of using the "community of concerns", they use data from the census data track and remap to do analysis base on different categories of how to look at equity. It is not finalized yet, but is on the Oakland webpage.

Bruce Williams presented the progress report on the projects for OakDOT, beginning of May 2018. The table show funds that has been spent to date and fund that are committed, encumbered in contracts, about \$9 million in paving cost. 7th Street Streetscape Phase 2 construction contract approved by Council last night so \$775,086 will go into the committed fund and construction will start soon. Several other projects are getting started including all the Highway Safety Improvement Program/Projects (HSIP 8). OakDOT have committed a total \$9 million and spent so far \$1.8 million.

Matt Lee provided the progress report on the projects for OPW, has about approximately 18 projects, committed approximately \$773,117 and spent \$228,777 as March 31, 2018. To end the presentation, Matt indicated the City will host four public information meeting in June, East Oakland, West Oakland, Central/Downtown and Central/East Oakland area as part of the community outreach for the prioritization process.

A copy of the presentation "City of Oakland Capital Improvement Program Prioritization Process Improvement Overview" is attached as Appendix A, herein.

IV. Establishing By-Laws

Chairperson Wu presented the revised bylaws. Vice Chairperson Swafford brought up the revision of bylaws by simple majority, what is the process for future revision of the by-laws? Member Lupoff does not think there needs to be explicit language or clause in the bylaws. The language agreed upon "These bylaws shall become effective immediately on final adoption if it receives affirmative votes by a majority of members present".

Member Westreich brought up "remove for cause after hearing" and is everyone okay with having it be a majority. Chairperson Wu got language from handbook. Member Westreich brought up the question "What happens in this Committee in case of a tie?". Chairperson Wu doesn't think the bylaws has to say it, unless there is an exception to that rule. Member Jimenez suggested a poll be sent out to members within 24 hours. Vice Chairperson Swafford indicated that the City does not allow members to vote by proxy, but can put back on the agenda for next meeting. Member Bailey-Ray suggest let's keep it "simple". By consensus, the no language is needed.

Katano Kasaine indicated that these bylaws are for this Committee and does not need to be in City Council format, can take all references off.

Chairperson Wu asked for comments on section 4 (b). Chairperson Swafford suggested committee members determine what the threshold within this committee when that recommendation would occur, so the committee could vote by majority or supermajority to

Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee May 16, 2018 Page 4 of 5

recommend to the Mayor removal of a member. Member Westreich agrees and also suggested including language for when a member wants to voluntary resign. By consensus, no language is needed for voluntary resigning and the following the following change to section 4 (b): Committee member(s) may be recommended to the Mayor for removal upon receiving affirmative vote by the majority of the full Committee.

Katano Kasaine commented on section 2 (a) on "regularly" and "fiscal health of the City". Member Lupoff suggested striking the work "regularly" and Member Westreich clarify that it's for the oversight responsibilities of the committee (infrastructure bonds).

Member Westreich clarified that these bylaws will be revised and voted on next time.

V. Discussion Of Next Steps

Chairperson Wu was confirming the next meeting for those of you weren't here, attempted to set regular meeting, 2nd Monday quarterly except for June. Next special meeting is Monday, June 4th at 5:00-7:00 PM.

VI. Identify Future Agenda Items

Chairperson Wu would like to invite the community organizations that is for affordable housing to the June meeting since the Housing Department will be presenting. Member Westreich agreed with Katano Kasaine on having separate session. Member Kupoff suggested to have the Housing Department in June and the community organizations in all areas in September. Member Jimenez will let people know of the meeting and they can come to listen to the Housing Department's presentation. Then follow up with them to see if they would want to come and present at a later date. Member Westreich suggested having Race & Equity to present since equity is a big deal.

Staff will schedule Race & Equity and the Housing Department to the June meeting, invite OPW and OakDOT back in September after they take their report to Council and hear from community organizations in early October.

Member Westreich would like to schedule a discussion for setting Priorities and Goals for this Committee on the agenda for the June 4, 2018 meeting.

VII. ADJOURNMENT

The meeting adjourned at 7:10 pm.

DAVID JONES, COMMITTEE SECRETARY

9 24/18 DATE

Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee May 16, 2018 Page 6 of 6

APPENDIX A

APPENDJV A

MEASURE KK- INFRASTRUCTU BOND: AFFORDABLE HOUSIN PROJECTS AND PROGRAMS

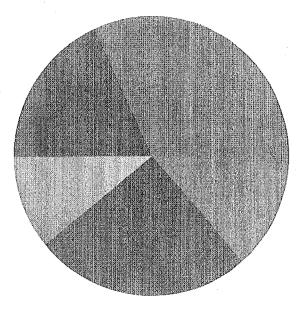
ELIGIBLE ACTIVITES AFFORDABLE HOUSING AND INFRASTRUCTURE BOND LAW	 Protecting existing homes (rental) Acquire and/or rehabilitate rental properties to secure long-term affordability restrictions. Acquire and/or rehabilitate rental properties to preserve long-term affordability restrictions. 	 Protect existing homes (home ownership) Acquire and/or rehabilitate for-sale housing and convert to affordable ownership housing.
ELIG	Prote - Ac - Ac - Ac	Prote Ac

ELIGIBLE ACTIVITIES AFFORDABLE HOUSING AND INFRASTRUCTURE BOND LAW AFFORDABLE HOUSING AND INFRASTRUCTURE BOND LAW Protect existing homes (rental or ownership) + Acquire and/or rehabilitate vacant or blighted properties to return properties to the City's housing stock as affordable housing. • Support the purchase of tax-defaulted properties from Alameda County for use as affordable housing.
--

BOND MEASURE KK – AFFORDABLE HOUSING FUNDING	\$100 million total bond funds for affordable housing activities	\$55 million available in first tranche of bond funds (issued August 2017)	Eligible Costs: Affordable housing site acquisition, rehabilitation, and new construction. (5% available for project admin costs)	Primary focus is on acquisition and preservation/rehabilitation of existing market rate properties (with added affordability restrictions)	 Limited funds available for new construction (providing the required
				·	•

- local match for Alameda County A1 affordable housing bond funds)
- Goal: Respond to affordable housing crisis by acquiring/preserving/ constructing housing for a variety of income levels for residents

ы М (AFFORDABLE HOUSING) – IN MILLIONS FIRST TRANCHE BOND SPENDING



🔳 Rehab (Competitive): \$10 M

Site Acquisition (OTC): \$18M

 New Construction (A1 Match, Competitive): \$7M
 SRO Purchase/Transitional Housing: \$14M
 Residential Lending (1-4 Units, OTC): \$6M

Slide 6

MC1 add res lending Mulvey, Christia, 5/31/2018 REHABILITATION NOFA (COMPETITIVE, 5+ UNITS): \$10 MILLION

Funding	\$3,000,000	\$4,688,000	\$1,812,000
Target Income	30-60% AMI \$3,000,000	30-60% AMI \$4,688,000	30-60% AMI
Population Served	Family Rental	Single Room Occupancy	Homeless/ Special Needs
Location	430 23th Street	344 13th Street	2600 International Blvd
Units	22 430 23	66 344 13	24 2600 lr Blvd
Project	Harp Plaza (CHCD & Dignity House West)	Empyrean Tower (RCD)	Fruitvale Studio (Affirmed)
	Harp Pl Dignity	Empy	Fruith (Al

VER	NO
0) V	JILLION
SRAN	IITS): \$18 M
PROC	S): \$
CQUISITION PROGRAM (OVER THE	LIN
ISITI	5+ L
CQU	JTER,
4	5
SITE	S

Funding	\$3,000,000	\$5,000,000	\$1,342,375	\$974,150	\$3,500,000	\$3,175,000
Target Income	At or Below 80% AMI	At or Below 80% AMI	30-60% AMI	At or Below 80% AMI	TBD	30-50% AMI
Population Served	Family Rental	Family Rental	Family Rental	Family Rental	Family Rental	Family Rental
Location	1810 E. 25th Street	2515 10th Avenue	2530 9th Avenue	812 East 24th Street	2227-2257 International Boulevard	3801 & 3807 Martin Luther
Units	23	35	15	۲	86	8
Project	Highland Palms (EBALDC)	10th Ave Eastlake (EBALDC)	2530 9th Avenue (OCLT & RCD)	812 East 24th Street (OCLT)	The Wolery and San Antonio Terrace (SAHA)	Northwest MacArthur/ MLK TOD (RCD)

Ser.

NEW CONSTRUCTION (A1 MATCH, COMPETITIVE NOFA, 5+ UNITS): \$7 MILLION

	\$100,000	\$1,600,000	\$800,000	\$300,000	\$1,700,000	\$801,900	\$1,318,000
Target Income				00 00 00	20 - 60% AMI		
Population Served	Seniors	Family/Special Needs/ Homeless	Family Rental	Seniors	Family Rental	Family Rental, mixed use	Family Rental
Eocation	1333-1253 23rd Avenue	905 72nd Avenue	657 W. MacArthur Blvd.	3268 San Pablo	E 12th Street & 35th Ave	7th and Campbell Streets	760 22nd Street & 2201 Brush Street
Unts	37	28	43	50	181	46	23
Project	Camino 23 (SAHA)	Coliseum Place (RCD)	MacArthur Apartments (Affirmed)	3268 San Pablo	Fruitvale Transit Village Ph II B (Unity Council & Bridge)	7th & Campbell (Oakland & the World Enterprises Inc. & MBS)	W. Grand and Brush (EBALDC)

RESIDENTIAL LENDING PROGRAMS (OVER THE COUNTER, 1-4 UNITS):



◆Programs to be released in late 2018

SRO/TRANSITIONAL HOUSING PURCHASE: \$14 MILLION

- In May 2018, \$7.02 million was set-aside for the purchase of 641 W. Grand Avenue as transitional housing for homeless residents
- 70 rooms, to be owned by the City and operated by Department of Human Services (operating cost source TBD)
- Rehab is currently underway; to be delivered in turnkey condition
 - Funds remaining in this category: \$6.08 million (minus admin costs)

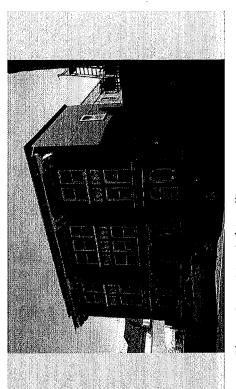


Photo: Scott Morris/Hoodline

FUNDING COMMITTED TO DATE

Program	Funding	Funding Committed	Staff Costs	Remaining Funds
Rehabilitation NOFA (5+ units)	\$10,000,000	\$9,500,000	\$500,000	\$0
Site Acquisition OTC (5+ units)	\$18,000,000	\$16,991,525	000'006\$	\$108,475
New Construction NOFA A1 Match (5+ Units)	22,000,000	\$6,619,000	\$350,000	\$31,000
SRO/Transitional Housing Purchase	\$14,000,000	\$7,020,000	\$700,000	\$6,280,000
Housing Rehabilitation Programs (1-4 units)	\$ 3,000,000	\$0	\$150,000	\$2,850,000
1-4 Unit Acquisition- Rehabilitation Program	\$ 3,000,000	\$0	\$150,000	\$2,850,000
TOTAL	\$55,000,000	\$40,130,525	\$2,750,000	\$12,119,475

EQUITY CONSIDERATIONS

5+ Unit Properties: Over the Counter

- Protect residents in market-rate properties from real estate pressures, restrict unit affordability levels for current/future residents
- Provide funds to move quickly to acquire properties/stabilize rents
- Units affordable for 55 years
- Targets households at or below 60-80% AMI

5+ Units Properties: Competitive NOFA Projects

Project ranking criteria includes:

- Geographic equity
- Educational quality
- Neighborhood revitalization
- Proximity to transit and grocery stores
 - Target populations being served
- Financial feasibility
 - Sustainability
- Developer-experience

Units affordable for 55 years. Priority for Oakland workers and residents (inc neighborhood residents) and displaced former residents

Targets households between 0-60% AMI

EQUITY CONSIDERATIONS

1-4 Unit Properties: Owner-Occupied Residential Rehabilitation

- Low-interest loans to lower income, senior and/or disabled homeowners for home repair and rehab
- Prioritize emergency and health and safety repairs including: sewer laterals, roofs, electrical hazards, and structural deficiencies
- Addresses current housing rehab backlog of approximately \$3 million in pipeline projects and projected \$10 million in homeowner inquiries
- Short-term affordability restrictions on 2-4 units

1-4 Unit Properties: Rental Rehabilitation Program

- Low-interest loans to rental property owners
- Targets properties occupied by lower income renter households
- Short-term affordability restrictions TBD after additional market research
- Prioritizes fire safety, emergency repairs, abatement of code violations, unhealthy housing conditions such as moisture intrusion, safe-at-home repairs for seniors, and other health/safety issues

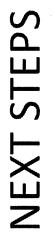
EQUITY CONSIDERATIONS

SRO/Transitional Housing Purchase

- Protects SRO units from conversion to market rate
- Serves extremely low income residents
- Respond to City's homeless crisis, providing housing and services to transition residents from homelessness to permanent housing

PUBLIC INPUT OPPORTUNITIES

- Programmatic: Opportunities for public input on HCDD programs and implementing new programs (e.g. Site Acquisition workgroup) and projects is provided with Housing Element and Consolidated Plan meets regularly with community groups involved with affordable meetings. Staff also participates in focused workgroups for housing issues (e.g. EBHO, San Pablo Avenue Revitalization Collaborative)
- Planning Specific Plan processes: HCDD staff has participated in Area Planning Processes and incorporated public feedback into program guidelines
- community stakeholders and (if new construction) Councilmembers Project-Specific: Developers are required to have meetings with



- 5+ Unit programs are massively oversubscribed
- Projects now moving towards loan closings, construction
- Additional staff to be hired to do project coordination
- Research additional SRO property for purchase
- Roll out 1-4 unit programs this fall
- Explore when to issue next Bond tranche
- Explore gaps in service, and look at modifying programs as needed for next Bond tranche

APPENDIX B

1

~

.

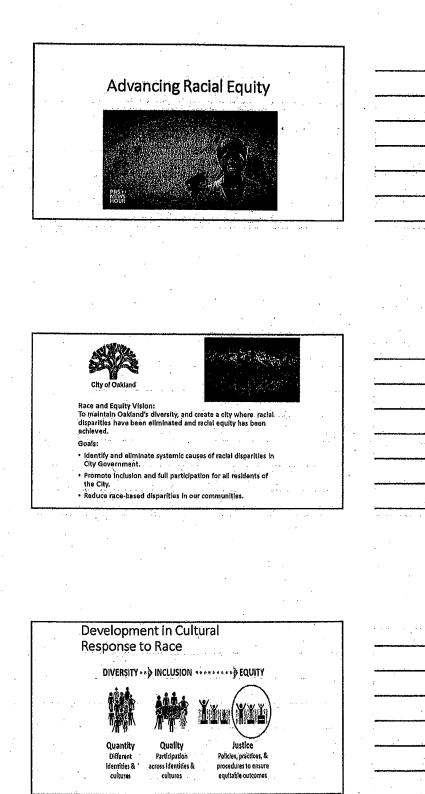
6/4/2018

4

1.18.1

<u>.</u>

.....



Working Assumptions Race matters. Almost every indicator of well-being shows troubling disparities by race Disparities are often created and maintained inadvertently through policies and practices that contain barriers to opportunity It's possible -- and only possible -- to close equity gaps by using strategies determined through an intentional focus on race

- If opportunities in all key areas of well-being are equitable, then equitable results will follow
- Given the right message, analysis, and tools, people will work toward racial equity Gradit to the RACE MATTERS Toolkit, researched and funded by Annie E. Casey Foundation

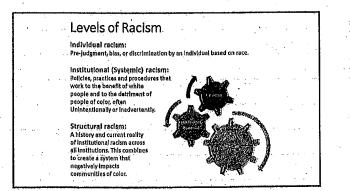
Centering Race & Gender Disparities

Issues facing White Women • Heavy gender role conformity expectations

- Treated as less smart
- Educational tracking away from "men's" fields
- Gender discrimination in hiring and pay
- Low workplace and societal support for family demands

Issues facing Women of Color Heavy gender role conformity expectations Treated as less smart

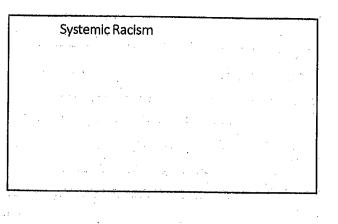
- Educational tracking away from "men's" fields Gender discrimination in hiring and pay
- Low workplace and societal support for family demands
- Few connections/network (friends and family) insiders
- Racial discrimination in hiring and pay
- "Getting ahead" = functioning in racial isolation



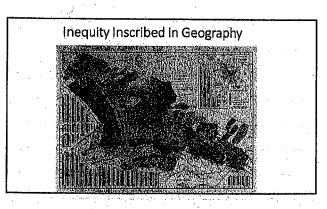
• •	
······	
· · ·	
,	

· · ·	
:	
, ,	

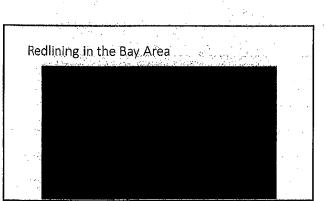
 $\cdot z$ ۰.

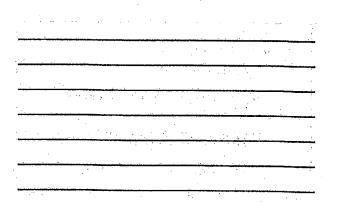


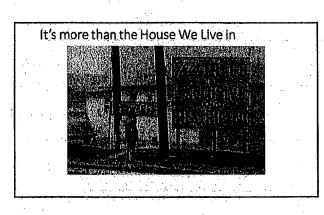
·······	
<u></u>	

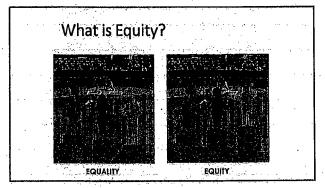


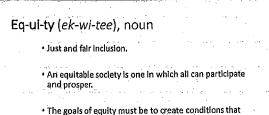
÷.		·
		·.





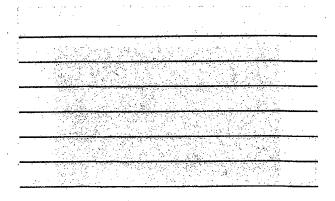


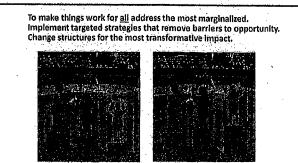




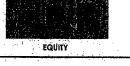
• The goals of equity must be to create conditions that allow all to reach their full potential.

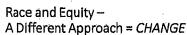
• In short, equity creates a path from hope to change.



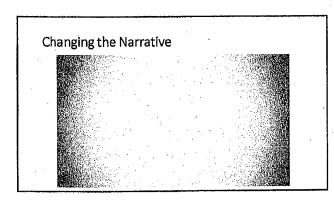


EQUALITY





- Define the problem as structural
- Center race and the groups impacted
- Use disaggregated data to identify disparities
- Listen to impacted community to understand of the causes of disparities
- Identify how policies and practices contribute to inequity
- Develop strategies to support impacted groups
- Change policies, practices and procedures to remove barriers to opportunity



.

,

ATTACHMENT A

BAY SMART COMMUNITIES For a Sustainable Future

A bird's eye view of the San Francisco Bay Area presents dense urban and suburban development punctuated by open space, city parks, creeks, and rivers. But a closer look at our cities and neighborhoods reveals a region suffering from a housing crisis, the worst traffic in the country, and daily threats to water quality and wildlife in the Bay and its tributaries—problems that will only worsen as the population continues to grow and the climate continues to change.

To protect the Bay and our region's most vulnerable residents in these uncertain times, we need a broad coalition of interests advocating for smart, sustainable, and equitable development practices; **we need Bay Smart Communities**. Failure to prioritize the Bay as our communities undertake major development and infrastructure projects will threaten the ecological, economic, and recreational value of the Bay to our region and its residents. New development and redevelopment also put many residents at risk of displacement from the Bay Area, limiting enjoyment of the Bay to the wealthy and weakening the public support the Bay needs to survive and thrive.

Bay Smart Communities is Save The Bay's effort to re-imagine the Bay Area's upland planning and development policies – and our region's future – to benefit San Francisco Bay.

We are proposing ecologically sound and equitable policies to ensure that the Bay Area's growth benefits the Bay and builds broad and deep support for it among the region's many diverse communities, with special care to engage those who have suffered environmental injustice.

A Bay Smart Community will:



Protect waterways and enhance freshwater resources through green stormwater infrastructure, urban canopy, and sustainable landscaping practices



Invest in bloyde, pedestrian, and public transit whastructure to reduce roadway nunoff, greenhouse gases, and particulate emissions



Prevent displacement and enable access to the Bay shoteline



Promote environmental justice and facilitate equitable and inclusive infrastructure planning

Bay Smart Stormwater Management

Urban runoff is the largest source of pollution in the San Francisco Bay. Petroleum, fertilizer, trash, PCBs, and other pollutants threaten wildlife and water quality in the Bay. Natural filtration strategies like rain gardens, bioswales, and street trees can filter these pollutants while greening our neighborhoods, providing benefits like decreasing urban heat islands and encouraging active transportation. Capturing and filtering stormwater to use as a local water source also reduces polluted runoff into the Bay. Bay Smart Communities will advance these strategies through general plan updates, ordinances requiring green stormwater infrastructure and sustainable landscaping practices, and incentivizing onsite rainwater capture and harvesting.

Bay Smart Housing and Transportation

The Bay Area's strong reliance on single-occupancy vehicles doesn't just impact local and regional air quality, but also exacerbates water pollution in the Bay. Stormwater runoff from our roadways is contaminated by a variety of chemicals that come from cars which are toxic to Bay wildlife. Traffic congestion also impacts our quality of life, but in unequal ways; residents who live in more affordable areas further from urban centers are disproportionately impacted. Our region is simultaneously experiencing a housing supply and displacement crisis that is pushing low income residents away from jobs—threatening regional diversity and exacerbating environmental impacts.

Planning policies that promote affordable transit-oriented development (TOD) and accessory dwelling units can significantly reduce energy use and improve air quality, water quality, human health and fitness, and social cohesion. We must also work regionally to close major funding gaps to protect residents from displacement, preserve existing affordable housing, and produce housing at all levels of affordability.

Just, Equitable, and Inclusive Urban Planning

Low income communities and communities of color have been disproportionately impacted by redlining, pollution, and poor enforcement of environmental regulations. Bay Smart policies will reverse these trends and advance environmental justice by reducing pollution impacts on disadvantaged populations, protecting these same residents from flooding and other climate change impacts, and incorporating residents into community and infrastructure planning processes. As communities implement the urban greening and housing strategies described above, care must be taken to make equity and inclusivity major pillars of these effort and to ensure that these actions do not exacerbate displacement.

Creating Bay Smart Communities will help our cities to be resilient and sustainable places that support the people who live here and also enhance the Bay for future generations. Despite the many challenges our region faces, we have the tools improve quality of life and the health of the Bay. Our community and elected leaders must prioritize these strategies so that the Bay Area can thrive—now and into the future.

Bay Smart Stormwater Management

Urban runoff is the largest source of pollution in the San Francisco Bay. Petroleum, fertilizer, trash, PCBs, and other pollutants threaten wildlife and water quality in the Bay. Natural filtration strategies like rain gardens, bioswales, and street trees can filter these pollutants while greening our neighborhoods, providing benefits like decreasing urban heat islands and encouraging active transportation. Capturing and filtering stormwater to use as a local water source also reduces polluted runoff into the Bay. Bay Smart Communities will advance these strategies through general plan updates, ordinances requiring green stormwater infrastructure and sustainable landscaping practices, and incentivizing onsite rainwater capture and harvesting.

Bay Smani Housing and Transportation

The Bay Area's strong reliance on single-occupancy vehicles doesn't just impact local and regional air quality, but also exacerbates water pollution in the Bay. Stormwater runoff from our roadways is contaminated by a variety of chemicals that come from cars which are toxic to Bay wildlife. Traffic congestion also impacts our quality of life, but in unequal ways; residents who live in more affordable areas further from urban centers are disproportionately impacted. Our region is simultaneously experiencing a housing supply and displacement crisis that is pushing low income residents away from jobs-threatening regional diversity and exacerbating environmental impacts.

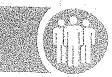
Planning policies that promote affordable transit-oriented development (TOD) and accessory dwelling units can significantly reduce energy use and improve air quality, water quality, human health and fitness, and social cohesion. We must also work regionally to close major funding gaps to protect residents from displacement, preserve existing affordable housing, and produce housing at all levels of affordability.

Just Equitable and this insive Unbain Planning

Low income communities and communities of color have been disproportionately impacted by redlining. pollution, and poor enforcement of environmental regulations. Bay Smart policies will reverse these trends and advance environmental justice by reducing pollution impacts on disadvantaged populations, protecting these same residents from flooding and other climate change impacts, and incorporating residents into community and infrastructure planning processes. As communities implement the urban greening and housing strategies described above, care must be taken to make equity and inclusivity major pillars of these effort and to ensure that these actions do not exacerbate displacement.

Creating Bay Smart Communities will help our cities to be resilient and sustainable places that support the people who live here and also enhance the Bay for future generations. Despite the many challenges our region faces, we have the tools improve quality of life and the health of the Bay. Our community and elected leaders must prioritize these strategies so that the Bay Area can thrive-now and into the future.









security, community safety and vibrant infrastructure, nterdependent challenges. This includes equitable The Resilient Oakland playbook is a holistic set access to quality education and jobs, housing of strategies and actions to tackle systemic, which will better prepare us for shocks like earthquakes and climate change impacts.

We begin with a timeline highlighting a century of resilience in Oakland followed by a history of resilient actions the City has taken over the last 20 years to further social, economic and physical development. We then outline 15 major resilience challenges facing our town, which are then addressed by three key chemes and 10 main goals accomplished through nearly 40 resilient actions.

Community Safety Plan) and are included here due to their clear resilience value outlined under these three key themes were already underway (such the Mayor's (such as digital improvements to the Rent Adjustment Program, the City's green cracked due to the resources available through the 100 Resilient Cities program nfrastructure plan or sea level rise roadmap), and others have come about as a esult of stakeholder engagement through Resilient Oakland's two-year process trustworthy and responsive government, (2) stay rooted and thrive in our town. The three key themes for advancing resilience in Oakland are: (1) build a more some have been adapted with a resilience lens in mind, some have been fast and (3) build a more vibrant and connected Oakland. Some of the actions

Dakland playbook is designed to set forth strategies that will deliver more affective governance and ways to solve complex multi-stakeholder challenges. Under the leadership of our Chief Resilience Officer, Kiran Jain, the Resilient of challenges, such as housing displacement or climate adaptation. We need to approach our work differently and rethink how we maximize resources to benefit our residents and businesses. By taking a continuous build, measure, Resilient Oakland recognizes government simply cannot spend its way out the work that has been done and how we build on it today while setting earn approach to resiliency from 'little bets' to 'moonshots'², we honor orth bold actions that accelerate our ability to meet these challenges. The Resilient Oakland playbook celebrates a City government opening itself up to the idea that change is inevitable—we must now harness it for the benefit of our growing town.

p

THEME 1: BUILD A MORE TRUSTWORTHY AND RESPONSIVE GOVERNMENT

GOALS:



principles to inform Apply data-driven decision-making opportunities for collaborative Create more government



Engage youth in shaping the future of Oakland

THEME 2: STAY ROOTED AND THRIVE N OUR TOWN

GOALS:



બ

Increase affordable neighborhoods Promote safe and healthy

> aconomic Increase security

housing stock

THEME 3: BUILD A MORE VIBRANT AND CONNECTED OAKLAND

GOALS:

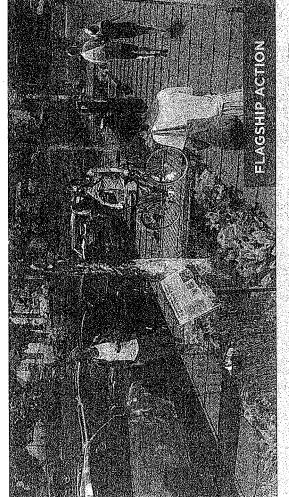


greening for neighborhoods most in need Promote urban and future climate and seismic risks Reduce current



of collective infrastructure investments Maximize value

М Resilient Oakland



GOAL: PROVIDE URBAN GREENING FOR NEIGHBORHOODS MOST IN NEED

DEVELOP A GREEN INFRASTRUCTURE PLAN TO IMPROVE SOCIAL, ENVIRONMENTAL, AND ECONOMIC OUTCOMES

Description

requirements, it will also be a multi-fac

eted guide for the City's GI efforts.

protects, restores, or mimics the natural Green infrastructure (GI) is an approach the City complies with Clean Water Act water cycle. In addition to improving. San Francisco Bay water quality. Gl proinclusion of GI in public capital projects. vides co-benefits such as the creation/ areas of opportunity and standards for such as streetscape renovations, parks City is developing a GI Plan to identify requirements, cost efficiency, space availability, and equity considerations. urban heat-island effect, improved air quality, and reduced flood risks. The will be informed by multiple criteria. Not only will the GI Plan ensure that protection of open space, reduced Opportunity areas for GI projects such as ability to meet regulatory projects, and parking lot retrofits. to stormwater management that

opment process as a part of this plan -to-help integrate GI into City plans and The City is also exploring the developtation, and Planning and Engineering between departments, and vertically between the City Council, Office of ment of an integrated project develto enhance effective communication and Operations. The process would the Mayor, Department of Transporinclude the following actions:

multi-discipline, cross-departmental Creating a Resilience Delivery Team projects during their early develop-ment phase for GI opportunities; for design review. this would be a group comprised of internal staff operations, etc.) that will review members (including planners, environmental, maintenance,

entire typical project development checklist: this would illustrate the cycle steps, including funding · Developing a detailed project sources/conditions_planning;

 Preparing design and implementation guidance for inclusion of green infraact to ease integration of GI features design, construction and O&M; and including actions available that will structure in transportation projects into a range of project types, and

As part of this process, the City will also estry Master Plan (UFMP), which would and annual target, to expand the urban forest and provide a variety of benefits seek funding to develop an Urban Forincluding improving air quality, and car May be incorporated as a chapter in nclude an overall tree planting goal Oakland's Complete Streets Plan.

bon sequestration. As part of the UEMP, the City will look for opportunities through the planting of additional trees. line returns associated with infrastruc-The City will also explore using digital cost-benefit tools to demonstrate the to incorporate stormwater tree wells into tree planting areas to maximize useful for determining triple bottom projects. For example, AutoCASE is triple bottom line (economic, social the benefits that could be achieved and environmental) benefits of GI

additional to more traditional financial valuation of sustainability benefits, in Oakland's residents and businesses ture projects at sizes ranging from small (e.g., \$500,000) to extremely returns, can help the City maximize the benefits of its investments in grey and green infrastructure for arge (\$1 billion+). Including the

Benefits to Oakland Residents Improves water quality of local creeks, lakes and the San Fran-

cisco Bay for safer recreation

Reduces the risk of flooding and resultant disruption of services and damage to properties. and healthier ecosystems.

the public realm including aesthetic improvements and better [weability. Increases urban greening amenities in Oakland neighborhoods contributing to géneral improvement in

 Improves neighborhood safety through increased walkability and reduced traffic.

lower ambient air temperature. Improves health-related issues such as reduced air pollution.

Partners, Planning and Building Lead' Public Works Department Stormwater Management Divi-Department, Engineering and sion, Chief Resilience Officer

Association of Bay Area Governments Department, Environmental Services Division, Tree Services Division, Alameda County Flood Control District Operations Division, Transportation San Francisco Estuary Institute

June 2017 Final Green Infrastruc-Infrastructure Plan prepared by ture Plan completed by 2019.

Timeframe: Framework for the Green

source of funding for the planning. design, or implementation of Green Infrastructure. The City hopes to Funding: No existing dedicated Wherever bossible with resources everage, existingly

(streetscapes (facility/renovations) improvements)/and will seek fund through grants and other sources Related goals: Promote safe and (ed capital improvement p

ta-driven principles to decision-making ment; Maximize the value of collective opportunities for collaborative goverr healthy neighborhoods: Create more infrastructure investment, Apply da



6

Resilient Oakland

Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee Monday, September 24, 2018 Page 5 of 5

APPENDIX B

ATTACHMENT B



Board Members: Liz Brisson \ Grey Gardner \ Emily Heard Christopher Kidd\ Christopher Kintner \ Erin McMillan transportoakland.org

Transport Oakland's Vision for the Infrastructure Bond September 2018

Background

Transport Oakland is an advocacy organization dedicated to bringing great transportation to Oakland. Our vision is to achieve transportation infrastructure and policy that brings livability, vitality, sustainability, and equity to Oakland. We are an all-volunteer run organization, formed in 2014, and one of our biggest successful campaigns was working with the City to create Oakland's first Department of Transportation (OakDOT). OakDOT was set up with equity and safety as its guiding principles and the Infrastructure Bond provides key funding to advance both of those principles. In 2016, we endorsed the Infrastructure Bond and participated in phone banking to help it win.

What is your vision for the use of the infrastructure bond funds?

By virtue of our organization's focus, these comments address the portion of the \$350 million in bond funds that are dedicated to transportation, though we wholeheartedly support the other elements of the Infrastructure Bond expenditure plan. Our vision for the funds is a simple three words - Fix The Streets. And by Fix the Streets, we do mean fill in the potholes and re-pave the streets, but potholes are not the only thing wrong with our streets. Fixing the streets means ensuring that our streets are complete streets designed for everybody - not just those driving. Our streets should be safe for people of all ages and abilities, balance the needs of those walking, riding the bus, riding a bike, or driving.

Re-paving

Just to recap the problem, the following statistics were accurate in 2016, they may have changed slightly since then.

- Oakland had a paving backlog of almost \$450 million
- Oakland ranked 89th out of 106 bay area cities in paving quality.
- Oakland's paving cycle was 85 years long, meaning once a street gets repaved, it wouldn't get repaved again for 85 years. Most cities with roads in good repair have a paving cycle closer to 25 years.
- Residents spent hundreds of dollars on car repairs because of the poor state of our roads and the City paid out more than \$2 million in settlements every year to people who have been injured in falls caused by our cracked and broken sidewalks, streets, and crosswalks.
- Previous paving plans lacked a clear framework on how to select which streets were repayed leaving staff and city council vulnerable to constituents

who used their privilege and political power to prioritize their streets. This resulted in inequitable distribution of repaying dollars and more potholes in Oakland's communities of concern.

Oakland got into this situation by having more need than resources and a lack of prioritization tools. The Infrastructure Bond funding provides a huge opportunity to put a huge dent in the paving backlog, though more funding than is available is needed to fully address it. Therefore Transport Oakland believes that OakDOT must prioritize equity and develop an equity index to ensure that repaving dollars are spent on the worst streets in communities of color and in lower-income neighborhoods.

Complete Streets

While there have been recent changes, a majority of Oakland's streets have been designed to prioritize cars. This had led to over 30 Oakland residents a year being killed in traffic collisions and countless more seriously injured on our streets. Current street designs also contribute to slow and unreliable travel times for AC Transit routes.

Anytime a street is repaved is also an opportunity to restripe it and apply design standards that help make streets safer for everybody by making low cost changes to better balance access and safety for all modes. This includes considering the following treatments:

Pedestrian Safety

- Add curb ramps and high-visibility continental crosswalks
- Repair cracked sidewalks
- Daylighting intersections to improve pedestrian visibility by painting red curb near intersections
- Decreasing the number of travel lanes and narrowing lane widths
- Traffic signal changes to provide Leading Pedestrian Intervals, more time for people to cross the street, and automatically provide a pedestrian crossing phase (i.e. not require actuation with a "beg button").

Bikeways

 New bikeways especially those that provide a physical separation from travel lanes such as with parking or safe hit posts in coordination with the <u>Oakland Bike</u> <u>Plan</u>

Transit

- Transit-only lanes on streets that are AC Transit routes with high-frequency
- Adequate curb space for bus zones, and consider opportunities to relocate bus stops from near side to far side of signalized streets which decreases delay

Depending on which of the above are included in a paving project, there also needs be enough time and staffing to facilitate an inclusive process with adequate outreach.

In addition, when re-paving projects are implemented at the same time as higher cost work involving concrete, additional treatments to consider include:

Pedestrian Safety

- Installation of sidewalks on streets that do not yet have them
- Sidewalk repair where it is cracked or uneven
- Pedestrian bulb-outs that extend the sidewalk near intersections to decrease the distance across the street, slow turning vehicles, and improve visibility
- Median refuges that provide a safe place for people to wait
- New traffic signals that provide safe crossing opportunities

Bikeways

Cycletracks with concrete separating the bikeway from travel lanes

Transit ®

Bus bulbs or boarding islands on streets that are on AC Transit routes

OakDOT Needs Full Staffing to Accomplish these Objectives

When OakDOT was created the city added new funded positions to support the goals in the Strategic Plan. However OakDOT has struggled to fill these positions and as of September 2018 has a 18% vacancy rate, which is about 8 times as high as the national average of 2.3% for state and local government. Of these 58 vacant jobs, the largest number are among technical and field staff. For example, only 8 of the 20 new paving crew jobs have been filled. The shortage of staff is limiting OakDOT's capacity to fix the streets. This appears to be a city-wide issue as OakDOT positions are hired by the City of Oakland HR department. As of September 2018 there is a single analyst that fills vacancies for both OakDOT and Public Works, with a second analyst funded but not yet hired.

What would Oakland's infrastructure look like, or how would the city be different, if the use of the funds were effective?

With these funds being effective, we would see more smooth and complete streets in all parts of Oakland. Fewer Oakland residents would be injured or killed due to traffic collisions as a result of unsafe street design and in addition Oakland would spend less money settling lawsuits to due injuries sustained due to known hazardous conditions.

What are some ways we can evaluate or measure the use of the funds in achieving your vision?

Inputs

- Miles of streets repaved
- Miles of street incorporating pedestrian safety best practices
- Miles of bike facilities added
- Miles of street incorporating transit best practices
- Measure KK funding spent/year
- # of vacant positions at OakDOT

Outcomes -

- Proportion of streets in "good" or "excellent" condition according to the Pavement Condition Index, i.e. bring this closer to the regional average (69% compared to Oakland's 26%)
- Decrease in # of severe and fatal traffic collisions
- Decrease in # of severe and fatal traffic collisions in communities of concern
- Decrease in \$ spent in settlements for paving and sidewalk-related injuries
- Improvement in speed/reliability of AC Transit service on streets that have been re-paved/re-striped

What are some ways we can evaluate or measure the use of the funds and its impact on displacement, social equity, and affordable housing?

We think the City's approach to prioritizing paving in equity is well thought out. Our understanding is that Oakland has created an Equity Index score that uses Census data to identify overlap of people of color, low-income households, rent burdened households, and other factors. Those streets that have a higher Equity Index will be prioritized for re-paving. There is both a quantitative and qualitative metric that could go along with measuring social equity as it relates to re-paving. Quantitatively, tracking the miles of Equity Index streets repaved relative to the total number. In the end, we'd like to see that all of the worst streets in Equity Index areas would be repaved before other parts of the City.

An equally important metric that is more qualitative would consider the awareness of this outcome within Equity Index areas. Historically, parts of the City have been excluded or disincentivized from participating in government and are mistrustful. Measuring awareness of the City's approach to equity in paving within Equity Index areas via a representative survey such as a telephone survey would be interesting.