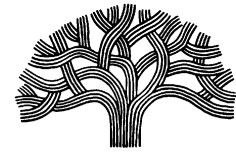


CITY OF OAKLAND



Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee
1 Frank H. Ogawa Plaza, Hearing Room 4
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** **AFFORDABLE HOUSING & INFRASTRUCTURE (I-BOND)** **PUBLIC OVERSIGHT COMMITTEE**

MEMBERSHIP

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, March 18, 2019
TIME: 5:00 pm – 7:00pm
PLACE: 1 Frank Ogawa Plaza, Hearing Room 4
Oakland, California 94612

ORDER OF BUSINESS

- I. Roll Call and Determination of Quorum
- II. Open Forum/Public Comment

Affordable Housing & Infrastructure Bond (I-Bond)
1 Frank H. Ogawa Plaza, Hearing Room 4
Oakland, California 94612

- III. Approval of Draft Minutes from the Committee meeting of January 14, 2019
- IV. Budget Recommendations and CIP Prioritization Process Updates
 - a. Department of Transportation
 - b. Public Works Department
 - c. Housing Community Development Department
 - d. Questions & Answers
- 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
- VI. Discussion of Next Steps
 - a. Identify Future Agenda Items
 - b. Confirm next meeting
- VII. Open Forum/Public Comment
- VIII. Adjournment

A COMMITTEE MEETING of the Affordable Housing & Infrastructure Bond (I-Bond) Public Oversight Committee (the “I-Bond Committee”) was held on January 14, 2019, in Hearing Room 2, 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
- Gary Jimenez, Member

Committee Member
Absent:

- Gloria Bailey-Ray, Member
- Carroll Fife, Member
- Ken Lupoff, 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 5:11 pm by Secretary David Jones.

II. OPEN FORUM/PUBLIC COMMENT

No Public Speaker

III. APPROVAL OF DRAFT MINUTES FROM THE COMMITTEE MEETING OF JANUARY 14, 2019

Vice Chairperson Swafford moved to accept the minutes without changes; Member Pyatok seconded the motion and minutes have been approved.

IV. DISCUSSION AND SET PRIORITIES AND GOALS FOR THE COMMITTEE

a. Review and discuss draft evaluation framework and report (Attachment A)

Chairperson Wu led the evaluation framework discussion and the preparation of a report to City Council on bond expenditures. The Committee agreed to prepare a draft report by February 18, 2019. The report will be a google document to enable all committee members to review and provide inputs and comments. The draft report is to be voted by the Committee via email on February 20, 2019. If approved, it will be submitted to the City Administrator’s Office on February 25, 2019 to be scheduled for the Finance and Management Committee on March 19, 2019.

V. DISCUSSION OF NEXT STEPS

- a. Identify Future Agenda Item: Invite all three departments (Oakland Public Works, Department of Transportation and Housing Community Development) back to provide budget recommendations and CIP Prioritization Process updates.
- b. Confirm next meeting: Meeting date and time has been scheduled as follows:
 - Monday, March 18, 2019 at 5:00-7:00PM

VII. OPEN FORUM/PUBLIC COMMENT

No Public Speaker

VIII. ADJOURNMENT

The meeting adjourned at 6:43 pm.

DAVID JONES, COMMITTEE SECRETARY

March 18, 2019

DATE

Attachment A iBond Oversight Committee

Draft Evaluation Framework/Report November 2018

Submit report to City Council and/or public by March 2019 to inform budget process for 2019 – 2021 budget

Overview

City need for infrastructure improvement is estimated to be 2.5 billion

Received over 82% over voter approval for 600 million bond in November 2016. \$125 million bond issues in July 2017 for two-year budget. Project improvements include:

- Streets and Roads: \$350 million
 - Street paving and reconstruction
 - Bicycle and pedestrian improvements: bikeways, sidewalks, paths, stairs, streetscape, curb ramps
 - Traffic calming improvements
- Facilities: \$150 million
 - Fire: \$40 million
 - Police: \$40 million
 - Libraries: \$15 million
 - Parks, Recreation, and Senior Facilities: \$35 million
 - Water, energy and seismic improvements: \$20 million
- Anti-Displacement and Affordable Housing Preservation: \$100 million
 - Site Acquisition Program: provides short-term loans for acquisition-related costs associated with developing, protecting, and preserving long term affordable housing
 - No more than 5% of affordable housing bond funds spent on City staff costs
 - Used only for acquisition, preservation, and/or rehabilitation of affordable housing projects, or for new construction of affordable housing only as a match for County bond funds (\$54 million set aside for Oakland)
 - Rents adjusted to be affordable to households who are at or below 60% Area Median Income until an average of 80% AMI for the project is achieved
 - City loan requests must not exceed \$150,000 per unit or a project maximum of \$5 million.

Evaluate bond expenditure impacts and outcomes related to social equity, anti-displacement, and affordable housing

Oakland Equity Index

Investment equity of I-Bond program was analyzed using Oakland Equity Index (OEI), a metric development by City staff for use in measuring equitable distribution of infrastructure projects. Every census block was assigned an OEI score based on the average of percentages of the block population are that minorities, low-income, and youth under 10, respectively.

Blocks are then assigned designations of “very low,” “low,” “medium,” “high,” or “very high” disadvantage based on what quintile of census tracts their scores places them in. Very high and high quintiles are concentrated in East Oakland and West Oakland while Low and Very Low quintiles are concentrated in hills neighborhoods, North Oakland, and around Lake Merritt.

Capital Improvement Program Prioritization process

- Want community values and priorities reflects in CIP
 - Four community meetings
 - 24 community specific/small group meetings
 - 1,350 surveys
 - 710+ people attended community meetings and small group meetings
 - Provided interpretation at meetings and translated materials in Spanish, Cantonese, and Vietnamese
- Prioritization results
 1. Health/Safety: improve safety and encourage healthy living
 2. Equity: Investment in underserved communities (geographically)
 3. Existing Conditions: Renovate or replace broken or outdated city property
 4. Economy: Benefit small Oakland businesses and create job opportunities for Oaklanders
 5. Environment: improve the environment and address climate change
 6. Required Work: Address areas where the City may be held financially and legally responsible
 7. Improvement: build new and upgrade City owned property
 8. Collaboration: Combine city projects to save time and money
 9. Shovel Ready: Ready-to-go projects without delay

First round of funding

- \$117.5 million for first two years. \$482.5 million remaining
 - \$62.5 million for infrastructure: reviewed all project on books and existing grants to leverage funds
 - \$55 million for affordable housing
 - Site acquisition: \$18 million
 - Rehabilitation: \$10 million
 - New construction: \$7 million
 - Single Room Occupancy: \$14 million
 - Residential lending (1-4 units): \$6 million

Evaluation Measures

- Infrastructure projects
 - Percentage of projects completed, where are projects in the pipeline?
 - Time between application, award, and disbursement of funds
 - Where (geographically) are projects located
 - Did projects have co-benefits and/or align with existing plans?
- Affordable housing projects
 - Percentage of projects completed, where are projects in the pipeline?

- Time between application, award, and disbursement of funds
- Where (geographically) are projects located
- Vacant vs. occupied vs. units still not built
- Homeownership vs. rental units vs. transitional housing
- Number and size of affordable housing units
- Percentage of funding spent by income level and/or expected affordability levels of tenants
- Rent and family size of current tenant population for existing occupied buildings
- Neighborhood of affordable housing units – relative to transit, amenities, services

What we heard from community stakeholders

- Affordable Housing
 - Money for multi-family units moved quickly
 - Small site (1 to 4 units) acquisition has been much slower and reduced funds. Need more funding because this is what the majority of units in Oakland are
 - Look at what worked and what didn't work during first round
 - Lack of transparency and clarity of how funds are being committed
- Capital Improvement Projects
 - Improvements to fire houses have been very slow

Recommendations for Future Funding/Evaluation Measures

- Review how well Capital Improvement Program new prioritization process worked in addressing social equity
- Rents before and after acquisition
- Measure displacement
 - Did rent increase where improvements happened?
 - Where did people in new units come from?
 - Work with Urban Displacement Project to overlay maps to the location of units and where infrastructure improvement is occurring
- How much does it cost to rehabilitate an existing building vs build new units?
- Complete streets when repaving occurred? How was it determined?
- Racial/ethnic demographics of residents benefiting
- Projects alignment with existing plans
 - Bicycle Master Plan, December 2007 (The plan is current being updated and should be completed by the end of 2019)
<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024981.pdf>
 - Urban Greening Plan, April 2018
<https://cao-94612.s3.amazonaws.com/news/UGPGR-4-30-18-FINAL.pdf>
 - Resilient Oakland Playbook, October 2016
<https://cao-94612.s3.amazonaws.com/documents/OAK061006.pdf>
 - A Roadmap Toward Equity: Housing Solutions for Oakland, September 2015
<https://static1.squarespace.com/static/55b90b8de4b060a0d84fcbd0/t/56de1a88f8508290ee982d10/1457396367917/pl-report-oak-housing-070715.pdf>



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

Oakland DOT & Public Works Department
March 18, 2019



CITY OF
OAKLAND

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:

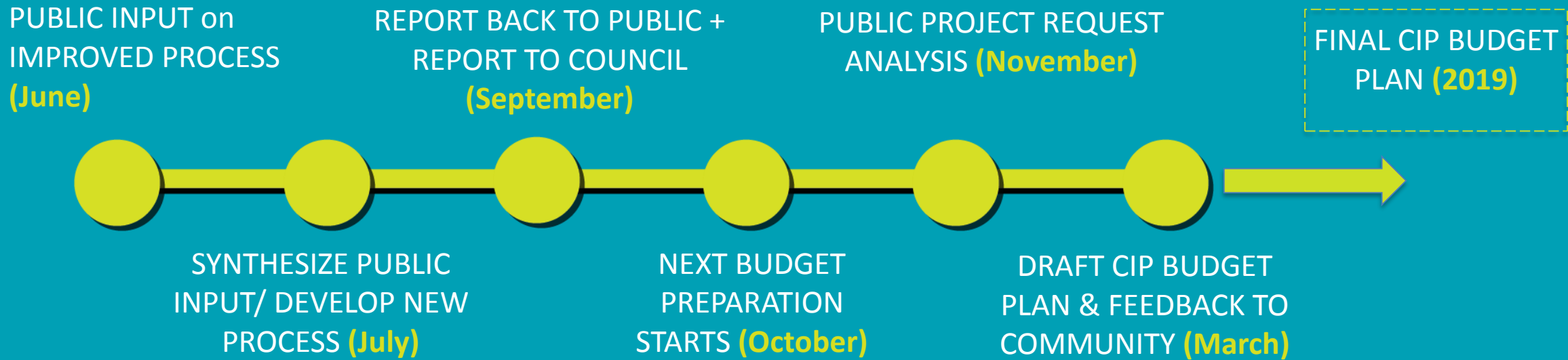
Multiple Asset Category
Benefits/ Collaborative
Opportunities (8 pts.)

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

WHAT'S NEXT?



- **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

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**

Public Works – KK Expenditure Status

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

PUBLIC WORKS: PROGRAM CATEGORY	FY 2017-2019 FUNDING ALLOCATED	AMOUNT SPENT AS OF 3/12/19	FY 2017-2019 BALANCE REMAINING
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
TOTALS	\$21,985,000	\$4,540,482	\$17,444,518

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
TOTAL	\$40,600,000	\$14,647,891	\$25,952,109

Note: Additional \$5.3 million encumbered



TRANSPORTATION– PROPOSED REALLOCATION

TRANSPORTATION	FY 2017-2019 Funding 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



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.**

Paving Basics

Pavement Condition Index (PCI)

- A numeric grade that scores the condition of street on a scale of 0 to 100.

0

50

70

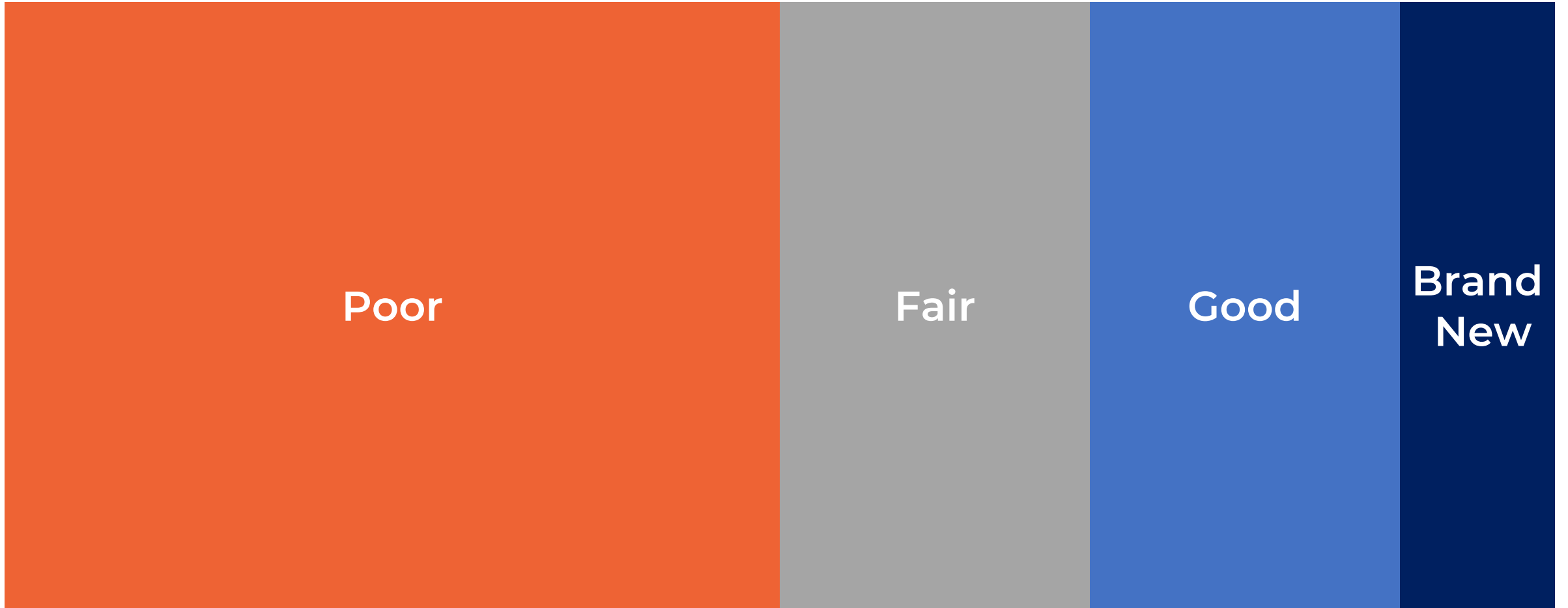
90 100

Poor

Fair

Good

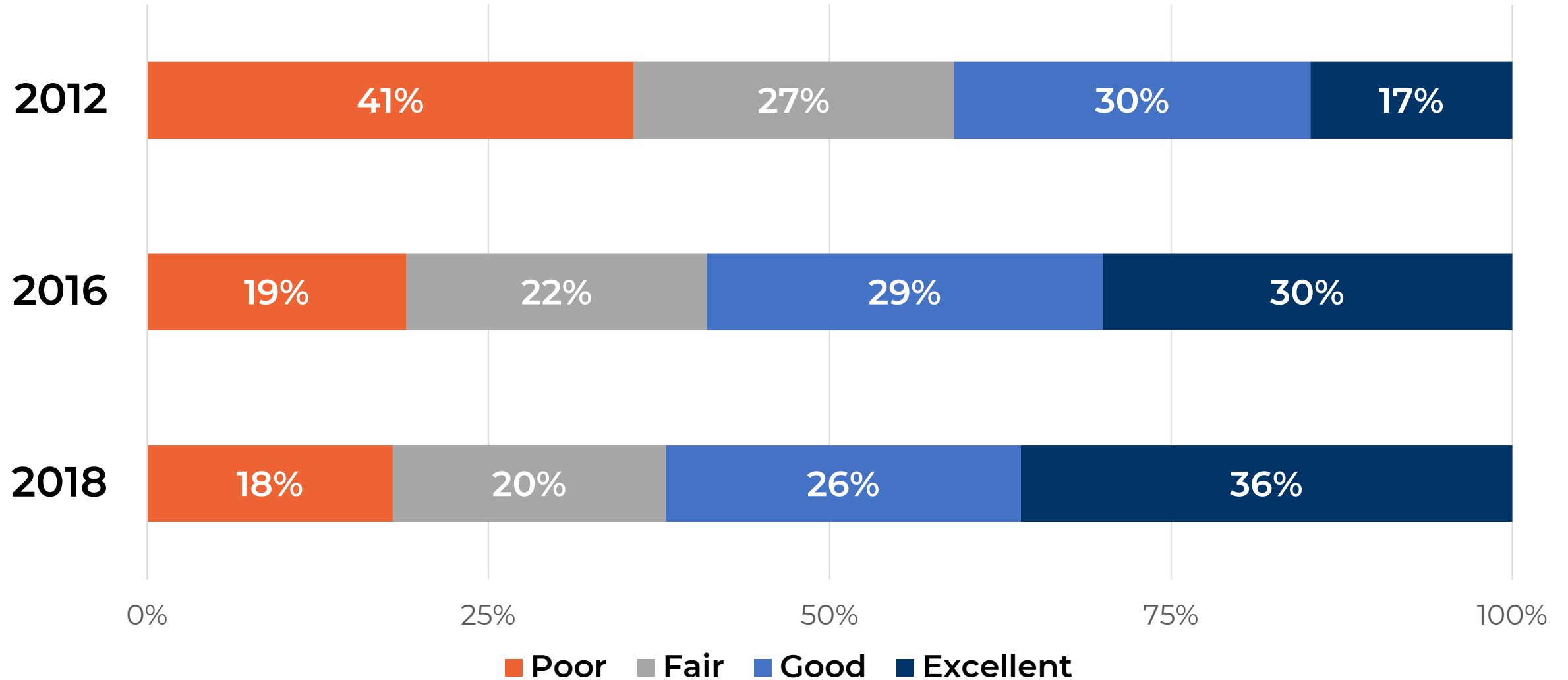
Brand
New



Current Conditions

Major Streets Have Improved

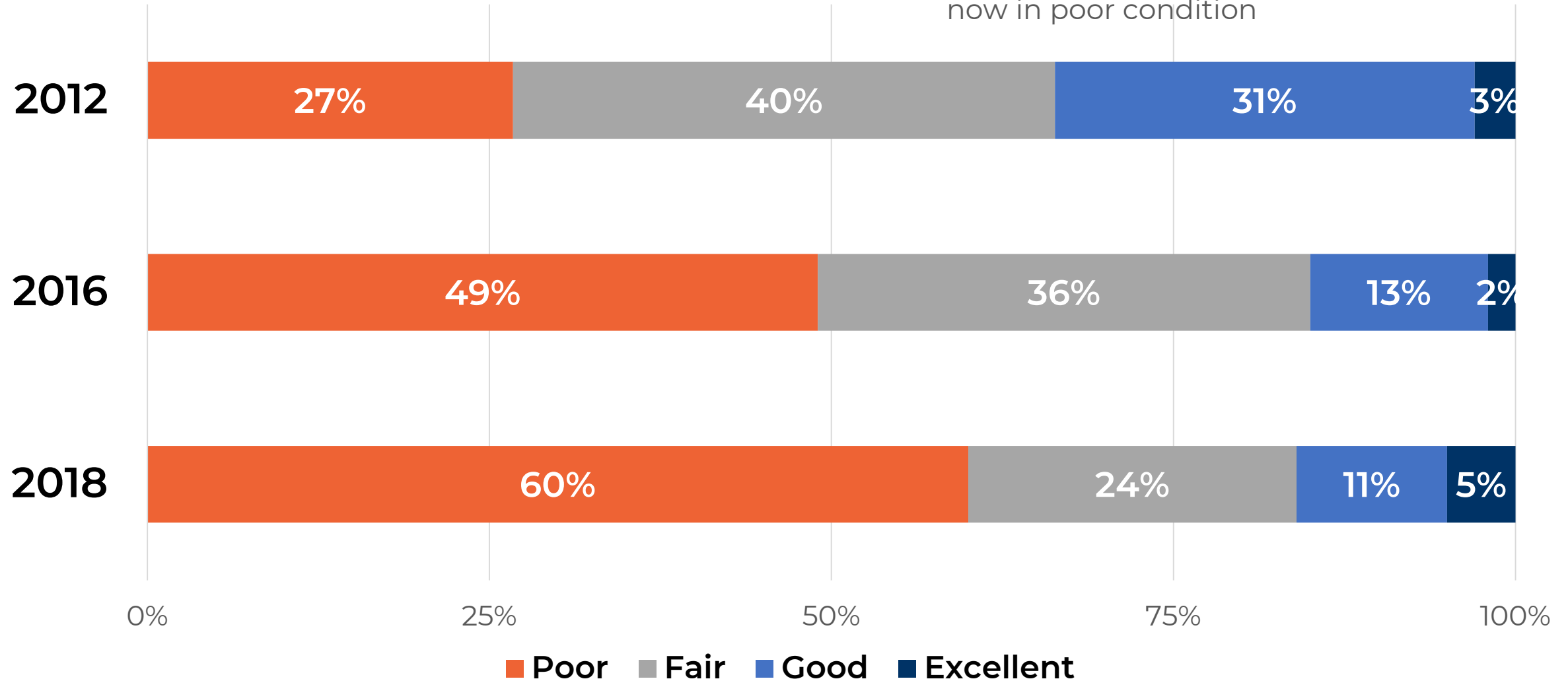
- An increasing majority of Oakland's major streets are now in good or excellent condition
- Examples: MLK Way, E 14th St



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

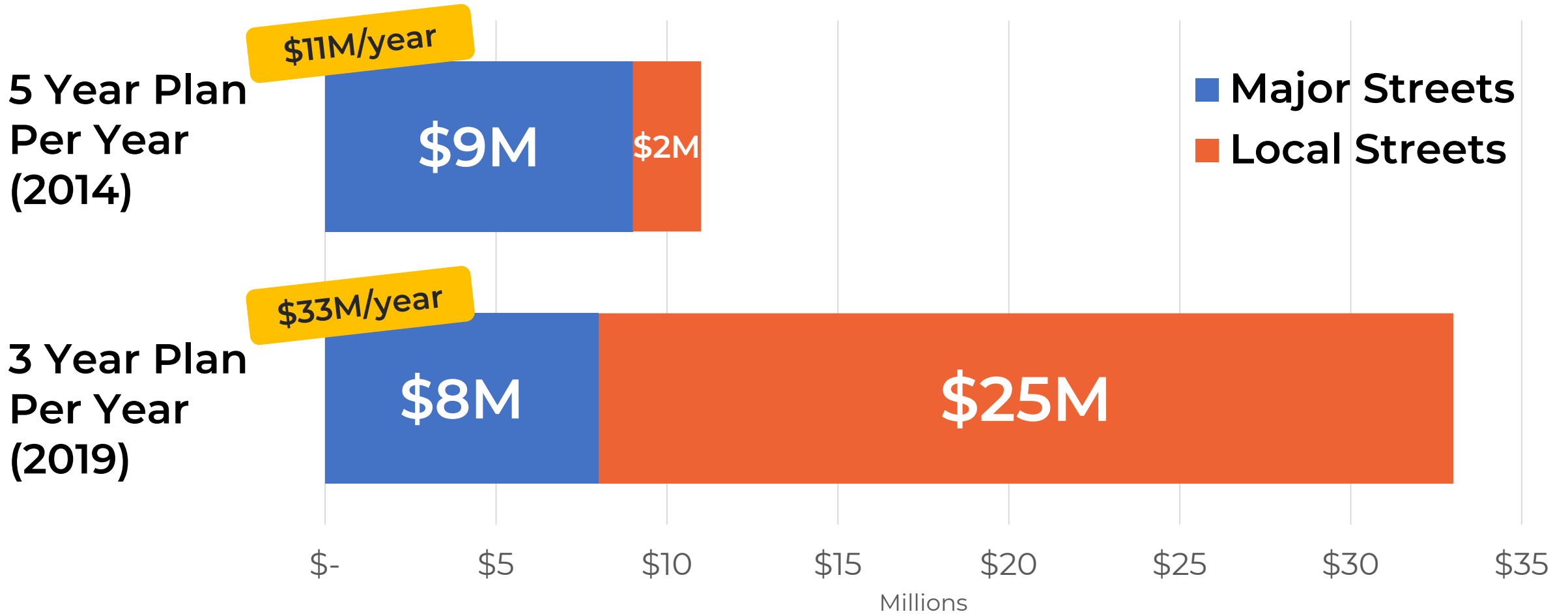
46



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.



Proposed Priorities

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

Local Streets

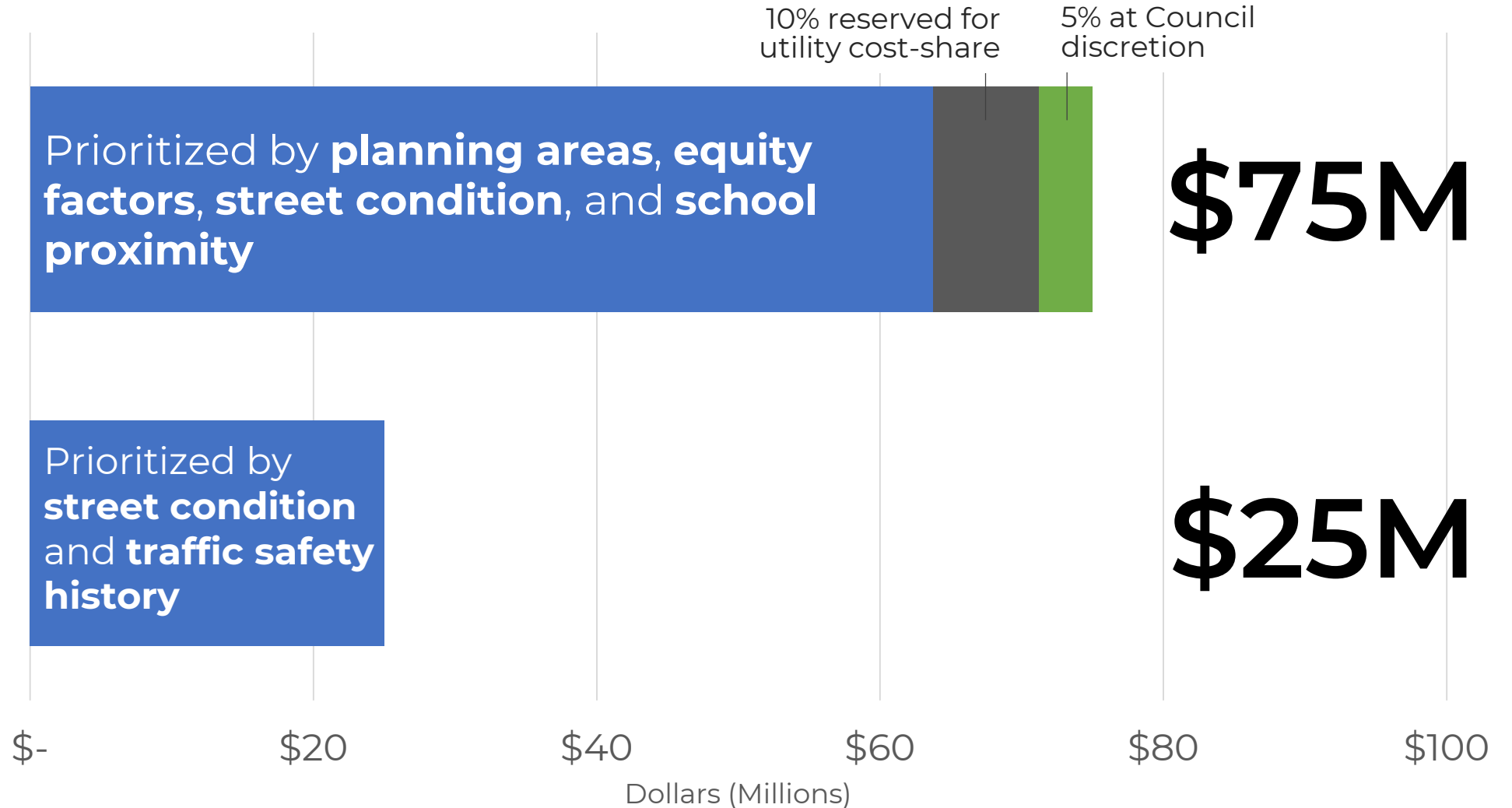
Prioritized by **planning areas, equity factors, street condition, and school proximity**

\$75M

Major Streets

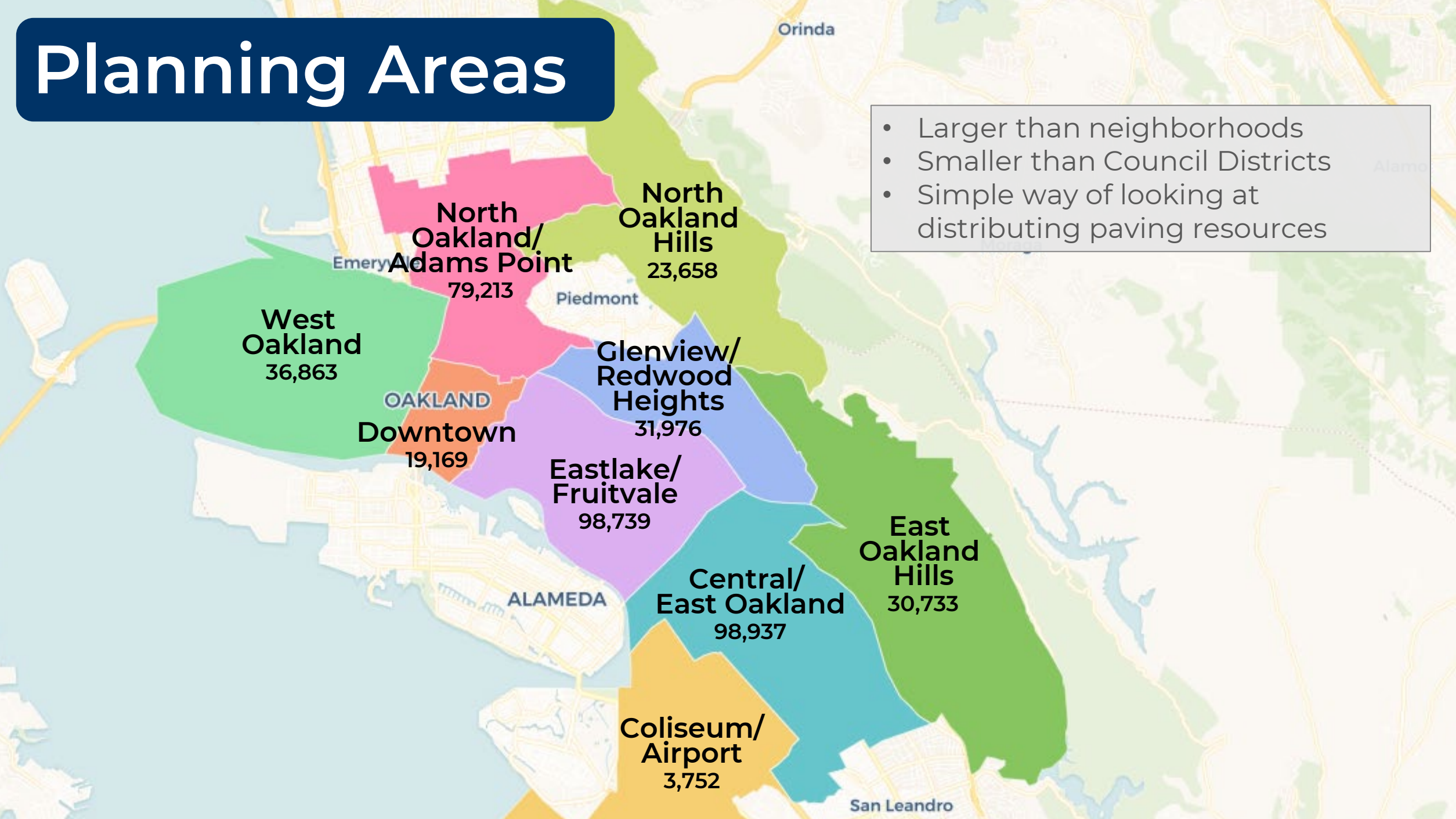
Prioritized by **street condition and traffic safety history**

\$25M



Planning Areas

- 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%
Citywide	412,040	830	\$58k	3.2%	73%	39%

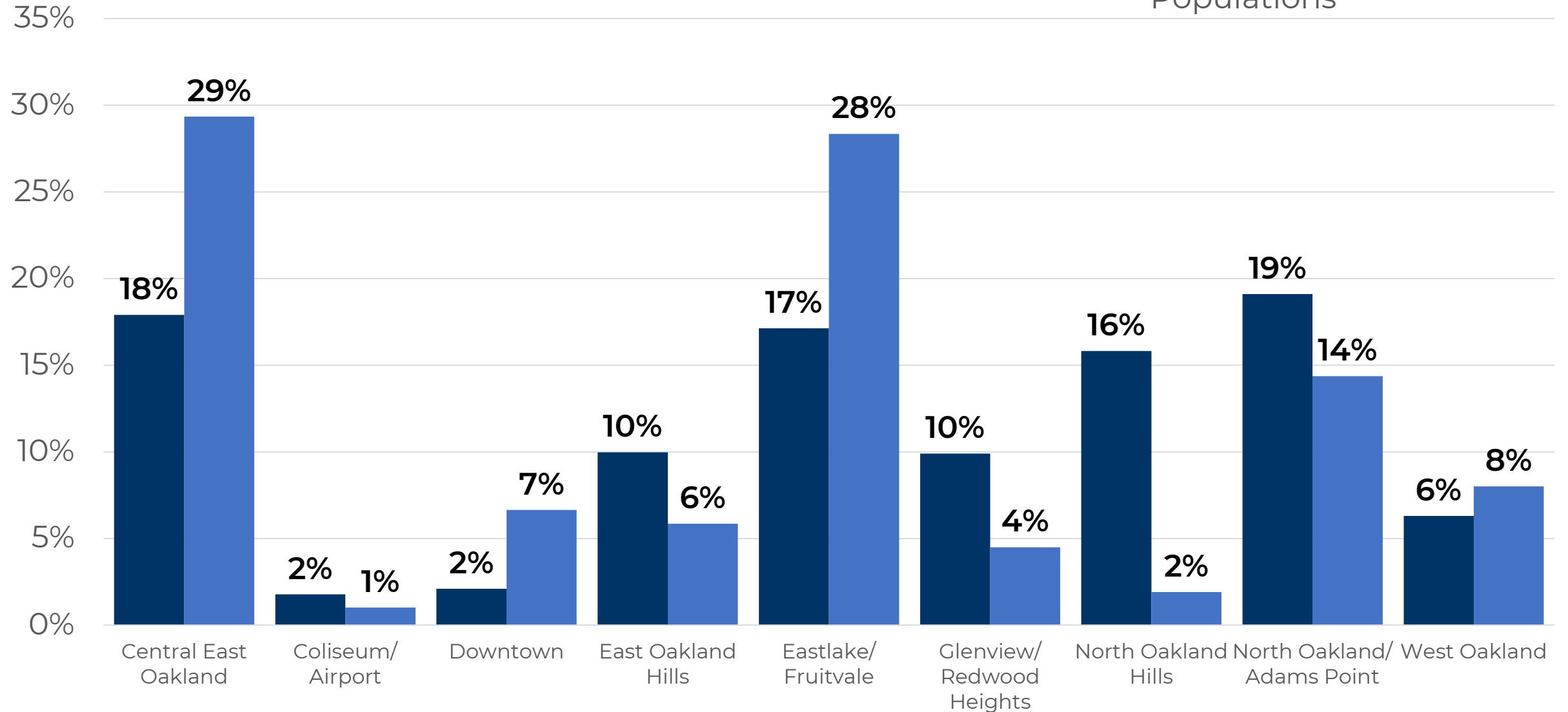
Planning Areas

- 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	People Per Local 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
Citywide				46	1,044

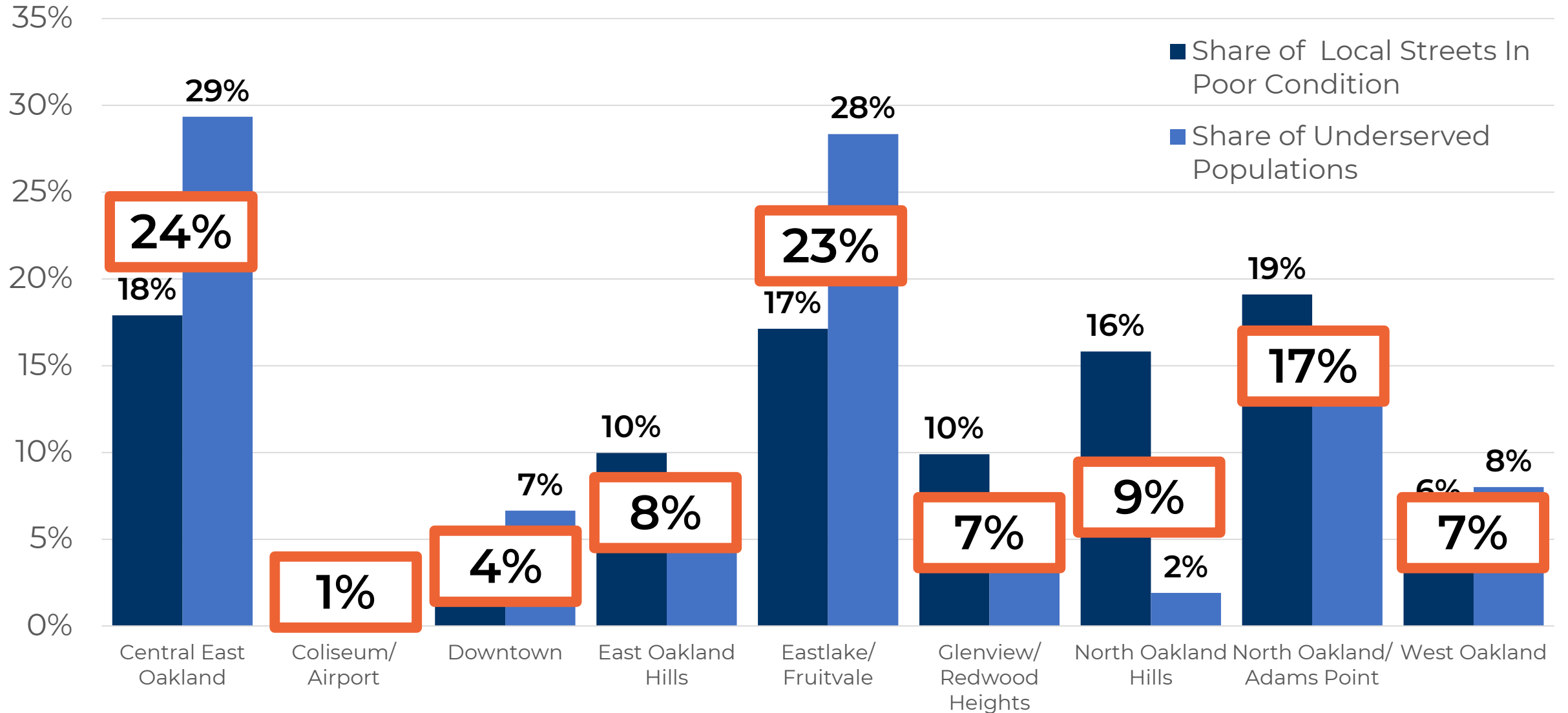
Street Condition & Equity

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

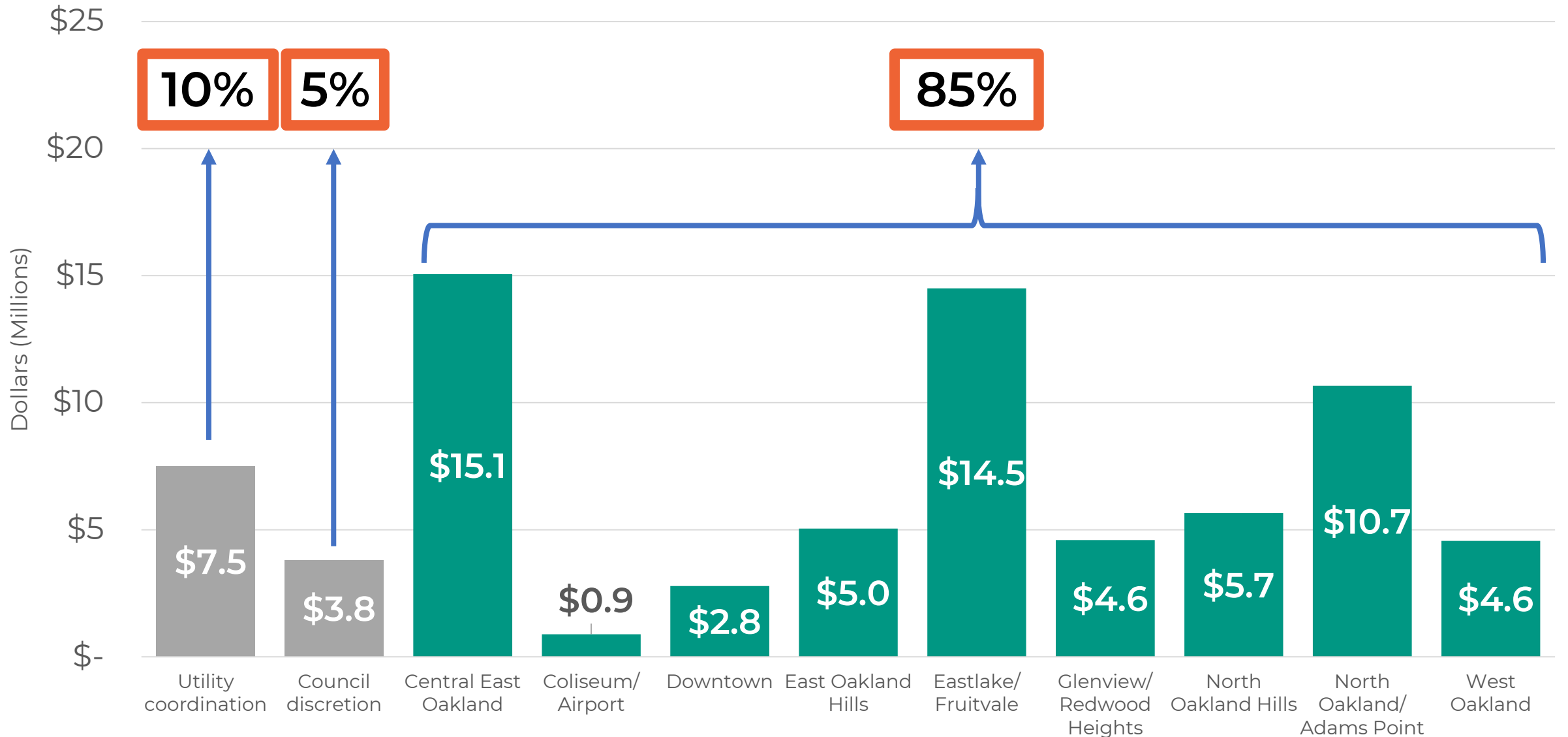


Funding By Planning Area

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



Proposed Local Streets Funding



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

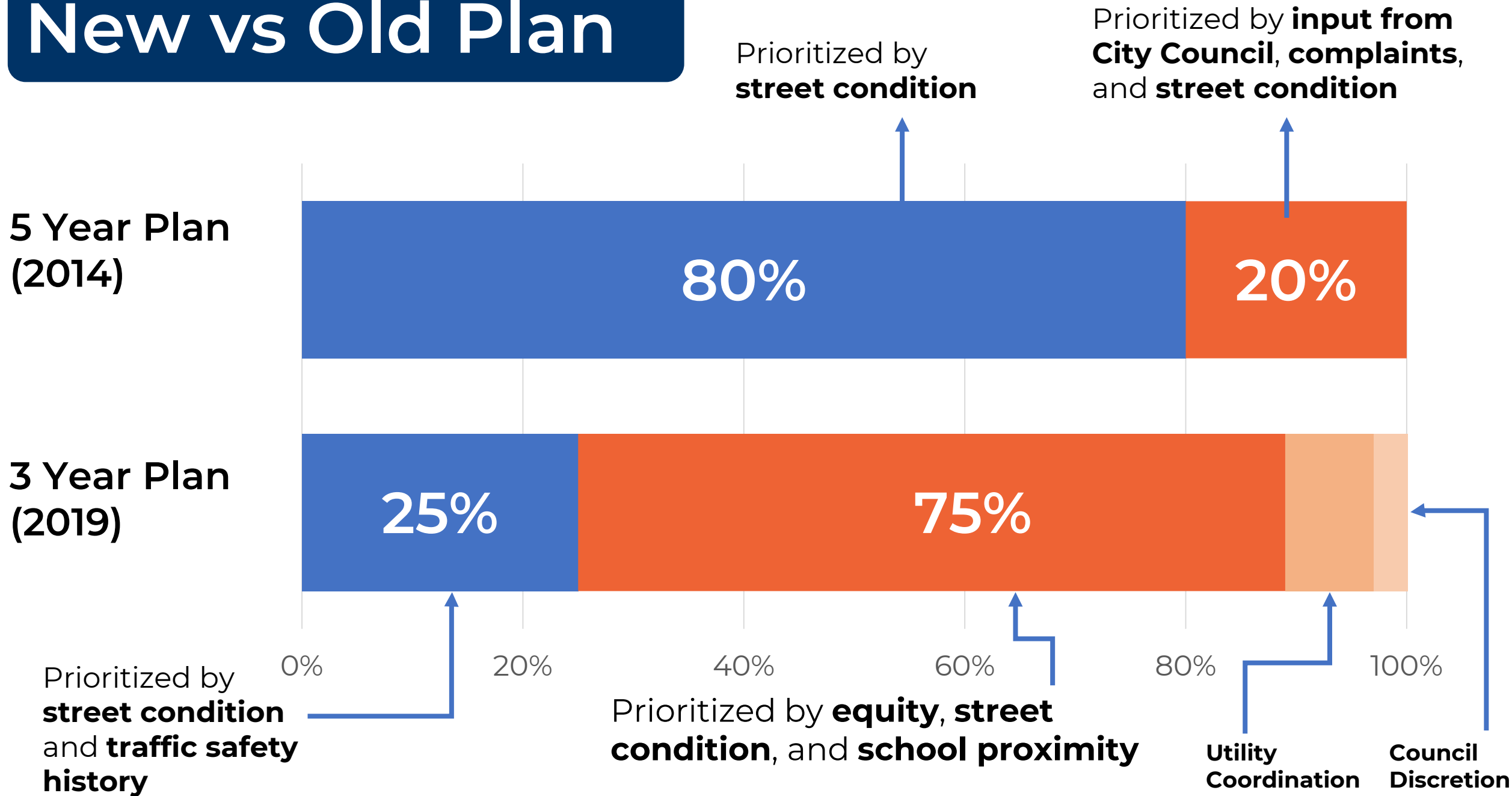


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How We Prioritized Local Streets:

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



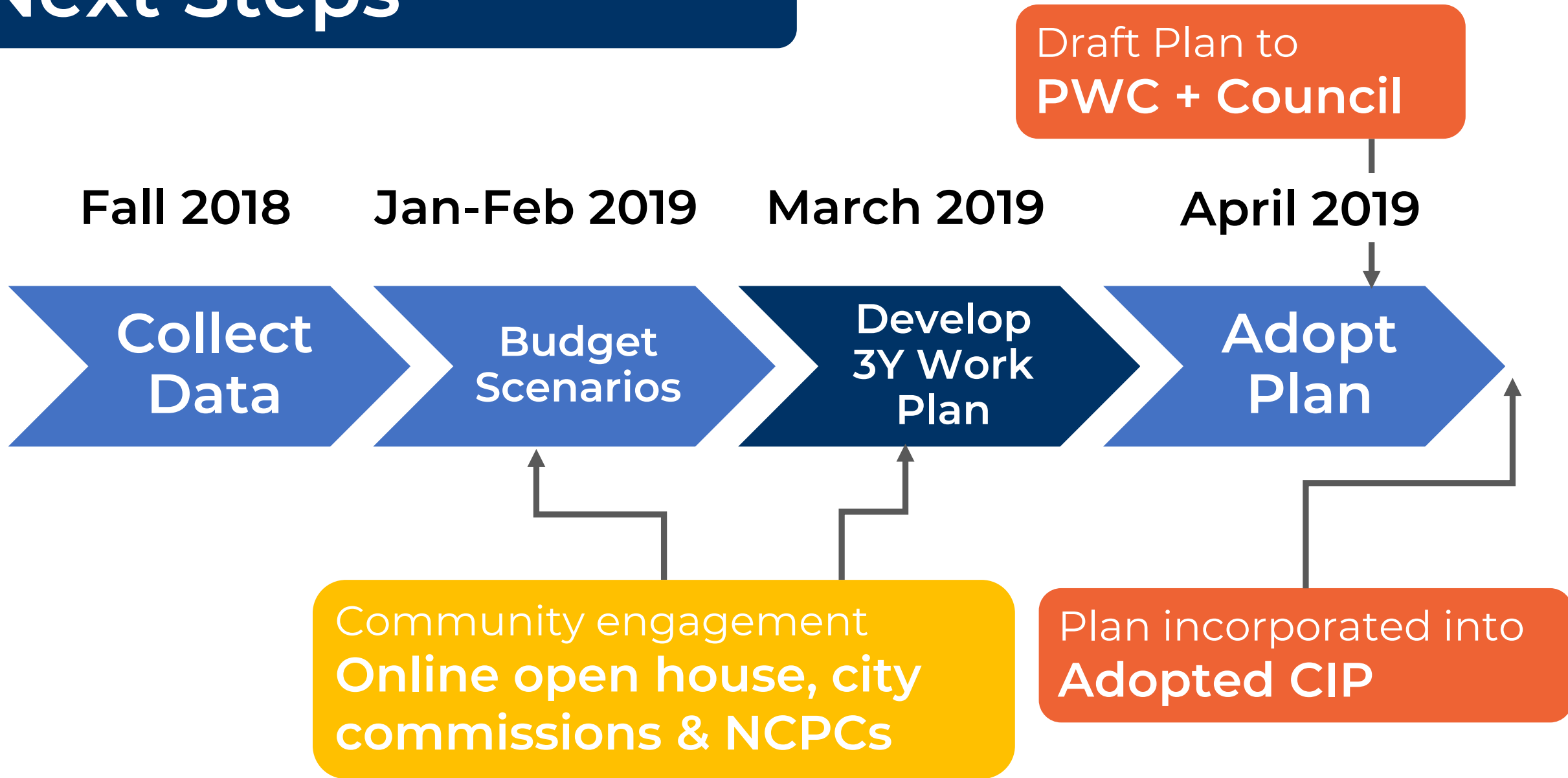
Major Changes

- 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





Thank you!

Complete Streets Paving & Sidewalks
Oakland Department of Transportation

Report by Measure KK Public Oversight Committee on Expenditure of Funds February 2019

EXECUTIVE SUMMARY

On November 8, 2016, the City of Oakland (the “City”) received voter approval authorizing the City to issue **\$600 million** in general obligation bonds to fund various City infrastructure and affordable housing projects (“Measure KK”). Measure KK requires the creation of the Public Oversight Committee to review financial and operational reports related to the expenditures of bond proceeds and evaluate the impacts and outcomes of such expenditures, including social equity, anti-displacement, and affordable housing in particular.

On August 1, 2017, the City issued the first two series of general obligation bonds totaling \$117,855,000 to finance acquisition and improvements to real property such as streets and sidewalks, facilities, and affordable housing. The total amount for projects was **\$117,585,000**, which is less \$270,000 of the full amount due to expenses associated with the issuance of the bonds. ***Of the total funds allocated from Measure KK for FY 2017-2019, \$37,596,657 (32%) have been spent on projects and programs as of about February 5, 2019.*** A summary by Department is below:

DEPARTMENT	FY 2017-2019 FUNDING ALLOCATED	AMOUNT SPENT TO DATE	FY 2017-2019 BALANCE REMAINING
Department of Transportation: Streets and Roads (\$350 million)	\$40,600,000	\$13,019,805	\$27,580,195
Oakland Public Works: Facilities (\$150 million)	\$21,985,000	\$2,259,660	\$19,725,340
Housing and Community Development: Affordable Housing (\$100 million)	\$55,000,000	\$22,317,192	\$32,682,808
TOTALS	\$117,585,000	\$37,596,657	\$79,988,343

On December 12, 2017, the Mayor appointed nine (9) members to serve on the Affordable Housing & Infrastructure Public Oversight Committee (the “Public Oversight Committee”) and the appointments were confirmed by City Council on December 18, 2017. (Please refer to

Attachment A for a list of committee members.) This report provides information on the status of the projects and assessment by the Public Oversight Committee about the expenditures.

BACKGROUND/LEGISLATIVE HISTORY

On November 8, 2016, more than two-thirds of the qualified voters of the City approved Measure KK authorizing the City to issue general obligation bonds in an amount of **\$600 million** “to improve public safety and invest in neighborhoods throughout Oakland by re-paving streets, which included to remove potholes, rebuilding cracked and deteriorating sidewalks, funding bicycle and pedestrian safety improvements, funding affordable housing for Oaklanders, and providing funds for facility improvements, such as, neighborhood recreation centers, playgrounds and libraries.” Projects to be funded by the total \$600 million in bonds includes the following:

1. Streets and Roads Projects in the amount of \$350 million
 - a. Street paving and reconstruction
 - b. Bicycle and pedestrian improvements; bikeways, sidewalks, paths, stairs, streetscape, curb ramps
 - c. Traffic calming improvements
2. Facilities Projects in the amount of \$150 million
 - a. Fire Facilities (\$40 million)
 - b. Police Facility (\$40 million)
 - c. Libraries (\$15 million)
 - d. Parks, Recreation and Senior Facilities (\$35 million)
 - e. Water, energy and seismic improvements consistent with the City’s Energy and Climate Action Plan (\$20 million)
3. Anti-Displacement and Affordable Housing Preservation Projects in the amount of \$100 million
 - a. Funds may be spent on the acquisition, rehabilitation, or new construction of affordable housing as set forth in the Affordable Bond Law Ordinance.

On August 1, 2017, the City issued \$117,855,000 City of Oakland General Obligation Bonds, Measure KK, Series 2017A-1 and Series 2017A-2 (together the “Bonds”) to provide funds for 1) street paving and reconstruction; bicycle, pedestrian and traffic calming improvements; construction, purchase, improvement or rehabilitation of City facilities including fire, police, library, parks, recreation, and senior facilities; and water, energy and seismic improvements consistent with the City’s Energy and Climate Action Plan, all as set forth in Resolution No. 86773, adopted by the City Council on June 19, 2017, as amended by Resolution Nos. 86815 C.M.S. and 86816 C.M.S., each adopted by the City Council on June 29, 2017 and 2) anti-displacement and affordable housing preservation projects, including the acquisition, rehabilitation, or new construction of affordable housing in accordance with the City’s Affordable Housing Bond Law Ordinance and as set forth in Resolution No. 86774 C.M.S. adopted by the City Council on June 19, 2017, as amended by Resolution No. 86814 C.M.S. adopted by the

City Council on June 29, 2017. **Authorization for the issuance of \$482,415,000 of general obligation bonds under Measure KK remains.**

Measure KK requires the creation of the Public Oversight Committee to review financial and operational reports related to the expenditure of bond proceeds to confirm that the funds were used in a manner permitted under Measure KK and to evaluate the impacts and outcomes of the bond expenditures on Measure KK’s stated goals, including social equity, anti-displacement, and affordable housing. The Public Oversight Committee reports to the City Council.

On December 12, 2017, the Mayor appointed nine (9) members to serve on the Affordable Housing & Infrastructure Public Oversight Committee and the appointments were confirmed by City Council on December 18, 2017. All members of the Public Oversight Committee have been sworn in by the City Clerk’s Office and had their first meeting on April 19, 2018.

SUMMARY OF ALLOCATED FUNDS

On August 1, 2017, the City issued the first tranche of general obligation bonds for Measure KK in the amount of **\$117,855,000**. The total amount for projects was \$117,585,000, which is less \$270,000 than the full amount due to expenses associated with the issuance of the bonds. As of about January 29, 2019, a total of \$15,279,465 of bond proceeds has been spent on infrastructure projects out of \$62,585,000 committed to infrastructure projects and programs by Measure KK. A total of \$22,317,192 of bond proceeds has been spent on affordable housing projects out of \$55 million committed to affordable housing projects by Measure KK.

The Public Oversight Committee developed a list of questions for the Departments to assess the outcomes of the bond fund expenditures. Below is a summary of their responses by Department. Detailed responses, as well as a map of the projects, are attached.

Oakland Department of Transportation (OakDOT)

A total of \$40,600,000 of Measure KK funds was allocated to transportation projects, which includes paving, complete streets capital, curbs ramps to comply with the Americans with Disabilities Act (ADA), bicycle street paving, sidewalk repairs, and safe routes to schools. Of the total amount, \$13,019,805 has been spent and \$5,482,883 are encumbered, which is approximately 46% of the total funds allocated. A summary of the allocations and expenditures to date is below:

TRANSPORTATION: PROGRAM NAME	FY 2017-2019 FUNDING ALLOCATED	AMOUNT SPENT AS OF 1/28/19	FY 2017-2019 BALANCE REMAINING
Paving	\$25,000,000	\$11,631,828	\$13,368,172

Complete Streets Capital	\$5,000,000	\$248,959	\$4,751,041
ADA Curb Ramps	\$3,600,000	\$508,269	\$3,091,731
Bicycle Streets Paving	\$3,000,000	\$38,192	\$2,961,808
Sidewalk Repairs	\$2,000,000	\$568,305	\$1,431,695
Safe Routes to School	\$2,000,000	\$24,252	\$1,975,748
TOTALS	\$40,600,000	\$13,019,805	\$27,580,195

Most of the Paving projects are underway and “are on track to commit the entire \$25 million allocation imminently.” Complete Streets projects have experienced “some delays due to staffing and project delays.” ADA Curb Ramp and Sidewalk Repair projects “are not on track, but are going to be fully committed within the scope of upcoming paving contracts.” Bicycle Streets Paving projects were on the Bikeways Worst Streets CIP and will be included “in the next paving contract.” Safe Routes to School projects “are all in the design phase, with construction scheduled for FY 19/20.”

Of the nine complete streets projects, one is under construction, six are in the design phase, one contract has been awarded but not started due to grant funding issues, and one is in the planning phase. OakDOT reports that “in general, after a slow start common to any new program, all projects are now proceeding and catching up to schedules.” OakDOT incorporates Complete Streets approaches on all streets in the Paving program.

Projects using Measure KK funds for FY17-19 were selected and prioritized using the following criteria:

- “Street paving projects were in the existing five-year paving plan and streets in the Bicycle Plan with poor current pavement conditions
- The 17 Complete Street Projects were those that already had discretionary grant awards and required a local match
- The 8 Safe Routes to Schools Projects were programmed from the complete list of schools that were already identified as requiring physical improvements via ‘walk audits’”

Of note, in their response, OakDOT reported that **KK is used only for resurfacing, not for maintenance activities, like potholing**. They explained that pothole patching, when potholes are filled with asphalt, is considered a temporary (1-3 year) solution and is therefore not a

capital project that is fundable by Measure KK. However, when a street is resurfaced, which addresses the entire street section and is intended to renew a street's useful life by 20-30 years, any potholes that were on that street are eliminated as part of the work.

When asked about the efficacy of the new CIP Prioritization Process with regards to infrastructure projects, OakDOT commented that "the new CIP process is just being implemented... so it's too early to determine its effectiveness. However, the process has greatly increased the transparency of the CIP, and has elevated projects with high equity scores." Stormwater infrastructure improvements have been "generally scoped as part of streetscape projects and receive significant external grant funding with Measure KK funds as the local match." With regards to green infrastructure OakDOT reports that "The first round of KK funding did not explicitly address green infrastructure. However, many of the Complete Streets projects, for which KK is providing local match to discretionary grants, contain green infrastructure components, and as a general rule all streets projects in Oakland must address drainage issues (and incorporate rain gardens where possible) in order to address runoff into the Bay." Measure KK funds have also been used as the local match for a single grant funded street lighting project that has not yet been implemented.

When asked about the number of staff positions that are vacant that are required for the completion of the projects, OakDOT reported a vacancy rate of 27% of engineers and planners, positions that are most important for project delivery. According to OakDOT, the vacancy rate "severely impacts delivery of projects."

In response to how projects align with existing plans, DOT responded that projects proposed "are already in the Bicycle Plan, the Pedestrian Plan, and also in the 5-year Paving Plan, and in accordance with the Department of Transportation Strategic Plan."

Please refer to Attachment B, Status of Measure KK Transportation Projects, for a list of the funded projects, the award amount, funds spent as of January 28, 2019, funds encumbered, and the project status.

Please refer to Attachment C to view a map of the Measure KK Transportation Projects as of January 2019. To view an interactive map of the project locations, including the Oakland Equity Index (OEI) demographics and score by project go to:
<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=c9353519c32644d5b362eea1794686f0>

Please refer to Attachment D, Department of Transportation Measure KK Evaluation Measures, to read responses to the questions posed by the Oversight Committee.

Oakland Public Works (OPW)

A total of \$21,985,000 of Measure KK funds was allocated to 19 public works projects. Of the total amount, only \$2,259,660 of the funds have been expended as of February 5, 2019, and \$1,164,944 has been encumbered as of February 26, 2019, which is approximately 16% of the

funds. Only one project - Head Start Playgrounds Replacement at Arroyo Viejo, Brookfield, Manzanita, and San Antonio Recreation Center - has been fully completed. Five projects are in construction, six projects are in design, and three projects are in a bid and award process. One of the major projects is the new Rainbow Recreation Center which is due to be completed in March 2019 and will expend \$5M in KK funds. According to the OPW, "all of these projects are on track to expend funds by the required timeframe."

Of the four other projects, three are feasibility studies that require policy level decisions before the projects can move forward. The fourth is a citywide multiple fire stations renovation project that requires the construction be done sequentially at each station so that fire department operation disruption is minimized.

OPW explained that expenditures are initially low due to the initiation of projects, and on average the planning and design phases are only about 30% of the project cost. A majority of the funds will be spent during construction as infrastructure is being built. In addition, payments to the contractor may lag as much as two months from when work is complete to when funds have been expended due to the nature of contractor billing and city payments.

A summary of the allocations and expenditures to date is below:

PUBLIC WORKS: PROGRAM NAME	FY 2017-2019 FUNDING ALLOCATED	AMOUNT SPENT AS OF 2/5/19	FY 2017-2019 BALANCE REMAINING
Fire Department Facilities	\$6,237,5000	\$601,773	\$5,635,727
Police Department Facilities	\$200,000	\$38,751	\$161,249
Library Facilities	\$4,375,000	\$322,895	\$4,052,105
Human Services and Parks & Recreation Facilities	\$9,265,000	\$1,248,784	\$8,016,216
Water, Energy & Seismic Projects	\$1,907,500	\$47,457	\$1,860,043
TOTALS	\$21,985,000	\$2,259,660	\$19,725,340

When asked about the number of staff positions that are vacant that are required for the completion of the projects, OPW reported a "28% vacancy in Engineering classifications within

the Oakland Public Works and the Oakland Department of Transportation. There is also a 40% vacancy in Capital Improvement Project Coordinator (CIPC) and managers within Oakland Public Works. Depending on future projects, all vacancies need to be filled to handle the anticipated workload.

OPW also reported that “whenever possible, KK projects are aligned with the City’s existing and specific plans.”

Please refer to Attachment E, Measure KK – OPW Project Status Summary, for a list of the funded projects, the award amount, expenditure to date, and the status of each project as of February 5, 2019. To view an interactive map of the project locations, including information of race and ethnicity percentage by tract and average annual income by neighborhood, go to: <http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=151ed66ab1f345dbbf9cedd34d4f6dc2>.

Please refer to Attachment F, OPW Response to Inquiries, to read OPW’s responses to questions posed by the Oversight Committee.

Housing and Community Development (HCD)

A total of \$55 million of Measure KK funds was allocated to affordable housing projects, which includes transitional housing, site acquisition, rehabilitation and preservation, and new construction. Of the total amount, about \$22,317,192 has been spent, which is approximately 41% of the funds. Of the \$32,682,808.45 unspent balance, all but \$12,981,958.45 is “uncommitted” to a project and the uncommitted funds are in the set-aside for the purchase of a transitional housing facility (\$6,981,958.45) and the 1-4 Unit Housing Programs (\$6 million). Measure KK allows no more than 5% of the affordable housing funds to go towards administrative expenses. These expenses are estimated to be \$2,400,575. HCD reported that these funds have been “crucial to closing funding gaps and actually being able to start construction.”

These projects will result in a total of 913 units, which do not include the number of units from the small site acquisition program that is still unknown. According to HCD, they anticipate the target demographics “being lower income working class households and families with income levels ranging from extremely low income (<30% AMI) to moderate income (80% AMI). In addition, these projects are subject to local hire and local apprenticeship programs. A summary of the allocations and expenditures to date is below:

HOUSING AND COMMUNITY DEVELOPMENT: AFFORDABLE HOUSING	FY 2017-2019 FUNDING ALLOCATED	AMOUNT SPENT AS OF 2/4/19	FY 2017-2019 BALANCE REMAINING
Acquisition of Transitional Housing	\$14,000,000	\$7,018,042	\$6,981,958
Site Acquisition Program	\$18,000,000	\$15,269,150	\$2,730,850
Notice of Funding Availability (NOFA) for Housing Rehabilitation and Preservation	\$10,000,000	\$0	\$10,000,000
NOFA for New Construction of Affordable Rental and Ownership Housing	\$7,000,000	\$30,000	\$6,970,000
1-4 Unit Housing Programs	\$6,000,000	\$0	\$6,000,000
TOTALS	\$55,000,000	\$22,317,192	\$32,682,808

Transitional Housing

The budget for the acquisition of transitional housing is \$14 million. The City of Oakland has acquired one building at 641 Grand for \$7,018,042. The building (The Holland) has 70 Single Room Occupancy units and has been operational since December 2018.

Site Acquisition Program

The budget for the site acquisition program is \$18 million. Six (6) projects received funding awards for acquiring sites to develop affordable housing for a total of \$16,991,525, and \$1,008,475 for administrative expenses. These sites will result in 225 rental units. Of the six sites, four have closed escrow and one project is under construction. HCD anticipates that they will spend the funds for the sixth site in February 2019. To date, \$15,269,150 of the funds have been spent.

Housing Rehabilitation and Preservation

The budget for the rehabilitation and preservation program is \$10 million. Three (3) projects have been awarded funds for a total of \$9,488,000 and \$512,000 for administrative expenses. These sites will result in 109 rental units. To date, none of these funds have been spent, although HCD anticipates that one project (Empyrean) will be closing their loans in February 2019.

New Construction of Affordable Rental and Ownership Housing

The budget for new construction is \$7 million. Seven (7) project have received funds for a total of \$6,119,900 and \$880,100 for administrative expenses. These sites will result in 509 rental units. Only one project is under construction. According to HCD, these funds were leveraged as a “local match for over \$40 million in Alameda County Measure A1 bond funds set-aside for Oakland developments.”

1-4 Unit Housing Programs

The budget for a homeownership rehabilitation program with 1-4 units is \$6,000,000. To date, no funds have been spent.

Please refer to Attachment G, Measure KK (Rd 1) Spending Plan Fiscal Year 2018-2019, for a list of the funded projects, award amount, amount spent, balance remaining, and future expenditure plan.

Please refer to Attachment H, City of Oakland Measure KK Affordable Housing Projects, to view a map of the transitional housing, site acquisition, rehabilitation and preservation, and new construction projects.

Please refer to Attachment I, Draft HCD Responses: 2/6/2019, to read responses to the questions posed by the Oversight Committee.

SOCIAL EQUITY AND ANTI-DISPLACEMENT

One of the outcomes the Public Oversight Committee is charged to evaluate, related to the expenditures of the bond proceeds, is social equity and anti-displacement. The Committee is identifying evaluation indicators to measure these complex issues and recommends exploring the possibility of recruiting a third party evaluator to help.

The first tranche of funds was analyzed using the Oakland Equity Index (OEI), a metric developed by City staff for use in measuring equitable distribution of infrastructure projects. Every census block was assigned an OEI score based on the average of percentages of the block population that are minorities, low-income, and youth under 10, respectively. Blocks are then assigned designations of “very low,” “low,” “medium,” “high,” or “very high” disadvantage based on what quintile of census tracts their score places them in. Very high and high quintiles are concentrated in East Oakland and West Oakland while Low and Very Low quintiles are concentrated in hills neighborhoods, North Oakland, and around Lake Merritt.

Since then, the Oakland Public Works and the Department of Transportation conducted a Capital Improvement Program (CIP) prioritization process to incorporate community values and priorities in the CIP process. Over the summer of 2018 they conducted community meetings, outreached to community organizations, and gathered input through an online survey. The following nine factors have been weighted based on the prioritization results and are being used to identify the CIPs to fund with the next round of bond proceeds:

1. Equity: Investment in underserved communities (geographically)
2. Health/Safety: improve safety and encourage healthy living

3. Existing Conditions: Renovate or replace broken or outdated city property
4. Economy: Benefit small Oakland businesses and create job opportunities for Oaklanders
5. Environment: improve the environment and address climate change
6. Required Work: Address areas where the City may be held financially and legally responsible
7. Improvement: build new and upgrade City owned property
8. Collaboration: Combine city projects to save time and money
9. Shovel Ready: Ready-to-go projects without delay

For future expenditures of the bond proceeds, the Committee is interested in collecting and analyzing data on the following indicators related to social equity and anti-displacement:

- Demographics (income, race/ethnicity, etc.) of residents benefiting from projects
- Mapping and analyzing the intersection of the infrastructure projects and affordable housing strategies to assess the need for a suite of policies that help stabilize communities and prevent displacement
- Mapping and analyzing how the City leveraged other funds, such as funding from the Metropolitan Transportation Commission, to determine where to focus bond funds for highest and best use and impact
- Housing prices before and after the funded projects. Did housing prices increase after the improvements occurred? Did displacement occur as a result of rent changes?
- Were there positive or negative community feedback after the projects?
- For infrastructure projects:
 - Long-term impact of the projects, such as the depth vs. breadth of projects. For example, how many infrastructure projects include complete streets versus just repaving.
 - How effective was the new CIP Prioritization Process with regards to infrastructure projects implemented/completed using Infrastructure Bond monies?
 - Was coordination across departments achieved? Did projects have co-benefits and/or align with existing plans/specific plans such as:
 - Bicycle Master Plan, December 2007 (The plan is current being updated and should be completed by the end of 2019)
<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024981.pdf>
 - Urban Greening Plan, April 2018
<https://cao-94612.s3.amazonaws.com/news/UGPGR-4-30-18-FINAL.pdf>
 - Resilient Oakland Playbook, October 2016
<https://cao-94612.s3.amazonaws.com/documents/OAK061006.pdf>
 - A Roadmap Toward Equity: Housing Solutions for Oakland, September 2015
<https://static1.squarespace.com/static/55b90b8de4b060a0d84fcbd0/t/56de1a88f8508290ee982d10/1457396367917/pl-report-oak-housing-070715.pdf>

- Economic Development Strategy 2018-2020
<https://cao-94612.s3.amazonaws.com/documents/OAK067998.pdf>
 - Department of Transportation Strategic Plan
<https://cao-94612.s3.amazonaws.com/documents/oak060949.pdf>
 - Specific and Area Plans
<http://www2.oaklandnet.com/SpecificPlans/index.htm>
- For affordable housing projects:
 - Total development cost of acquiring and rehabbing units compared with cost of new construction, including site acquisition
 - City funding contribution for acquisition-rehabilitation vs. new construction
 - How many acquisition-rehabilitation projects and units demonstrate “high priority” characteristics as outlined in the 1-4 Unit Program guidelines (e.g. properties where tenants include vulnerable populations, where tenants are at a high risk of displacement, and/or where the building is in notably poor condition).
 - Neighborhood of affordable housing units relative to transit, amenities, services
 - To what extent did the development team (developers, consultants, builders) hire local Oakland labor and locally-owned firms?

The Public Oversight Committee had follow-up questions for the Departments but due to the timing of the report and their responses, some, but not all, of their answers were incorporated into this report. Please refer to Attachment J for a list of clarifying questions.

OUTREACH

At the September 12th meeting, the Public Oversight Committee invited and heard from the following stakeholders about their vision for the bond funds and ways we could consider evaluating the impact of the funds:

- East Bay Housing Organizations
- Bike East Bay
- Save the Bay
- Transport Oakland
- Enterprise Community Partners
- Local 55 Fire Union

Other organizations were invited but did not attend.

Stakeholders appreciated that the funds to purchase and rehabilitate multi-unit affordable housing was quickly and easily accessible. Unfortunately, the program for small units (one to four units) was much slower and has just been implemented. The improvements to firehouses have also been very slow. The general feeling is that while Oakland now has some funds dedicated to improving its infrastructure, there might not be enough staff capacity to move the funds and complete the projects in a timely manner.

Stakeholders have expressed interest in a highly transparent process involving analysis of the spending year by year to learn and improve future spending of this and other bond funds.

CONCLUSION

We commend the City of Oakland for getting the bond funds out quickly, and that the funds were used to leverage additional funding or as a local match.

In particular, there was an easy over-the-counter process for affordable housing awards and the funds have been spent quickly. The fact that The Holland, transitional housing for the homeless, has been up and running since December is particularly to be commended. However, the 1-4 unit program was slow in implementation and has only just begun.

While the Department of Transportation and Oakland Public Works reported that for the most part, their projects are on track, the fact that much of the money has not been spent yet is a potential concern. As OPW has clarified in their responses, expenditures are initially low due to the initiation of projects and will increase as they move into construction. There is also a delay from when expenditures are earned in the field to when they are billed and paid for by OPW.

When asked about project delays, OPW responded that they “anticipate expending 85% of their funds on all listed projects within three years,” and that generally, some of the project delays are due to the stakeholder decision making process and others are due to conditions discovered that requires additional scope design.

When asked about the impact vacant positions were having on project completion outcomes, both OPW and OakDOT concurred that vacancies are having an impact. OakDOT faces an overall 20% vacancy rate with a 27% vacancy rate in the technical category (engineers and planners) “which severely impacts delivery of projects.” OPW currently has a 28% vacancy rate in engineering classifications and a 40% vacancy rate in Capital Improvement Project Coordinator (CIPC) and Managers. OPW commented that “all vacancies must be filled to handle anticipated workload.”

We are also concerned that the Department of Transportation is not incorporating multi-benefit use and green stormwater infrastructure on a larger scale in all of the projects unless there is other funding available. While we understand that these types of projects are expensive, we also want to make sure we ARE not missing an opportunity to do more holistic large-scale multi-benefit use projects.

There continues to be a question about the balance between breadth and depth of the projects. While we would like the impact of the bond funds to be as broad as possible, we also want to make sure that the funds are used to address long-standing needs and historical inequities, projects that may cost more because more work is needed. For example, the way DOT prioritizes the 5-year paving plan may overlook places, such as West and East Oakland, because more money is needed to improve the poor road than in other parts of the City. We

also want to make sure that all of the facilities projects, especially for parks and recreation centers, address all of the infrastructure needs.

This is the first year of the Public Oversight Committee and we have learned a lot. In the future, we will be developing a template form for the Departments to complete to make sure that the data we receive is standardized and we are getting the information we would like. We will be paying particular attention to gathering demographic data and income targets to better assess how the bond funds are impacting social equity and displacement.

Submitted by:

Ellen Wu
Chair, Measure KK Public Oversight Advisory Committee

Attachment A

Measure KK Public Oversight Committee

Lauren Westreich

1st Term: January 1, 2018 to December 31, 2018

Daniel Swafford

1st Term: January 1, 2018 to December 31, 2018

Gary F. Jimenez

1st Term: January 1, 2018 to December 31, 2018

Ken Lupoff

1st Term: January 1, 2018 to December 31, 2019

Carroll Fife

1st Term: January 1, 2018 to December 31, 2019

Gloria Bailey-Ray

1st Term: January 1, 2018 to December 31, 2019

Ellen Wu

1st Term: January 1, 2018 to December 31, 2020

Fernando Campos

1st Term: January 1, 2018 to December 31, 2020

Michael Pyatok

1st Term: January 1, 2018 to December 31, 2020

Attachment B

Status of Measure KK Transportation Projects










February, 2019

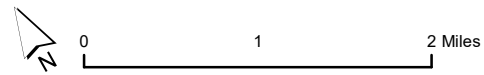
Transportation Program Name	Total Funding	Funds Spent as of 1/28/19	Funds Encumbered	% spent & encumbered	Project Status
Paving	\$25,000,000	\$11,631,828	\$4,312,250	64%	Contracts underway, and one going out to bid to use remaining funds
Complete Streets Capital	\$5,000,000	\$248,959	\$619,695	17%	see detail below
ADA Curb Ramps	\$3,600,000	\$508,269	\$250,283	21%	curb ramps will be wrapped into next paving contract
Bicycle Streets Paving	\$3,000,000	\$38,192	\$7,970	2%	in next paving contract
Sidewalk Repairs	\$2,000,000	\$568,305	\$150,000	36%	in next paving contract
Safe Routes to School	\$2,000,000	\$24,252	\$142,684	8%	In design
SUBTOTAL	\$40,600,000	\$13,019,805	\$5,482,883	46%	

Detail on Funded Complete Streets Capital projects	Total Funding	Funds Spent as of 11/1/18	Funds Committed/Starts	% spent/encumbered	Anticipated Completion Date
7th Street Streetscape Phase 2	\$1,130,623	\$106,097	\$591,985	62%	project under construction; projected completion summer 2019
International Boulevard Pedestrian Improvements	\$960,204	\$11,041	\$2,250	1%	contract awarded but delayed start due to grant funding issues
14th Street Streetscape	\$70,000	\$9,635	\$25,460	50%	planning phase; design phase starting late 2019
HSIP 8 Bancroft Ave	\$229,626	\$26,877		12%	in design phase through 6/2019
HSIP 8 Oakland Hills Guardrail	\$84,015	\$19,962		24%	in design phase through 6/2019
HSIP 8 Fruitvale Ave	\$166,060	\$12,778		8%	in design phase through 6/2019
HSIP 8 35th Ave	\$119,494	\$24,120		20%	in design phase through 6/2019
HSIP 8 Downtown Signals	\$18,217	\$10,698		59%	in design phase through 6/2019
HSIP 8 High Street	\$34,644	\$27,751		80%	in design phase through 6/2019
Total Complete Streets Capital	\$2,812,883	\$248,959	\$619,695		

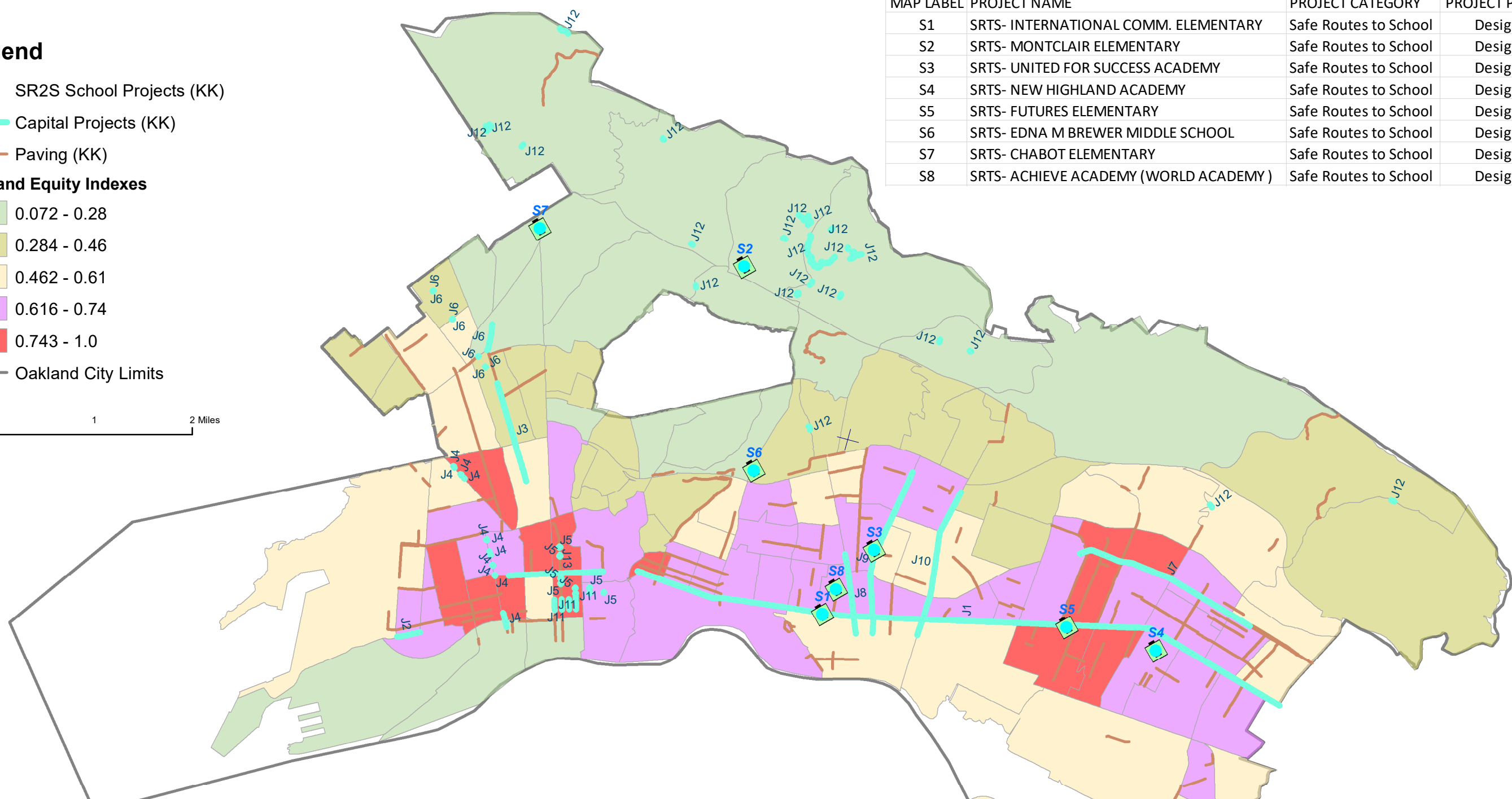
Attachment C - Measure KK Funded Transportation Projects, January, 2019

Legend

-  SR2S School Projects (KK)
-  Capital Projects (KK)
-  Paving (KK)
- Oakland Equity Indexes**
-  0.072 - 0.28
-  0.284 - 0.46
-  0.462 - 0.61
-  0.616 - 0.74
-  0.743 - 1.0
-  Oakland City Limits



MAP LABEL	PROJECT NAME	PROJECT CATEGORY	PROJECT PHASE
S1	SRTS- INTERNATIONAL COMM. ELEMENTARY	Safe Routes to School	Design
S2	SRTS- MONTCLAIR ELEMENTARY	Safe Routes to School	Design
S3	SRTS- UNITED FOR SUCCESS ACADEMY	Safe Routes to School	Design
S4	SRTS- NEW HIGHLAND ACADEMY	Safe Routes to School	Design
S5	SRTS- FUTURES ELEMENTARY	Safe Routes to School	Design
S6	SRTS- EDNA M BREWER MIDDLE SCHOOL	Safe Routes to School	Design
S7	SRTS- CHABOT ELEMENTARY	Safe Routes to School	Design
S8	SRTS- ACHIEVE ACADEMY (WORLD ACADEMY)	Safe Routes to School	Design



MAP LABEL	PROJECT NAME	PROJECT CATEGORY	PROJECT PHASE
J1	INTERNATIONAL BLVD BRT PED IMPROVEMENT PH I	Street Lights, Sidewalk	Bid Award
J2	7TH ST WOTV PH 2	Streetscape	Construction
J3	HSIP7 TELEGRAPH AVE	Streetscape	Design
J4	HSIP7 MARKET ST TO SAN PABLO AVE	Safety	Design
J5	HSIP7 DOWNTOWN	Traffic Signals	Design
J6	HSIP7 CLAREMONT AVE, SHATTUCK AVE	Safety	Design
J7	HSIP8 BANCROFT AVE	Traffic Signals	Design
J8	HSIP8 FRUITVALE AVE	Traffic Signals	Design
J9	HSIP8 35TH AVE	Traffic Signals	Design
J10	HSIP8 HIGH ST	Traffic Signals	Design
J11	HSIP8 DOWNTOWN	Traffic Signals	Design
J12	HSIP8 OAKLAND HILLS	Guardrails	Design
J13	14TH ST SAFE ROUTES	Streetscape, Sidewalk	Planning

Attachment D

Department of Transportation Measure KK Evaluation Measures

- Map of projects

Attached separately and also at this link:

<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=c9353519c32644d5b362eea1794686f0>

○

- Income of residents benefiting from projects
We do not have this information on a project by project basis. Projects COULD be plotted against maps showing either areas with high percentage of low income residents, or, against a map showing average household incomes by neighborhood. Given the short time to produce these maps, we have produced ONE map which shows projects against our seven factor equity dashboard map, which includes population <200% of poverty level as one factor. If the committee desires, we can produce maps based on income alone.
- Racial/ethnic demographics of residents benefiting from projects
Similar to above, we do not have this information quantified for each project. Race (All races excluding non-hispanic whites) is one of the seven factors on the equity dashboard, so to answer this question we have used that map as a proxy and plotted projects against it. Also similar to above, if desired we can produce maps based on any iteration of race.
- For those projects considered that did not receive funding, why or why not?
 - *Measure KK projects proposed for funding were identified in the FY 17/19 budget process.*
 - *Street paving projects were in the existing five-year paving plan, or were streets in the Bicycle Plan with poor current pavement condition.*
 - *Sidewalks and Curb Ramp programs were funded, citywide.*
 - *Complete Streets Projects were those that already had discretionary grant awards and required local match.*
 - *Safe Routes to Schools Projects were the complete list of schools that already identified) as requiring physical improvements via “walk audits” conducted by ACTC in collaboration with the City and School District.*
 - *No other projects were considered for funding. Only projects that were already Council adopted priorities (through the CIP process or through discretionary grants) were considered. The department is currently in the midst of scoping out the next 2 year funding cycle.*

- Infrastructure projects
 - Amount of money drawn down/spent on infrastructure projects

Currently, in Transportation, more than 1/3 of funds have been spent and an additional 14% have been encumbered on projects. A complete table of projects is attached.

**Summary of Transportation Spending to Date
Measure KK
Feb, 2019**

TOTAL	Encumbered	Spent	Available
\$40,600,000	\$5,482,833	\$13,019,805	\$21,669,136
	13.5%	32.1%	58.3%

- Number, type, and scope of projects proposed
 - *Measure KK projects proposed for funding were identified in the FY 17/19 budget process.*
 - *Street paving projects were in the existing five-year paving plan, streets in the Bicycle Plan with poor current pavement condition.*
 - *Sidewalks and Curb Ramp programs were funded, citywide.*
 - *17 Complete Streets Projects were those that already had discretionary grant awards and required local match.*
 - *8 Safe Routes to Schools Projects were programmed from the complete list of schools that were already identified as requiring physical improvements via “walk audits” conducted by ACTC in collaboration with the City and School District.*
- Long-term impact of the projects: depth vs. breadth of projects

This is a difficult question to answer given the diversity of transportation projects funded by KK. Street resurfacing, which is the MAJOR funding commitment within Transportation, will have a long-term impact of helping to improve the condition of local roadways from their current poor condition (but will not be sufficient alone to do so). It touches every neighborhood, with specific consideration of equity factors to guide investment. Re-paving has a useful life of 30 years, and this repaving will take place in all city neighborhoods.

KK also funds the local match for several grant funded projects. These projects have a deep impact in specific locations, improving safety, especially of bicycle,

pedestrian and transit facilities. Likewise, Safe Routes to Schools projects increase safety in the vicinity of schools. These programs will create deep changes at specific locations. Their concentration can best be appreciated in the attached maps.

- o Percentage of projects completed

At this point, aside from individual streets in the paving program, all projects are in process. The attached table identifies the status of grant funded projects for which Measure KK is providing local matching dollars.

- Where are projects in pipeline?

The current CIP process is identifying additional project for KK funding. Pipeline projects include the next five year paving plan (under development), local match for grant funded projects, and projects to implement the Bicycle and Pedestrian plans.

- Are projects on track? If not, why?

- *In general, after a slow start common to any new program, all projects are now proceeding and catching up to schedules.*
- *Paving projects are on track to commit the entire \$25 million allocation imminently, and we are preparing to reallocate funds from other areas to spend more on paving in this cycle in order to obligate all transportation funds.*
- *Sidewalk and Curb Ramp projects are not on track, but are going to be fully committed within the scope of upcoming paving contracts.*
- *Complete Streets (grant local match) projects have experienced some delays due to staffing and project delays.*
- *Safe Routes to Schools projects are all in the design phase, with construction scheduled for FY 19/20.*

- How many staff positions that require completion of projects are vacant?

Below is a summary of current vacancies in the DOT. For project delivery the technical category (engineers and planners) is most important, and that vacancy rate is currently 27%. This vacancy rate severely impacts delivery of projects.

Dept of Transportation Vacancy Rates

Type of Position	Hired	Vacant	Total	Vacancy Rate
Technical	64	24	88	27%
Field	86	22	108	20%
Leadership	22	10	32	31%
Parking	68	4	72	5%

Administrative	13	4	17	24%
Total	253	64	317	20%

- Time between RFP/Q, award/contract for project and disbursements of funds
This varies, but the average time from beginning of the RFP process to Notice to Proceed is 9 months. Once work is started, depending on the complexity of the work, the majority of funds are disbursed within 1-2 years.
 - Where (geographically) are the projects located in the City?
See map, projects are distributed throughout the City, and especially in high equity areas.
 - How effective was the new CIP Prioritization Process with regards to infrastructure projects implemented/completed using Infrastructure Bond monies?
The new CIP process is just being implemented in the current (FY 19-21) CIP, so it's too early to determine its effectiveness. However, the process has greatly increased the transparency of the CIP, and has elevated projects with high equity scores.
 - Roadways
 - What streets were repaired only? Where?
KK is used only for resurfacing, not for maintenance activities (like potholing)
 - What streets were repaved? Where?
Since the first disbursement of KK funds, streets paved under KK had to be prioritized by the Five Year Paving Plan or Council's worst streets policy, or the Bikeways Worst Streets CIP. Note that we use all available funding sources to let out paving projects, so many projects (which include multiple streets that were paved) were repaved using not just KK dollars but also SB1, Measure B/BB.
 - Which streets received "Complete Streets" approach? Where?
In the Paving program, we incorporate Complete Streets approaches on all streets. This includes routine CS design standards, like upgrading all crosswalks to "high visibility" style crosswalk markings or like adding buffers to existing bike lanes. It also means implementing recommendations from the City's adopted bicycle plan, pedestrian plan, and specific plans, which can include adding new bike lanes,

reconfiguring intersections to improve pedestrian safety, and adding traffic calming on neighborhood streets prioritized in these plans.

- How were these decisions made?

Citywide and specific plans are adopted by Council following significant community engagement.

- How many road and repaving projects integrated stormwater infrastructure improvements or repairs to ensure the city's compliance with clean water regulations and to address areas that experience frequent flooding?

Stormwater infrastructure improvements are very important but very expensive and generally scoped as part of streetscape projects which typically receive significant external grant funding with MKK as the local match. Currently, DOT is in final design for a major streetscape project on 14th Street that include both complete streets elements and stormwater infrastructure improvements.

- How many road and repaving projects slated to receive bond funds currently in the planning and design process will include stormwater elements?

See above

- What about other infrastructure projects:

- Sidewalks/Curb cuts

Measure KK is the primary funding source for our curb ramp and sidewalk repair program. We follow the City's ADA Transition Plan and Sidewalk Prioritization Plan to identify priority corridors to add curb cuts and ADA-compliant ramps, to repair damaged sidewalks that are the City's responsibility (15% of citywide damage), and to facilitate sidewalk repairs that are private responsibility (85% of citywide damage).

- Street lighting

KK has provided local match for one grant funded lighting project (pedestrian lights along International Blvd) that is not yet implemented.

- Wastewater system/ Stormwater: how many and what types of stormwater infrastructure projects were funding?

- Green infrastructure: what kinds of multibenefit green infrastructure projects were evaluated for funding? Which ones received funding? For those projects considered that did not receive funding, why or why not?

The first round of KK funding (17-19 budget) for transportation did not explicitly address green infrastructure. However, many of the Complete

Streets project, for which KK is providing local match to discretionary grants, contain green infrastructure components, and as a general rule all streets projects in Oakland must address drainage issues (and incorporate rain gardens where possible) in order to address runoff into the Bay.

- Parking and Traffic demands/needs

KK funding has not explicitly addressed parking and traffic. Street resurfacing projects strive to make streets useful for all users (vehicles, bikes, and ped). Most other projects are primarily oriented towards increasing ped/bike/transit use and safety.

- Were basic infrastructure needs/impacts addressed when Facilities Projects were undertaken?

Basic infrastructure needs are always considered in any project.

- Improvements to facilities in the City should include the same infrastructure requirements that any applicant would face.

Yes

- Did projects have co-benefits and/or align with existing plans/specific plans?

Yes, transportation projects are proposed that are already in the Bicycle Plan, the Pedestrian Plan, and also in the 5-year Paving Plan, and in accordance with the Dept of Transportation Strategic Plan.

- Bicycle Master Plan, December 2007 (The plan is current being updated and should be completed by the end of 2019)
<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024981.pdf> *Bicycle Paving projects were proposed along existing bike plan corridors with poor paving condition.*
- Urban Greening Plan, April 2018
<https://cao-94612.s3.amazonaws.com/news/UGPGR-4-30-18-FINAL.pdf>
- Resilient Oakland Playbook, October 2016
<https://cao-94612.s3.amazonaws.com/documents/OAK061006.pdf>
- A Roadmap Toward Equity: Housing Solutions for Oakland, September 2015
<https://static1.squarespace.com/static/55b90b8de4b060a0d84fcbd0/t/56de1a88f8508290ee982d10/1457396367917/pl-report-oak-housing-070715.pdf>
- Economic Development Strategy 2018-2020
<https://cao-94612.s3.amazonaws.com/documents/OAK067998.pdf>
- Department of Transportation Strategic Plan
<https://cao-94612.s3.amazonaws.com/documents/oak060949.pdf>
- Specific and Area Plans
<http://www2.oaklandnet.com/SpecificPlans/index.htm>

Attachment E - MEASURE KK - OPW PROJECT STATUS SUMMARY

Project and Description	Client Dept.	AWARD AMOUNT	EXPENDITURE TO-DATE	Project Status, February 5, 2019
1003449 - ANIMAL SHELTER - REPL HVAC & ENERGY	Animal Serv.	\$1,650,000	\$33,320	In Design: Preliminary design complete. City to select option and proceed to prepare construction documents.
1003442 - HEAD START BROOKFIELD UPGR	DHS	\$375,000	\$40,733	In Bid and Award: Bids due mid-February. Estimate construction award in April 2019 for construction in summer 2019.
1003443 - HS FAC - ARROYO REMODEL	DHS	\$375,000	\$41,783	In Bid and Award: Bids received. Award construction contract and estimate start of construction in June 2019.
1003444 - HS PLAYGROUND REPLACEMENT (SAN ANTONIO RC, ARROYO VIEJO RC & BROOKFIELD HS)	DHS	\$480,000	\$41,209	Construction complete.
1003445 - HS RENOV MANZANITA CTR	DHS	\$600,000	\$66,756	In Bid and Award: Bids due in February. Award construction contract in April/May. Estimate construction start in June 2019.
1003448 - H ROBINSON CTR - AIR COND RPL	DHS	\$257,500	\$14,137	In Design: Preliminary design completed. Additional funds required to complete the HVAC system upgrade. Human Services Department assessing options before proceeding.
1003440 - 3 BR LIB RENO.(W.OAK, ASIAN, BROOKFIELD BRANCH)	Library	\$2,025,000	\$155,906	In Design: Design in progress for West Oakland and Brookfield Branch.
1003451 - MAIN LIBRARY IMPROVEMENTS	Library	\$2,350,000	\$166,989	In Design: Design near complete pending update/revision per Library comments. Estimate issuing for bid in February/March 2019.
1003435 - FEASI STUDY ROW NEW FIRE ST 4 & 29	OFD	\$1,000,000	\$40,312	Sta. 4 – RFP issued for site feasibility study. Proposals received and in review. Next - award consultant services.
1003435 - FEASI STUDY ROW NEW FIRE ST 4 & 29	OFD	Combined with FS #4	See above	Sta. 29 – Pending management decision re. feasibility of sites for Sta. 29.
1003436 - OFD APRON & HARDSCAPE REP SIX STA	OFD	\$1,000,000	\$109,272	In Construction: Stations 23 & 27 completed in-house. Working with contractor for revised proposal and negotiate cost for remaining stations due to inhouse resource limitations.

MEASURE KK - OPW PROJECT STATUS SUMMARY

Project and Description	Client Dept.	AWARD AMOUNT	EXPENDITURE TO-DATE	Project Status, February 5, 2019
1003437 - OFD ROOF ASSESSMENT & REPLACEMENT (STA. 1, 3, 5 & 20)	OFD	\$1,087,500	\$323,478	In Construction: Three stations completed. Sta. 1 pending weather permitting.
1003438 - OFD TELESCOPIC APPARATUS DOOR REPLACEMENT (STA. 3,5,6,7,15,17,24 &25)	OFD	\$150,000	\$67,611	Pending purchase order request approval. Est. work to start in Mar 2019
1003439 - FIRE STATIONS CW RENOVATIONS (12,16,15 & 10)	OFD	\$3,000,000	\$61,100	In Design: Station 12 design at 35%. Design initiating on the remaining three stations
1001654 - PAB FEASBLTY STDY 5612-C473320	OPD	\$200,000	\$38,751	Pending further CAO/OPD decision and funding options.
1003434 - DIMOND PARK - LIONS POOL RPR	OPR	\$1,015,000	\$285,250	In Construction: Construction 20% complete. Est. completion by July 2019
1003446 - TASSAFARONGA GYM REPAIR	OPR	\$420,000	\$196,170	In Construction: Construction 75% complete. Est. completion in March 2019
1003447 - BALLFIELD WIRING HAZARD MIT (CURT FLOOD, GG, LOWELL & TASSAFARONGA)	OPR	\$1,000,000	\$142,894	In Design: Bid document preparation and planning approvals in progress. Est. issue for Bid in April 2019.
1003450 - RAINBOW EXP & ADDITION (also 1000854)	OPR	\$5,000,000	\$433,989	In Construction: Construction 90% complete. Estimate completion in March 2019
		\$21,985,000	\$2,259,660	

Attachment F

OPW Response to Inquiries 2/6/19

Evaluation Measures

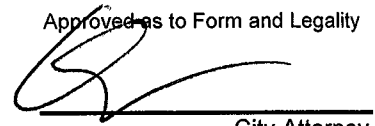
- **Map of projects** – see interactive map at the following link
<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=151ed66ab1f345dbbf9cedd34d4f6dc2>
- **Income of residents benefiting from projects** – see interactive map at the following link
<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=151ed66ab1f345dbbf9cedd34d4f6dc2>
- **Racial/ethnic demographics of residents benefiting from projects** – see interactive map at the following link. This information is displayed by clicking on the blue perimeter polygons
<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=151ed66ab1f345dbbf9cedd34d4f6dc2>
- **For those projects considered that did not receive funding, why or why not? –** Information on the criteria for the projects selected and the alternate projects are in the attached resolutions (Attachment 1 & 2).
- **Infrastructure projects**
 - **Amount of money drawn down/spent on infrastructure projects** - please see attached spend down report (attachment 3) for OPW projects
 - **Number, type, and scope of projects proposed** - OPW has not proposed any new projects. Currently all departments are working on implementing and applying a prioritization process to generated proposed projects. Projects that were not funded at FY17-19 Budget cycle can be viewed starting at J-1 of the attached proposed budget in the link below. These were previously proposed and not funded for the entire city.
<http://www2.oaklandnet.com/oakca1/groups/cityadministrator/documents/policy/ok063775.pdf>
 - **Long-term impact of the projects: depth vs. breadth of projects** – We are not clear on the intent of this question but believe that the attach resolution described above for how the projects were considered describes the criteria for selecting the projects which are the long term impacts for the projects selected.
 - **Percentage of projects completed**
 - **Where are projects in pipeline?** – The current pipeline of projects is being developed as part of the City’s new prioritization process and a final list will be requested as part of the next bond sale.
 - **Are projects on track? If not, why?** - All projects are on track to expend funds by the required timeframe via Measure KK requirements, except for three feasibility studies which require policy level decisions and a citywide fire station renovation project that requires the work to be done sequentially at stations so that operationally fire service can still be provided. The feasibility studies may still be on track if a policy level decision is made within the required timeframe, however there is currently no time table for this decision to be made. OPW Status updates to date are also provided in Attachment 3. The projects are:
 - Feasibility Study of Firestation 4 & 29 (1003435)
 - Firestation Citywide Renovations (1003439)
 - Police Administration Building Feasibility Study (1001654)

- **How many staff positions that require completion of project are vacant?** – There is currently a 28% vacancy in Engineering classifications within OPW and OakDOT. Currently there is a 40% Vacancy in CIPC and Managers within OPW. Depending on the approved future projects, at least one CIPC position is required to handle anticipated workload.
- **Time between RFP/Q, award/contract for project and disbursements of funds** – Timelines vary depending on type of project, level of complexity of project, regulatory constraints, environmental impacts and delivery method. Averaging the timelines for a simple playground or roofing projects vs complex facility development projects would not provide a useful metric. Furthermore, so called “simple” projects have anticipated complexities that may not be identified until in the project development phase. This will further add to the timeline. For current KK projects, please see the project information provided for current KK projects attached.
- **Where (geographically) are the projects located in the City?** – repetitive request - see interactive map at the following link
<http://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=151ed66ab1f345dbbf9cedd34d4f6dc2>
- **How effective was the new CIP Prioritization Process with regards to infrastructure projects implemented/completed using Infrastructure Bond monies?** – The new CIP Prioritization process is still currently being applied. Preliminary reports from the Asset Category Owners have indicated that the prioritization seems in alignment with Departmental Goals as well as Citywide Goals.
- Roadways
 - What streets were repaired only? Where?
 - What streets were repaved? Where?
 - Which streets received “Complete Streets” approach? Where?
 - How were these decisions made?
 - How many road and repaving projects integrated stormwater infrastructure improvements or repairs to ensure the city’s compliance with clean water regulations and to address areas that experience frequent flooding?
 - How many road and repaving projects slated to receive bond funds currently in the planning and design process will include stormwater elements?
- What about other infrastructure projects:
 - Sidewalks/Curb cuts
 - Street lighting
 - **Wastewater system** – these projects do not utilize KK funds
 - **Stormwater: how many and what types of stormwater infrastructure projects were funding?** – these projects do not utilize KK funds. However, as facilities projects are implemented, stormwater features are incorporated as part of the site developments.
 - Green infrastructure: what kinds of multibenefit green infrastructure projects were evaluated for funding? Which ones received funding? For those projects considered that did not receive funding, why or why not?
 - Parking and Traffic demands/needs
- **Were basic infrastructure needs/impacts addressed when Facilities Projects were undertaken?** - Infrastructure projects utilizing KK funds were selected based on specific needs, so those needs were addressed as part of the improvement.

- Improvements to facilities in the City should include the same infrastructure requirements that any applicant would face. – Are there instances where this is not the case? KK facility projects follow all required building code requirements.
- Did projects have co-benefits and/or align with existing plans/specific plans? - whenever possible KK projects are aligned with existing and specific plans. All projects look to existing plans and specific plans applicable to the scope in the development stages.
 - Bicycle Master Plan, December 2007 (The plan is current being updated and should be completed by the end of 2019)
<http://www2.oaklandnet.com/oakca1/groups/pwa/documents/report/oak024981.pdf>
 - Urban Greening Plan, April 2018
<https://cao-94612.s3.amazonaws.com/news/UGPGR-4-30-18-FINAL.pdf>
 - Resilient Oakland Playbook, October 2016
<https://cao-94612.s3.amazonaws.com/documents/OAK061006.pdf>
 - A Roadmap Toward Equity: Housing Solutions for Oakland, September 2015
<https://static1.squarespace.com/static/55b90b8de4b060a0d84fcbd0/t/56de1a88f8508290ee982d10/1457396367917/pl-report-oak-housing-070715.pdf>
 - Economic Development Strategy 2018-2020
<https://cao-94612.s3.amazonaws.com/documents/OAK067998.pdf>
 - Department of Transportation Strategic Plan
<https://cao-94612.s3.amazonaws.com/documents/oak060949.pdf>
 - Specific and Area Plans
<http://www2.oaklandnet.com/SpecificPlans/index.htm>

FILED
OFFICE OF THE CITY CLERK
OAKLAND

Approved as to Form and Legality



2017 JUN -8 PM 4:19

OAKLAND CITY COUNCIL

City Attorney

RESOLUTION NUMBER ~~86773~~ 86773 C.M.S.

RESOLUTION IDENTIFYING AND APPROVING THE CAPITAL IMPROVEMENT PROJECTS THAT ARE AUTHORIZED FOR FUNDING WITH PROCEEDS OF THE CITY OF OAKLAND GENERAL OBLIGATION BONDS (MEASURE KK), SERIES 2017A-1 AND 2017A-2; ALLOCATING BOND PROCEEDS IN THE AMOUNT NOT TO EXCEED \$63,000,000 FOR THE APPROVED PROJECTS

WHEREAS, an Ordinance authorizing the issuance of infrastructure bonds in an amount not to exceed \$600 Million in general obligation bonds to fund various City infrastructure and affordable housing projects (“Measure KK”) was approved by more than two-thirds of the qualified voters of the City at the November 8, 2016, Statewide General Election; and

WHEREAS, this City Council intends to issue City of Oakland General Obligation Bonds (Measure KK), Series 2017A-1 and 2017A-2 (the “Bonds”) pursuant to Measure KK and the City of Oakland Affordable Housing and Infrastructure Bond Law, Oakland Municipal Code, Chapter 4.54 (the “Bond Law”); and

WHEREAS, pursuant to Section 2(C) of the Measure KK voter approved Ordinance (“the Ordinance”), prior to issuance of the bonds, Council shall identify how the projects authorized for funding with Measure KK bond proceeds address social and geographic equity, address improvements to the City’s existing core capital assets, maintain or decrease the City’s existing operations and maintenance costs, and address improvements to energy consumption, resiliency and mobility; and

WHEREAS, pursuant to Section 2 of the Ordinance, bond funds will be used to acquire and make improvements to real property such as improvement and rehabilitation of streets, sidewalks and related infrastructure, renovation and rehabilitation of City facilities including libraries, public safety, recreation and other buildings, and acquisition, improvement, rehabilitation, preservation, construction and repair of affordable housing; and

WHEREAS, in compliance with Section 2(C), Exhibit A to this Resolution reflects the results of the investigation conducted by staff of the capital improvement projects proposed for funding with the Bonds, and identifies how the projects address social and geographic equity, address improvements to the City’s existing core capital assets, maintain or decrease the City’s existing operations and maintenance costs, and address improvements to energy consumption, resiliency and mobility; and

WHEREAS, the capital improvement projects to be funded with the Bonds, and the facts and analysis in support thereof, are identified in the Agenda Report and set forth in Exhibit A hereto; and

WHEREAS, the projects as set forth in Exhibit A meet the criteria established under Section 2(C) of the Ordinance and are eligible activities as described in the Bond Law; and

WHEREAS, the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines as prescribed by the Secretary for Resources, and the provisions of the Environmental Review Regulations of the City of Oakland have been satisfied; now, therefore, be it

RESOLVED, That the City Council finds and determines that the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City Council; and be it

FURTHER RESOLVED, That the City Council hereby approves the capital improvement projects as set forth in Exhibit A to make improvements to real property including City streets, sidewalks and related infrastructure, as well as City facilities including but not limited to parks, libraries and fire stations; and be it

FURTHER RESOLVED, That the City Council hereby authorizes allocation of \$63 million of the proceeds of the Bonds to fund the capital improvement projects as set forth in Exhibit A; and be it

FURTHER RESOLVED, That the funding is being appropriated through the FY 2017 – 2019 budget in Fund 5330 Measure KK: Infrastructure and Affordable Housing; and be it

FURTHER RESOLVED: That the City Council has independently reviewed and considered this environmental determination, and Council finds and determines, based on the information provided in the staff report accompanying this Resolution, that this action complies with CEQA because it is exempt from CEQA pursuant to Section 15183 (projects consistent with community plan or zoning), Section 15183.3 (streamlining infill project), Section 15378 (project), Section 15301 (minor alterations to existing facilities), Section 15302 (replacement or reconstruction of existing structures), Section 15303 (new construction of small structures), and Section 15061(b)(3) (no significant effect on the environment) of the CEQA Guidelines; and be it

FURTHER RESOLVED, That this resolution shall be effective immediately upon passage.

JUN 19 2017

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GIBSON MCELHANEY, GUILLEN, KALB, KAPLAN, AND PRESIDENT REID — 8

NOES - 0

ABSENT - 0

ABSTENTION - 0

ATTEST:

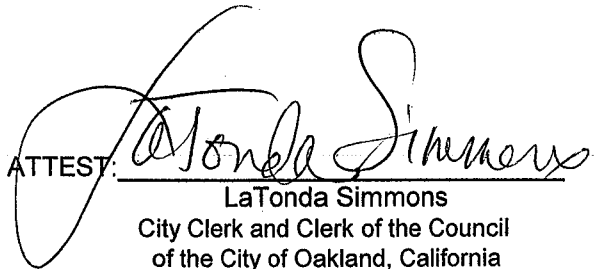

LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

EXHIBIT A

**FY 2017-2019 PROPOSED CAPITAL IMPROVEMENT PROGRAM
INFRASTRUCTURE BOND (MEASURE KK) PROJECT COST SUMMARY AND ANALYSIS**

Project Cost Summary	pgs. K2-4
Facilities Projects Analysis	pgs. K5-11
Transportation Projects Analysis	pgs. K12-14
Maps	pgs. K15 -17

PROJECT COST SUMMARY

<u>DEPARTMENT</u>	<u>CATEGORY</u>	<u>PROJECT TITLE</u>	<u>PROJECT COST</u>	<u>DEPARTMENT SUBTOTAL</u>
<u>FIRE</u>	<u>BUILDINGS AND FACILITIES</u>	Feasibility Studies, Right of Way Acquisition Options, and Preliminary Design for New Fire Stations 4 and 29	\$1,000,000	\$6,237,500
		Apron and Hardscape Replacement for Six Stations and Training Center	\$1,000,000	
		Roof Assessment and Replacement	\$1,087,500	
		Telescopic Apparatus Door Replacement	\$150,000	
		Fire Stations Citywide Renovations - Top Four Priority Stations	\$3,000,000	
<u>POLICE</u>	<u>BUILDINGS AND FACILITIES</u>	Phase II Feasibility Study, Right of Way Acquisition Options for Police Administration Building (PAB)	\$200,000	\$200,000
<u>LIBRARY</u>	<u>BUILDINGS AND FACILITIES</u>	2-3 Branch Renovations - West Oakland, Asian, Brookfield Branches proposed (includes electrical and data infrastructure upgrades to meet current requirements and code, safety and accessibility enhancements)	\$2,025,000	\$4,375,000
		Main Library Improvements	\$2,350,000	
<u>PARKS & RECREATION</u>	<u>BUILDINGS AND FACILITIES</u>	Dimond Park – Lions Pool Improvement	\$1,015,000	\$9,265,000
		Head Start at Brookfield Recreation Center - Room Upgrade	\$375,000	
		Head Start Fac. - Arroyo Viejo Rec. Ctr. Renovation/remodel	\$375,000	
		Head Start Playgrounds Replacement at Arroyo Viejo, Brookefield, Manzanita, and San Antonio Rec. Ctr.	\$480,000	
		Head Start Renovation at Manzanita Rec. Ctr. - Flooring & new restroom	\$600,000	
		Rainbow Rec Ctr & Pk Expansion/Addition	\$5,000,000	
		Tassafaronga Gymnasium Upgrade	\$420,000	
	<u>PARKS & OPEN SPACE</u>	Ballfield Wiring Hazard Mitigation - multiple locations (Lowell, Tassafaronga, Golden Gate, and Curt Flood)	\$1,000,000	
Subtotal Facilities				\$20,077,500

PROJECT COST SUMMARY

<u>DEPARTMENT</u>	<u>CATEGORY</u>	<u>PROJECT TITLE</u>	<u>PROJECT COST</u>	<u>DEPARTMENT SUBTOTAL</u>
<u>TRANSPORTATION</u>	<u>GREAT STREETS</u>	Paving Program	\$25,000,000	\$35,600,000
		ADA 30-year Curb Ramp Transition Plan	\$3,600,000	
		Citywide Sidewalk Construction	\$2,000,000	
		Complete Streets Projects (Infrastructure bond fund as local match to existing grants), including:	\$5,000,000	
		(ATP - Active Transportation Program)		
		(HSIP - Highway Safety Improvement Program)		
		(OBAG - One Bay Area Grant)		
		(Strategic Growth Council)		
		ATP1 International Blvd BRT-supportive Ped		
		ATP2 Telegraph Complete Streets		
		ATP3 Fruitvale Alive Gap Closure		
		ATP3 14th Street Safe Routes in the City		
		ATP2 19th Street BART to Lake Merritt Greenway		
		HSIP7 Telegraph Avenue Safety Improvements		
		HSIP7 Market Street/ San Pablo Safety Improvements		
		HSIP7 Downtown Intersection Safety Improvements		
		HSIP7 Shattuck Av & Claremont Safety Improvements		
		HSIP8 Bancroft Avenue Safety Improvements		
		HSIP8 Fruitvale Avenue Safety Improvements		
		HSIP8 High Street Safety Improvements		
		HSIP8 35th Avenue Safety Improvements		
		HSIP8 Downtown Pedestrian Safety Improvements		
		HSIP8 Citywide Guardrails Program Improvements		
		OBAG1 7th Street West Oakland Phase 2		
		SGC 2 10th Street Pedestrian Improvements		
	<u>SAFE STREETS</u>	Bicycle Master Plan Implementation, including:	\$3,000,000	\$5,000,000
		Bike Street Paving, Bikeway Striping, Bikeway Signage		
		Paving: 104th Ave, 38th Ave, 55th St, 69th Ave, Bellevue, Camden St, E.7th St, Genoa St, West St, Kennedy St.		
		Bike Striping: 38th Ave, Embarcadero/E. 7th St, MacArthur Blvd, E. 18th St., Bancroft Ave.		

PROJECT COST SUMMARY

<u>DEPARTMENT</u>	<u>CATEGORY</u>	<u>PROJECT TITLE</u>	<u>PROJECT COST</u>	<u>DEPARTMENT SUBTOTAL</u>
	<u>SAFE STREETS (Cont'd)</u>	Safe Routes to Schools, including: Chabot Elementary United for Success Academy Montclair & Thronhill Elementary Community Unites Elementary/Futures Elementary International Community School Edna Brewer Middle School Achieve/World Academy New Highland Academy	\$2,000,000	
		Subtotal Transportation		\$40,600,000
<u>HUMAN SERVICES</u>	<u>BUILDINGS AND FACILITIES</u>	Henry Robinson Multi-Service Center - Air Conditioning Replacement	\$257,500	\$257,500
<u>ANIMAL SERVICES</u>		Animal Shelter - Replace HVAC and Energy Management Sys.	\$1,650,000	\$1,650,000
<u>WATER, ENERGY & SEISMIC</u>		Subtotal Water Energy & Seismic		\$1,907,500
		PROPOSED I-BOND FUND (FIRST ISSUE)		\$62,585,000

PROJECTS ANALYSIS

The projects below are recommended for I-Bond funding from the first bond sale. The I-Bond Ordinance requires that prior to issuance of bonds, the City Council shall identify for the specific projects included in such issuance:

1. How the projects address social and geographic equity, provide greater benefit to under-served populations and in geographic areas of greatest need;
2. How the projects address improvements to the City's existing core capital assets;
3. How the projects maintain or decrease the City's existing operations and maintenance costs; and
4. How the projects address improvements to energy consumption, resiliency and mobility.

The investment equity of the I-bond program was analyzed using the Oakland Equity Index (OEI), a metric developed by City of Oakland staff for use in measuring equitable distribution of infrastructure projects. Every census block in the city was assigned an OEI score based on the average of the percentages of the block population that are minorities[1], low-income[2], and youth under 10 respectively. Blocks are then assigned the designations of "very low", "low", "medium", "high" or "very high" disadvantage based on what quintile of census tracts their score places them in. Very High and High quintiles are concentrated in East Oakland and West Oakland while Low and Very Low quintiles are concentrated in hills neighborhoods, North Oakland and around Lake Merritt. (See Map "Equity by Population").

Projects were overlaid and evaluated on their geographic reach into areas with higher levels of disadvantage. The maps "Expenditure and Equity" for both Transportation and Building and Facilities identify projects proposed for I-bond funding by their equity status.

The information below provides the analysis required by the Bond Ordinance.

(1) Minorities are defined as persons who identify as any of the following groups defined by the Census Bureau: American Indian or Pacific Islander alone, Asian alone, Black or African American alone, Hispanic or Latino of any race, Native Hawaiian or Pacific Islander alone, Some Other Race or Two or More Races. (2) Low-income is defined as those making at or below 200% of the Federal Poverty Level

FACILITIES

FIRE

BUILDINGS AND FACILITIES The replacements, renovations, and improvements proposed for OFD are necessary to remedy facility issues which impact OFD's emergency response and to provide firefighters with facilities that are safe and sanitary places for them to live and train while they are on duty serving the residents and visitors of the City of Oakland.

Social and Geographical Equity:

The proposed OFD's facility replacements, renovations and improvement are necessary for OFD to maintain its network of fire stations and facilities while maintaining a consistent level of service throughout the City of Oakland. Additionally, they are necessary to remedy facility issues which impact OFD's emergency response and to provide firefighters with facilities that are safe and sanitary places for them to live and train while they are on duty serving all the residents and visitors of the City of Oakland. The proposed station replacements No. 4 and No. 29 serve high and very high disadvantaged neighborhoods.

Preservation of Capital Assets:

OFD facilities are core capital assets that are tied to OFD's emergency response capabilities for all Oakland Citizens. The OFD station replacements, renovations and improvements will keep these core capital assets functional well into the future.

Maintenance:

By addressing years of deferred maintenance, all the proposed projects will decrease maintenance costs well into the future. The **Apron and Hardscape Replacement** at six stations and the Training Center will make these facilities safer and accessible for continued use. The **Roof Replacements** at four stations will keep stations functional and will prevent severe and long term water damage to the facilities. The Replacement of **Telescopic Apparatus Doors** allows speedy and safe egress of fire apparatus and improves energy consumption by sealing out heat, cold, and inclement weather. The **Feasibility Study, Right of Way Acquisition Options and Preliminary Design** for replacement of Fire Stations Nos. 4 and 29 are required as the current facilities cannot be brought up to current firefighting/emergency response standards as stipulated by the National Fire Protection Association (NFPA).

Energy Consumption, Resiliency and Mobility:

The proposed projects are an opportunity to improve OFDs aging building stock to not only improve firefighting/emergency response capabilities, but also to implement changes that would bring the buildings in line with current California's Building Energy Efficiency Standards (California Code of Regulations, Title 24), the 2016 Update to the Energy and Climate Action Plan, and would therefore have a potential to reduce energy consumption in OFD Fire Stations.

Fire stations serve as the "base" for OFDs emergency response, be it an incident involving a single person/structure, or an incident or disaster such as the Loma Prieta Earthquake and the Oakland Hills Firestorm. Delaying these repairs increases risks to both OFD personnel and the residents of Oakland, as well as impacts the City's and the greater Oakland community's ability to respond and recover from a large scale disaster.

The purpose of the City of Oakland 2016-2021 Local Hazard Mitigation Plan is "for the City to become more resilient and disaster-safe" additionally, one of the goals of the Plan is to "protect the health and safety of Oakland residents and others in the city by minimizing potential loss of life and injury caused by safety hazards." The projects identified with the Oakland Fire Department are consistent with the goal and purpose of the Local Hazard Mitigation Plan, and with several strategies highlighted therein, including: "Green Infrastructure Planning", "Assessment and retrofits of Critical Facilities and Infrastructure/Infrastructure Operators", "Implement Energy Assurance Plan", and "Continuity of Operations Planning".

The "resilience values" as stated in Resilient Oakland also align to OFDs projects. The Fire Station improvement projects would "improve the continuity of critical services". Moreover, the OFDs planning efforts for the OFD Training Center and Fire Stations 4 and 29 are in alignment with the resilience value of "fostering long-term and integrated planning".

POLICE

BUILDINGS AND FACILITIES The existing Police Administration Building (PAB) is inadequate and does not meet the requirements of an essential facility. Phase I of the feasibility study which includes the determination of OPD program and space requirements will complete in June/July 2017. The proposed Phase II Feasibility Study will survey potential real estate acquisition options.

Social and Geographic Equity:

The proposed Phase II Feasibility Study for a new PAB will support the OPD's public safety efforts citywide.

Preservation of Capital Assets:

The PAB is a core capital assets that supports OPD's public safety capabilities for all of Oakland. The existing PAB does not meet the Essential Services Seismic Safety Act of 1986. A new PAB will meet the Essential Services requirement while providing an updated contemporary building that provides the required space for public safety service.

Maintenance:

A new PAB will provide an up to date building that with ample space for both the existing Eastmont Substation and the PAB while meeting the Essential Services Seismic Safety Act of 1986, and significantly reducing will maintenance needs currently present at both existing buildings.

Energy, Consumption, Resiliency and Mobility:

A new PAB will provide a contemporary facility that will meet LEED standards and therefore reduce energy consumption while meeting Essential Services Seismic Safety requirements and the space needs of OPD.

LIBRARY

BUILDINGS AND FACILITIES The proposed **Library Branch Improvements - Asian, Brookfield, West Oakland, and Main** - are essential to keeping these core capital assets safe, accessible and able to meet the needs of Oakland's residents.

Social and Geographical Equity:

The Asian Branch Library is in a highly underserved low income, limited English speaking, and high density area of the downtown region serving a larglet Asian American community. It is over 21 years old and is the 2nd busiest branch in the system. The Brookfield Branch is in one of the most isolated neighborhoods in East Oakland serving a largley African American and growing Spanish speaking community that is low-income and primarily renters. The West Oakland Branch is in a very high underserved area of Oakland, large quantity of single-parent families, racially and economically diverse and transitioning, low-income and geographically isolated by I-880, I-980, and I-580 freeways. The Main Library is over 65 years old and serves all of the city's residents at a systemwide level. The immediate neighborhood is a mixed race/ethnicity population, close to Chinatown and has limited English proficiency. Households, again are mixed between lower-income renters and higher-income condominium owners. Few households in this area have vehicles.

Preservation of Capital Assets:

These four library branches are core community and capital assets that range in age from 21-65 years. All four branches require a variety of renovations including upgrades to lighting, safety, access, and to all electrical and data infrastructure to meet new technological needs, and code requirements. These renovations will ensure that these libraries remain open, provide up-to-date library services and increase accessibility and safety for residents and staff well into the future.

Maintenance:

By addressing years of deferred maintenance, the proposed library renovations will decrease maintenance costs well into the future. The renovations include upgrades to lighting, safety, access, and to all electrical and data infrastructure to meet new technological needs, and code requirements. The enhancements will decrease the City's operational and maintenance costs due to breakage and replacement of panels, circuit breakers, painting of graffiti, overall maintenance

Energy Consumption, Resiliency and Mobility:

The proposed library renovations will help to bring the facilities in line with current California's Building Energy Efficiency Standards (California Code of Regulations, Title 24), and will provide electrical and technological infrastructure upgrades and efficiencies, providing up-to-date library services, while increasing accessibility and safety for residents and staff well into the future.

PARKS & RECREATION

BUILDINGS AND FACILITIES

The proposed Park and Recreation facility renovations and improvements include three recreation facilities, **Rainbow Recreation Center, Tassafaronga Recreation Center Gym, Lions Pool at Diamond Park**, and four **Head Start facilities at Brookfield, Arroyo, Manzanita and San Antonio** recreation centers. The improvements are addressing deferred maintenance, growing programming needs, and federally mandated safety criteria that have rendered some of the facilities inoperable. The renovations will also provide the opportunity for additional services.

Social and Geographical Equity:

The **Rainbow and Tassafaronga Recreation Centers** are located in an areas of high ethnic diversity, low income, limited English speaking neighborhoods. the Center is aged, in need of upgrades, and has been previously identified for an expansion project that has gone through a robust community engagement process. This project requires additional funding for construction of the replacement of the facility that will allow for increased services to the community. In the case of **Lions Pool**, it is one of three pools in Oakland that is open year-around. It is therefore used by Oakland residents, adults and youth, City wide for swim instruction, rehabilitation for those who are disabled or injured, and general swimming recreation. **The Head Start Program facilities** serve Oakland's most vulnerable families. The sites proposed for improvements are located in east and central Oakland neighborhoods that have some of the highest child poverty rates in the city: **Brookfield** (94606 – Child Poverty Rate: 39.6%); **Manzanita** and **San Antonio** Park (94603 – Child Poverty Rate: 28.7%) and **Arroyo Viejo** (94605 – Child Poverty Rate: 30.5%). In addition, the zip code areas of 94603 and 94605 have among the highest incidences of crime, according to a recent community assessment, and are neighborhoods of vulnerability and greatest need.

Preservation of Capital Assets:

The proposed projects will provide renovations and improvements to core capital assets that provide a high volume of programming and events for underserved communities. The **Rainbow Recreation Center** project will replace a majority of the facility that will allow for increased services to the community and provide a new building that will serve the community well into the future. The improvements at the **Tassafaronga Gym, Lions Pool and four Head Start facilities** will address years of deferred maintenance that have either caused the closure or threatens the closure of these resources. The improvements will provide safe, useable facilities that will extend the useful life of each and in some cases provide capacity for additional programming.

Maintenance:

After years of deferred maintenance, the renovations and improvements of these OPR facilities will address many significant needs and prevent further damage to the facilities. The **Rainbow Recreation Center** project will improve and modernize the facility, which will decrease maintenance needs. Currently the condition of **Lions Pool** presents hazards to users that have resulted in litigation. The pool deck has many large breaks and is uneven. The site is slated for closure due to infrastructure instability. Fixing the roof and current water damage at the **Tassafaronga Gym** will prevent further water damage. The proposed **Head Start** facility renovations will address deteriorating facilities and years of deferred maintenance by replacing play structures, safety surfacing, flooring, windows, fencing and providing new toddler restrooms, which in turn will allow the facilities to stay open and decrease maintenance costs. Additionally, the improvements will in some cases lower operations cost by removing hazards and liability risks.

Energy Consumption, Resiliency and Mobility:

Modern infrastructure at Rainbow Recreation Center and park will incorporate energy efficiencies and stormwater treatment that will reduce resource consumption, clean stormwater, and will be compliant with current accessibility laws. At Lions Pool new pool technology as it relates to heating, filtration and water quality will lend to reduction of energy costs and resource consumption. The project will also bring the pool into ADA compliance. Improvements to the Tassafaronga Gym will allow the facility to be reopened, which will provide the this very underserved neighborhood a safe place for youth to gather, deliver opportunities for fitness and health as well social engagement. Improvements to the Head Start facilities will increase water and energy efficiencies in renovated/new restrooms, and replaced windows. In addition, investments in the Head Start facilities will support the Mayor's cradle-to-career community initiative. The Oakland Promise. Ensuring the proposed improvements are made will not only provide greater access to high-quality, safe, and nurturing learning and recreation environments, but will be a further investment in the city's core "human and social" assets – its diverse families and children.

PARKS & OPEN SPACE The four athletic fields proposed for lighting upgrades are **Curt Flood, Golden Gate, Lowell, and Tassafaronga**. The project will replace the wiring and light fixtures that have been vandalized and stolen.

Social and Geographical Equity:

The **Ballfield Wiring** projects are located at four ballfields (Curt Flood, Golden Gate, Lowell, and Tassafaronga) in highly underserved areas of west and east Oakland in neighborhoods of high ethnic diversity and primarily low income. These fields provide sorely needed recreational opportunities for youth and adults in these neighborhoods.

Preservation of Capital Assets:

Functional lighting will allow for night play decreasing negative use of fields such as encampments, drinking and vandalism, and thereby decreasing vandalism and sustaining the condition of the fields.

Maintenance:

The project will provide functional lighting at four ballfields with anti-theft technology reducing future maintenance and replacement costs.

Energy Consumption, Resiliency and Mobility:

The project will provide energy efficient light fixtures and allow access to the fields for night games, which will help to decrease crime and blight, while providing opportunity for night time recreation.

HUMAN SERVICES

BUILDINGS AND FACILITIES

The Henry Robinson Multi Service Center (HRMSC) located in the Touraine Hotel at 559 – 16th Street, serves over 300 literally homeless adults annually, many directly from encampments or places not fit for human habitation.

Social and Geographic Equity:

The **Henry Robinson Multi Service Center (HRMSC)** located in the Touraine Hotel at 559 – 16th Street, in a highly underserved area. A profile of the clients show: 60% are male; 34% are between the ages of 45 – 54; 83% are African-American; and 48% have mental illness, with over 40% have 2+ physical/mental conditions. In addition, the Henry Robinson Multi Service Center program serves clients that are at a higher risk of infectious diseases and other health conditions than the general public.

Preservation of Capital Assets:

The inside temperature at HRMSC is often extreme during summer months, making work nearly impossible for the homeless and service staff. The replacement of the degraded 20-ton HVAC system will provide a comfortable environment and complement the \$1.5 million in capital improvements completed in 2012.

Maintenance:

In FY 2015 and FY 2016 the maintenance and repair costs for the current HVAC system at HRMSC was close to \$35,000 on top of the service agreement costs. Having a system that does not require such costly repairs each year will create savings for the City.

Energy Consumption, Resiliency and Mobility:

A new HVAC system at HRMSC will address the swings in temperature, reduce yearly maintenance/repair costs and provide a more livable/workable environment for clients and service staff. The new system will be more energy efficient than the current HVAC system which is over 20 years old.

ANIMAL SERVICES

BUILDINGS AND FACILITIES Social and Geographic Equity:

Oakland Animal Services provides services to animals and animal owners across Oakland. The shelter is Oakland's only "open admissions" shelter that accepts homeless, injured, orphaned, unwanted, lost, abandoned and mistreated animals.

Preservation of Capital Assets:

The proposed HVAC and Energy Management System replacement project will allow air quality and temperature control that will help to prevent the spread of communicable diseases between animals and staff, thereby making the facility useable into the future.

Maintenance:

The current HVAC and EMS are at the end of their useful life and do not work properly. They require constant maintenance and adjustments. Replacement of these systems will improve air quality in the 27,000 s.f. building and decrease maintenance costs.

Energy Consumption, Resiliency and Mobility:

The new HVAC and EMS will be more energy efficient and provide healthier environment for the animals and staff.

TRANSPORTATION

Transportation projects funded by the Infrastructure Bond include both "Great Streets" and "Safe Streets" projects. Great Streets includes paving and complete streets projects, and Safe Streets projects include Bicycle Master Plan and Safe Routes to Schools projects. Most of the bond proceeds proposed to fund Transportation projects (\$25 million) directly address Pavement Resurfacing by expediting the completion of the existing five year paving plan. The remainder of the Transportation portion of the bond proceeds (\$15.6 million) fund CIP projects for curb ramps installation, sidewalk construction, and complete street, bicycle master plan, and safe routes to schools projects. More importantly, this latter category funds the local match for grants received for complete streets and street safety projects throughout the City. Finally, Pavement Program funds, Transportation Matching Grant funds and Streetscape funds will also be used for installation of Water Quality Control Board full trash capture systems as appropriate.

Social and Geographic Equity:

The investment equity of the I-bond program was analyzed using the Oakland Equity Index (OEI), a metric developed by City of Oakland staff for use in measuring equitable distribution of infrastructure projects. Every census block in the city was assigned an OEI score based on the average of the percentages of the block population that are minorities^[1], low-income^[2], and youth under 10 respectively. Blocks are then assigned the designations of "very low", "low" "medium" "high" or "very high" disadvantage based on what quintile of census tracts their score places them in. Very High and High quintiles are concentrated in East Oakland and West Oakland while Low and Very Low quintiles are concentrated in hills neighborhoods, North Oakland and around Lake Merritt. (See Map "Equity by Population").

Projects were overlaid and evaluated on their geographic reach into areas with higher levels of disadvantage. The map "Expenditure and Equity" identifies transportation projects proposed for I-bond funding by their equity status. Projects are presented in two categories, Paving Projects and Transportation CIP Projects. Mapping analysis shows that the majority of projects are located in Very High and High quintiles, and the smallest percentage is located in the Very Low quintile. However, projects are distributed through all neighborhoods in Oakland.

Paving projects are typically scattered throughout Oakland based on paving need, while Transportation CIP projects, particularly those funded by grants, are focused in high and very high quintiles. Some of the largest grant funded projects, such as the International Blvd. BRT-Supportive Pedestrian Improvements, the Fruitvale Alive Gap Closure, and the Highway Safety Improvement Program (HSIP) projects reach deep into parts of East Oakland that score the most disadvantaged on the Oakland Equity Index. Others, such as 14th St. Safe Routes to the City, provide a gateway from West Oakland to job and resource centers downtown.

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Preservation of Capital Assets:

The City's streets are a core capital asset that allows for the safe, efficient movement of people and goods throughout Oakland. All of the I-bond funds for transportation will directly address preservation of, or an improvement to these core capital assets. The majority of bond proceeds proposed for transportation (\$25 million) will fund expedited completion of the 5 year Pavement Resurfacing Program, and also will fund Paving of Bicycle Plan Streets. Funds will also repair the City's existing Sidewalks and install ADA compliant Curb Ramps. Bond funds will also leverage grant funded projects that will improve existing streets; these projects will increase safety for bicyclists, pedestrians, and drivers by installation of crossing signals, signage, bike lanes, pedestrian crossing improvements, paving, etc. Finally, this program will implement Safe Routes to Schools improvements near up to eight elementary and middle schools in Oakland.

Maintenance:

The transportation projects proposed in the I-bond will decrease the City's operations and maintenance cost by repairing street infrastructure to a "new" condition. In the case of Pavement Resurfacing, Operations & Maintenance (O&M) and capital costs both increase exponentially as pavement quality decreases. By expediting completion of the citywide street resurfacing program, it will decrease the long term capital costs by resurfacing streets that are in fair/good condition before they fall into poor conditions that can drastically increase the cost for repair. Likewise the O&M costs on poor/failing streets are much higher than recently resurfaced ones, which require more pothole repair and other labor intensive "band aids. On a citywide basis the total O&M need will decrease. While it is very unlikely that the City's O&M needs will decrease below current O&M budgets (because they are currently relatively small), it is likely that a greater percentage of O&M budgets can be devoted to system preservation enhancements (such as crack sealing and skim coating) rather than short term solutions to catastrophic failures such as pothole patching.

Energy Consumption:

Investment in the City's streets infrastructure generally, and in the proposed I-bond projects specifically, has a neutral to positive impact on overall energy consumption for the following reasons:

- a. Investment in resurfacing city streets benefits not only autos, but also low energy consuming transit and bicycle transportation options.
- b. Most of the non-paving investments explicitly improve the safety and ease of the pedestrian, bicycle and transit environment, and increase the mode share of transportation alternatives to the single occupant vehicle.
- c. Investments are concentrated in areas of highest density and highest non-auto mode share.

Resiliency:

The maintenance and improvement of a multi-modal transportation network builds resiliency into the system by promoting transportation options. In addition, while maintenance (including street resurfacing) occurs throughout the City, no large new transportation projects are proposed in areas of high fire danger or sea-level rise danger.

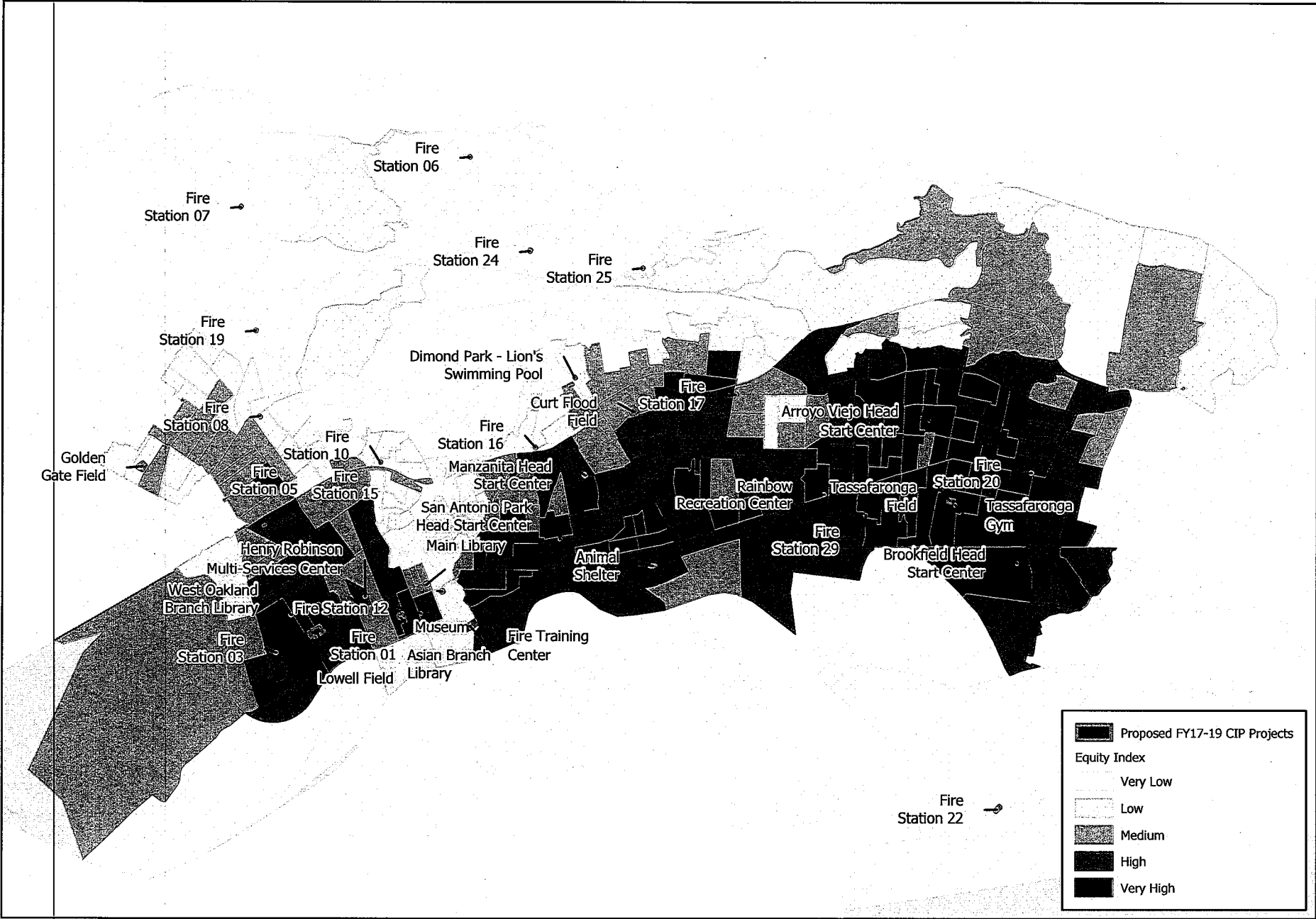
Mobility:

The projects proposed for I-bond funding likewise enhance mobility for all Oaklanders in all neighborhoods for the following reasons:

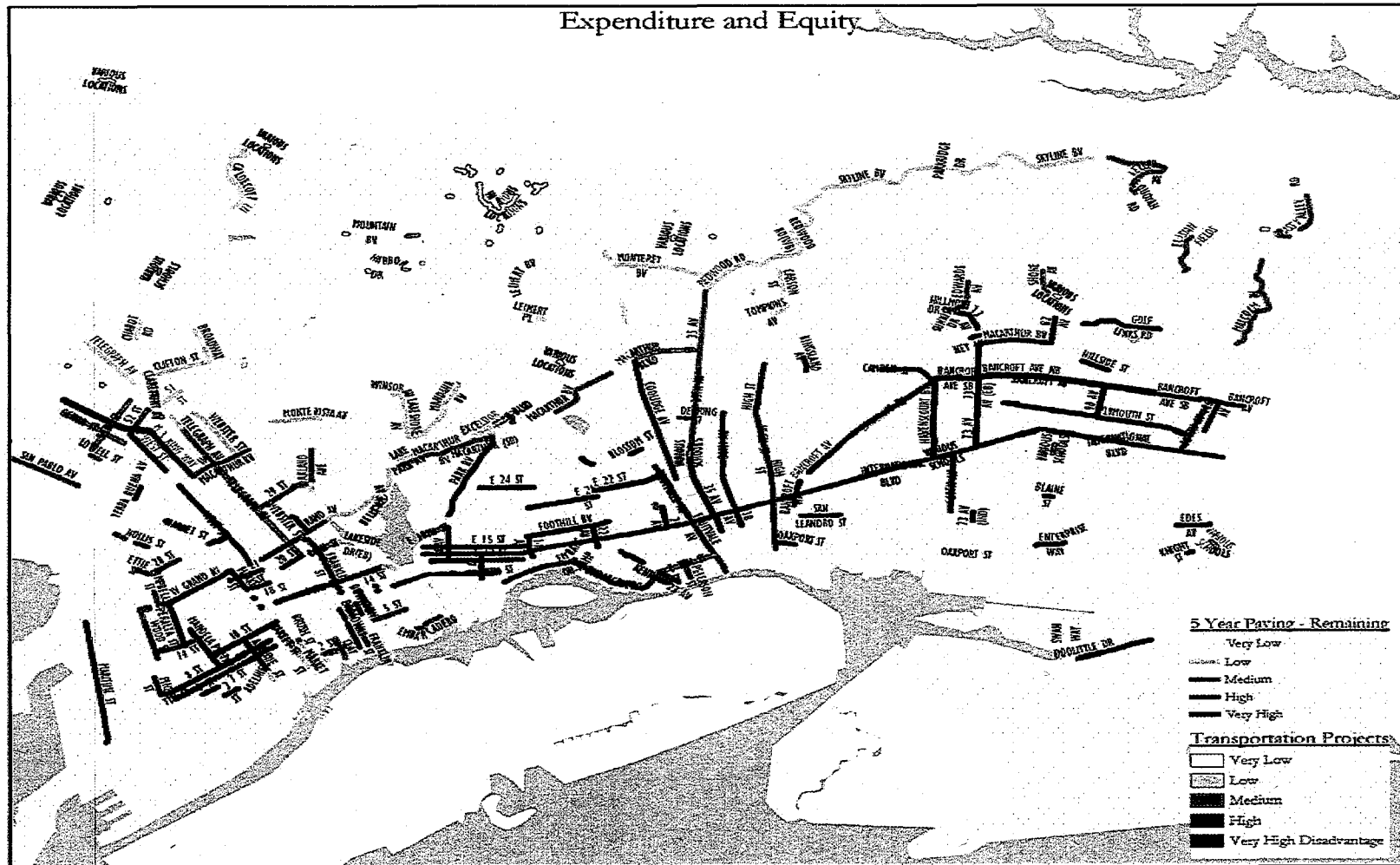
Pavement Resurfacing improvements are planned for all neighborhoods to enhance mobility for all modes, not only autos, but also the bicyclists and transit vehicles that use these roads, and the pedestrians who use the sidewalks and curb ramps that are also improved as a part of any paving project.

Other Transportation investments, particularly complete streets, bicycle master plan, and pedestrian investments, are concentrated in areas of high density and along corridors well served by transit. These projects explicitly seek to increase the safety, utility and appeal of walking, biking and using transit as a valid alternative to driving.

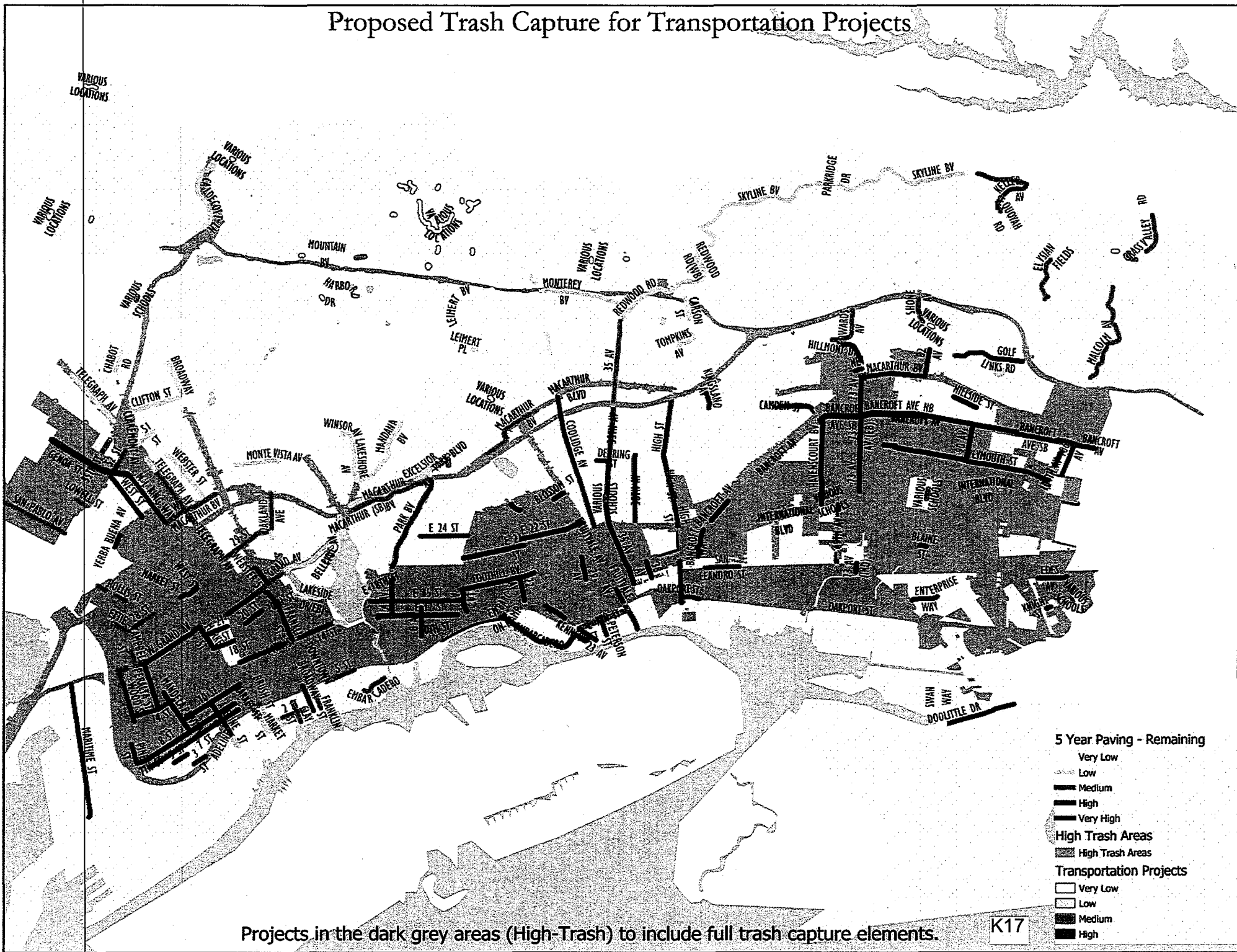
Proposed FY17-19 CIP Projects - Facilities and Parks



Map – Transportation



Proposed Trash Capture for Transportation Projects



Projects in the dark grey areas (High-Trash) to include full trash capture elements.

K17

- 5 Year Paving - Remaining
 - Very Low
 - Low
 - Medium
 - High
 - Very High
- High Trash Areas
 - High Trash Areas
- Transportation Projects
 - Very Low
 - Low
 - Medium
 - High

OAKLAND CITY COUNCIL

17 JUL 25 PM 2:02

City Attorney

RESOLUTION NO. 86815 C.M.S.

RESOLUTION IDENTIFYING AND APPROVING ALTERNATE CAPITAL IMPROVEMENT PROJECTS THAT ARE AUTHORIZED FOR FUNDING WITH PROCEEDS OF THE CITY OF OAKLAND GENERAL OBLIGATION BONDS (MEASURE KK), SERIES 2017A-1 AND 2017A-2

WHEREAS, an Ordinance authorizing the issuance of infrastructure bonds in an amount not to exceed \$600 Million in general obligation bonds to fund various City infrastructure and affordable housing projects ("Measure KK") was approved by more than two-thirds of the qualified voters of the City at the November 8, 2016, Statewide General Election; and

WHEREAS, this City Council intends to issue City of Oakland General Obligation Bonds (Measure KK), Series 2017A-1 and 2017A-2 (the "Bonds") pursuant to Measure KK and the City of Oakland Affordable Housing and Infrastructure Bond Law, Oakland Municipal Code, Chapter 4.54 (the "Bond Law"); and

WHEREAS, pursuant to Section 2(C) of the Measure KK voter approved Ordinance ("the Ordinance"), prior to issuance of the bonds, Council shall identify how the projects authorized for funding with Measure KK bond proceeds address social and geographic equity, address improvements to the City's existing core capital assets, maintain or decrease the City's existing operations and maintenance costs, and address improvements to energy consumption, resiliency and mobility; and

WHEREAS, pursuant to Section 2 of the Ordinance, bond funds will be used to acquire and make improvements to real property such as improvement and rehabilitation of streets, sidewalks and related infrastructure, renovation and rehabilitation of City facilities including libraries, public safety, recreation and other buildings, and acquisition, improvement, rehabilitation, preservation, construction and repair of affordable housing; and

WHEREAS, in compliance with Section 2(C), Exhibit 1 to this Resolution reflects the results of the investigation conducted by staff of the capital improvement projects proposed for possible funding with the Bonds, and identifies how the projects address social and geographic equity, address improvements to the City's existing core capital assets, maintain or decrease the City's existing operations and maintenance costs, and address improvements to energy consumption, resiliency and mobility; and

WHEREAS, the capital improvement projects that can be funded with the Bonds, and the facts and analysis in support thereof, are identified in the Agenda Report and set forth in Exhibit 1 hereto; and

WHEREAS, the projects as set forth in Exhibit 1 meet the criteria established under Section 2(C) of the Ordinance and are eligible activities as described in the Bond Law; and

WHEREAS, The requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines as prescribed by the Secretary for Resources, and the provisions of the Environmental Review Regulations of the City of Oakland have been satisfied; now, therefore be it

RESOLVED, That the City Council finds and determines that the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City Council; and be it

FURTHER RESOLVED, That the City Council hereby approves the capital improvement projects set forth in **Exhibit 1** as alternate projects to those projects identified in Resolution No. 86773 C.M.S. to make improvements to real property including City streets, sidewalks and related infrastructure, as well as City facilities including but not limited to parks, libraries and fire stations should those projects identified in Resolution No. 86773 C.M.S. be unable to proceed or should surplus funds remain after projects are completed; and be it

FURTHER RESOLVED, That each of the Measure KK capital improvement projects identified in this resolution shall comply with the requirements of Oakland ~~Municipal Code Chapter 15.70~~ Public Art Ordinance No. 11086 C.M.S., except to the extent the City Council determines to exclude one or more such capital improvement projects pursuant to a request of the City Administrator; and be it

FURTHER RESOLVED, That the City Council has independently reviewed and considered this environmental determination, and Council finds and determines based on the information provided in the staff report accompanying this Resolution, that this action complies with CEQA because it is exempt from CEQA pursuant to Section 15183 (projects consistent community plan or zoning), Section 15183.3 (streamlining infill project), Section 15378 (replacement or reconstruction of existing structure), Section 15303 (new construction of small structures), Sections 15162-15164 (subsequent, supplement or addenda to a Negative Declaration) and Section 15061(b)(3) (no significant effect on the environment) of the CEQA Guidelines; and be it

FURTHER RESOLVED, That this resolution shall be effective immediately upon passage.

IN COUNCIL, OAKLAND, CALIFORNIA, JUN 29 2017

PASSED BY THE FOLLOWING VOTE:

AYES - BROOKS, CAMPBELL WASHINGTON, GALLO, GIBSON MCELHANEY, GUILLEN, KALB, KAPLAN, AND PRESIDENT REID — 8

NOES - 0

ABSENT - 0

ABSTENTION - 0

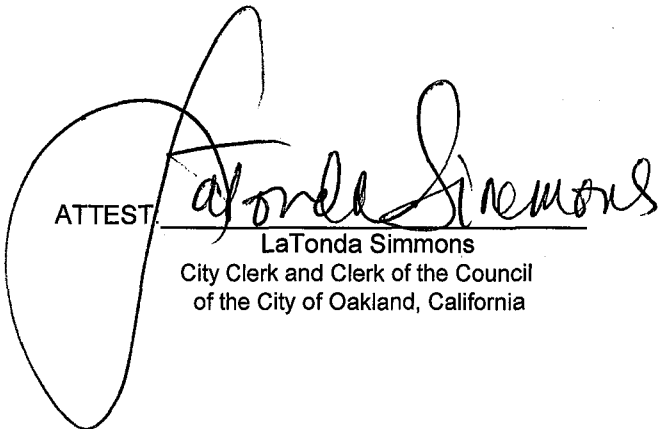
ATTEST: 
LaTonda Simmons
City Clerk and Clerk of the Council
of the City of Oakland, California

EXHIBIT 1

FY 2017-2019 PROPOSED CAPITAL IMPROVEMENT PROGRAM PROPOSED ALTERNATE PROJECTS FOR INFRASTRUCTURE BOND (MEASURE KK) COST SUMMARY AND ANALYSIS

Project Cost Summary	pg. 1
Facilities Projects Analysis	pg. 2 - 4
Transportation Project Analysis	pg. 4 - 5
Map	pg. 6

PROJECT COST SUMMARY

<u>DEPARTMENT</u>	<u>CATEGORY</u>	<u>PROJECT TITLE</u>	<u>PROJECT COST</u>	<u>DEPARTMENT SUBTOTAL</u>
<u>PARKS & RECREATION</u>	<u>BUILDINGS AND FACILITIES</u>	Lincoln Square Recreation Center Feasibility Study	\$400,000	\$4,970,000
		Jack Lond Aquatic Center Dock Improvements	\$800,000	
		San Antonio Synthetic Field Replacement	\$750,000	
		Peralta Hacienda Historical Park Improvments Phase 4A (matching funds)	\$170,000	
		Dimond Park ADA Improvements	\$1,500,000	
		Malonga Casquelord Center Studio Floors	\$250,000	
		Arroyo Viejo Synthetic Field	\$1,100,000	
		Subtotal Facilities		\$4,970,000
<u>TRANSPORTATION</u>	<u>SAFE STREETS</u>	Pedestrian Master Plan: Priority Projects	\$7,181,310	\$7,181,310
		Subtotal Safe Streets	\$7,181,310	\$7,181,310

FACILITIES

PARKS & RECREATION

BUILDINGS AND FACILITIES

The proposed Exhibit 1 Park and Recreation facility renovations and improvements include **Jack London Aquatic Center Dock Improvements, Lincoln Square Recreation Center Feasibility Study, Malonga Casquelord Center Studio Floors, Peralta Hacienda Historical Park, Dimond Park ADA Improvements, San Antonio Synthetic Field Replacement and Arroyo Viejo New Synthetic Field**. The improvements are addressing deferred maintenance, growing programming needs, and community identified needs.

Social and Geographical Equity:

The **Lincoln Square Recreation Center Feasibility Study, Peralta Hacienda Historical Park Improvements, San Antonio Synthetic Field Replacement and Arroyo Viejo New Synthetic Field** are located in an areas of high ethnic diversity, low income, and in mostly limited English speaking neighborhoods. The **Lincoln Recreation Center** is aged, crowded, in need of upgrades, and has been previously identified for an expansion project that has gone through numerous robust community engagement processes. The center serves over 2000 daily users and the surrounding community is steadily increasing with additional housing putting more pressure on an already undersized facility. **Peralta Hacienda Historical Park** is a six-acre historic park housing the historic house of the Peralta settlement in early California. Located in the Fruitvale District, it is a cultural museum, arts and educational hub for local families and youth, and a regional center for historical inquiry and discovery. In the case of **San Antonio and Arroyo Viejo synthetic field projects**, these fields are the only outdoor, public, team sport recreational facilities in these neighborhoods. The **San Antonio Park Field** is the first synthetic field for the City that's been in place almost 20 years serving a neighborhood with child poverty Rate of 28.7%. In the **Arroyo Viejo** community the child poverty rate is 30.5%. In addition, these neighborhoods have among the highest incidences of crime, according to a recent community assessment, and are neighborhoods of vulnerability and greatest need. **Malonga Casquelord Center** dance studios and **Jack London Aquatic Center** docks are community based art and aquatic facilities that serve all of Oakland as well as the entire Bay Area. These centers offer low cost and often free services to youth and adults who in many cases would not have the opportunity to participate in art and boating activities. **Dimond Park** includes Lions Pool, open all year around, and trail connections to Joaquin Miller Park and East Bay Regional Park trails, which attract residents from all over Oakland and the broader Bay Area. The federally mandated **Dimond Park ADA Improvements** will ensure that the park can be accessed by all, including the elderly and those with disabilities.

Preservation of Capital Assets:

The proposed projects will provide renovations and improvements to core capital assets that provide a high volume of programming and events for underserved communities. The **Lincoln Square Recreation Center Feasibility Study** will provide the information needed to begin design on a new center that will replace all, or the majority of, the existing facility and allow for increased services to the community in a new building that will serve the community well into the future. The **Peralta Hacienda project** will restore and preserve historical features of the park that have not been maintained. The synthetic field improvements at **Arroyo Viejo and San Antonio Parks** will provide up-to-date sports fields that will be usable well into the future. The **Malonga Casquelord Center Studio Floors** and **Jack London Aquatic Center Dock Improvements** will address years of deferred maintenance that threaten the closure of these resources. The improvements will provide safe, useable facilities that will extend their useful life. The **Dimond Park ADA Improvements** will bring the park up to state and federal code and provide safe access for all.

Maintenance:

After years of deferred maintenance, the renovations and improvements of these parks, sports fields, recreational and art centers will address many significant maintenance needs and prevent further damage to the already degraded facilities. Operations & Maintenance (O&M) and capital costs both increase exponentially as the City's facilities age and are subject to years of deferred maintenance. Implementing the proposed improvements before these facilities go into further disrepair, which can drastically increase costs of repair, will decrease O&M and long term capital costs overall for these facilities.

Energy Consumption, Resiliency and Mobility:

Modern infrastructure at **Lincoln Recreation Center** and park will incorporate energy efficiencies and stormwater treatment that will reduce resource consumption, clean stormwater, and will be compliant with current accessibility laws. The **Peralta Hacienda Historical Park Project** will help to rescue and interpret the history of this historic site. The project includes an outdoor seating area that will provide this underserved community an outdoor space for education, gatherings and events. At **Arroyo Viejo** and **San Antonio Parks** new synthetic fields will reduce water consumption and deliver opportunities for fitness and health as well social engagement in these highly underserved communities. The **Dimond Park ADA Improvements** will address access deficiencies and federally mandated standards, and provide safe access to the park for all Oaklanders, including the elderly and those with disabilities. The **Jack London Aquatic Center Docks** and the **Malonga Casquelord Center Studio Floor Improvements** will increase the life of these facilities and provide access to high quality arts and boating education and recreational activities. Users and advocates from all over Oakland have been lobbying the City for these improvements because both facilities are highly valued by a broad range of Oakland communities.

TRANSPORTATION

SAFE STREETS The proposed Exhibit 1 Transportation projects consist of priority projects identified in the Pedestrian Master Plan Update. The projects address identified pedestrian safety needs on high collision streets throughout the City.

Social and Geographical Equity:

The Pedestrian Master Plan Priority Projects were prioritized based upon an analysis of three factors: Safety, Equity and Walkability. The equity analysis was based upon the Metropolitan Transportation Commission's (MTC) definition of "Communities of Concern" from which seven demographic characteristics were used. These were: Race/Ethnicity, Low Income, Limited English Proficiency, Zero-Vehicle Households, Seniors 75 and Over, Population with a Disability, and Single-Parent Families. Projects are scattered throughout the City.

Preservation of Capital Assets:

The proposed projects will provide functional and safety improvements to core capital assets, such as sidewalks, ADA curb ramps, street and roadways, thereby prolonging their useful life. Other pedestrian safety amenities such as traffic signals and crossing devices can be folded into the inventory of existing devices.

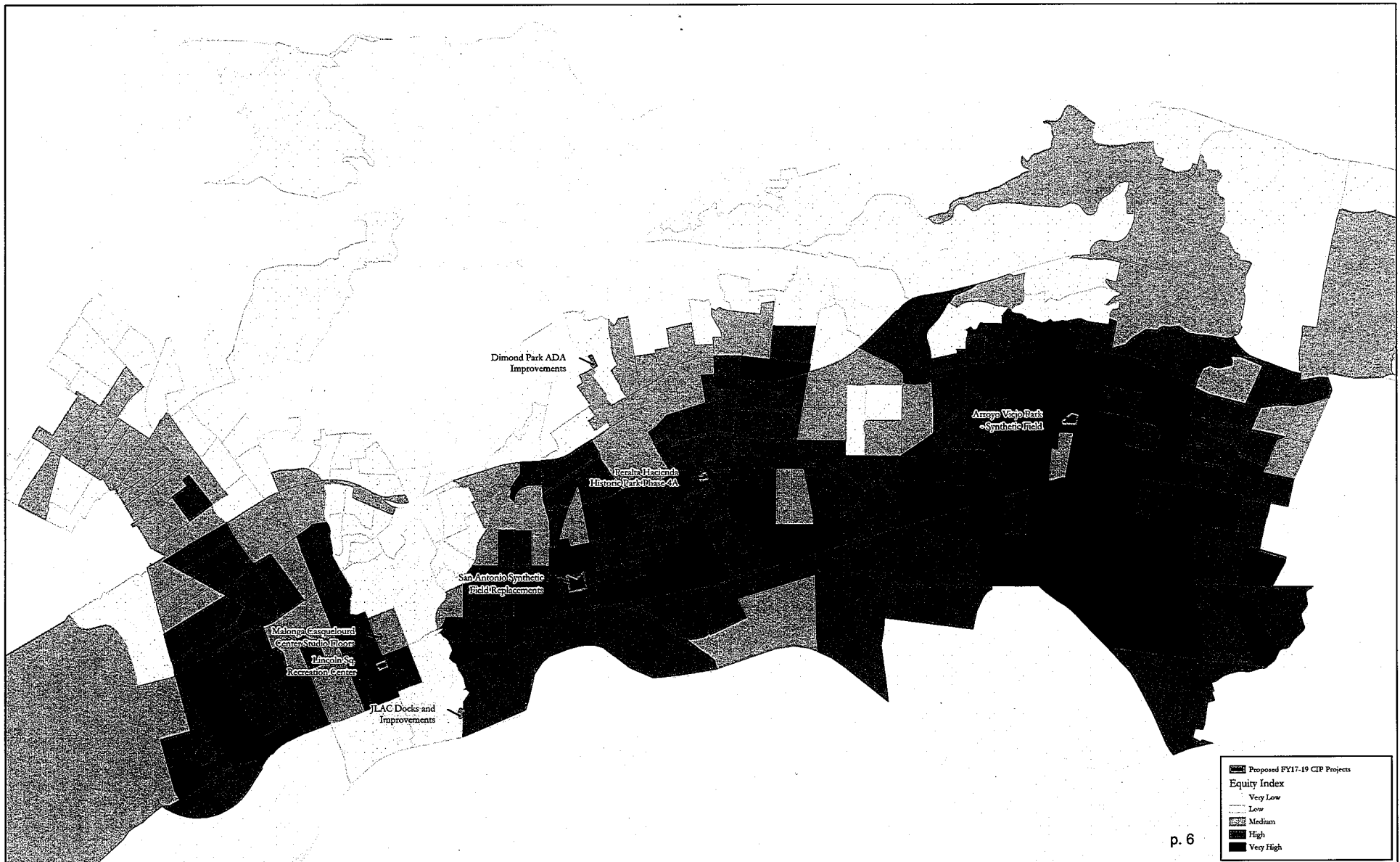
Maintenance:

Projects identified under the Pedestrian Master Plan as priorities represent enhancements that either prolong the existing infrastructure, e.g. sidewalk and roadway repair, upgraded or replacement pedestrian signal heads, or that can be incrementally added to the City's infrastructure operations and maintenance programs.

Energy Consumption, Resiliency and Mobility:

Investment in the City's transportation infrastructure generally, and in the case of the proposed additional/alternate projects, have a neutral to positive impact on energy, in that they encourage non-vehicular transportation, i.e. walking and using transit. Further, maintaining, improving and making streets safer builds resiliency into the system by promoting transportation options.

Proposed FY17-19 CIP Alternate Projects - Facilities and Parks



Measure KK (Rd 1) Spending Plan
Fiscal Year: 2018-2019

Program Name	Project Name	Total Amount Awarded	Total Amount Spent	Balance Remaining (available to spend)
Acquisition of Transitional Housing Facility*		\$ 14,000,000.00	\$ 7,018,041.55	\$ 6,981,958.45
Bond Measure KK Site Acquisition Program	Highland Palms	\$ 3,000,000.00	\$ 2,920,000.00	\$ 80,000.00
	10th Ave Eastlake	\$ 5,000,000.00	\$ 4,700,000.00	\$ 300,000.00
	2530 9th Avenue	\$ 1,342,375.00	\$ -	\$ 1,342,375.00
	812 East 24th Street	\$ 974,150.00	\$ 974,150.00	\$ -
	The Wolery and San Antonio Terrace	\$ 3,500,000.00	\$ 3,500,000.00	\$ -
	Longfellow Corner (aka Northwest MacArthur/ MLK TOD)	\$ 3,175,000.00	\$ 3,175,000.00	\$ -
	ADMIN COST	\$ 1,008,475.00	\$ -	\$ 1,008,475.00
Notice of Funding Availability (NOFA) for Housing Rehabilitation and Preservation	Howie Harp	\$ 3,000,000.00	\$ -	\$ 3,000,000.00
	Empyrean	\$ 4,688,000.00	\$ -	\$ 4,688,000.00
	Fruitvale Studios	\$ 1,800,000.00	\$ -	\$ 1,800,000.00
	ADMIN COST	\$ 512,000.00	\$ -	\$ 512,000.00
NOFA for New Construction of Affordable Rental and Ownership Housing	7th & Campbell	\$ 801,900.00	\$ -	\$ 801,900.00
	Camino 23	\$ 100,000.00	\$ 30,000.00	\$ 70,000.00
	West Grand & Brush	\$ 1,318,000.00	\$ -	\$ 1,318,000.00
	3268 San Pablo	\$ 100,000.00	\$ -	\$ 100,000.00
	Coliseum Place	\$ 1,600,000.00	\$ -	\$ 1,600,000.00
	657 W. MacAurthur Apts	\$ 800,000.00	\$ -	\$ 800,000.00
	Fruitvale Transit Village II-B	\$ 1,400,000.00	\$ -	\$ 1,400,000.00
	ADMIN COST	\$ 880,100.00	\$ -	\$ 880,100.00
1-4 Unit Housing Programs		\$ 6,000,000.00	\$ -	\$ 6,000,000.00
Total		\$ 55,000,000.00	\$ 22,317,191.55	\$ 32,682,808.45

Attachment H

City of Oakland Measure KK Affordable Housing Projects

Transitional Housing

- 641 W Grand Ave

Measure KK Site Acquisition

- 10th Ave Eastlake
- 2227 INTL
- 2530 9th Ave
- 7th & Campbell

E 24th St Community Studios

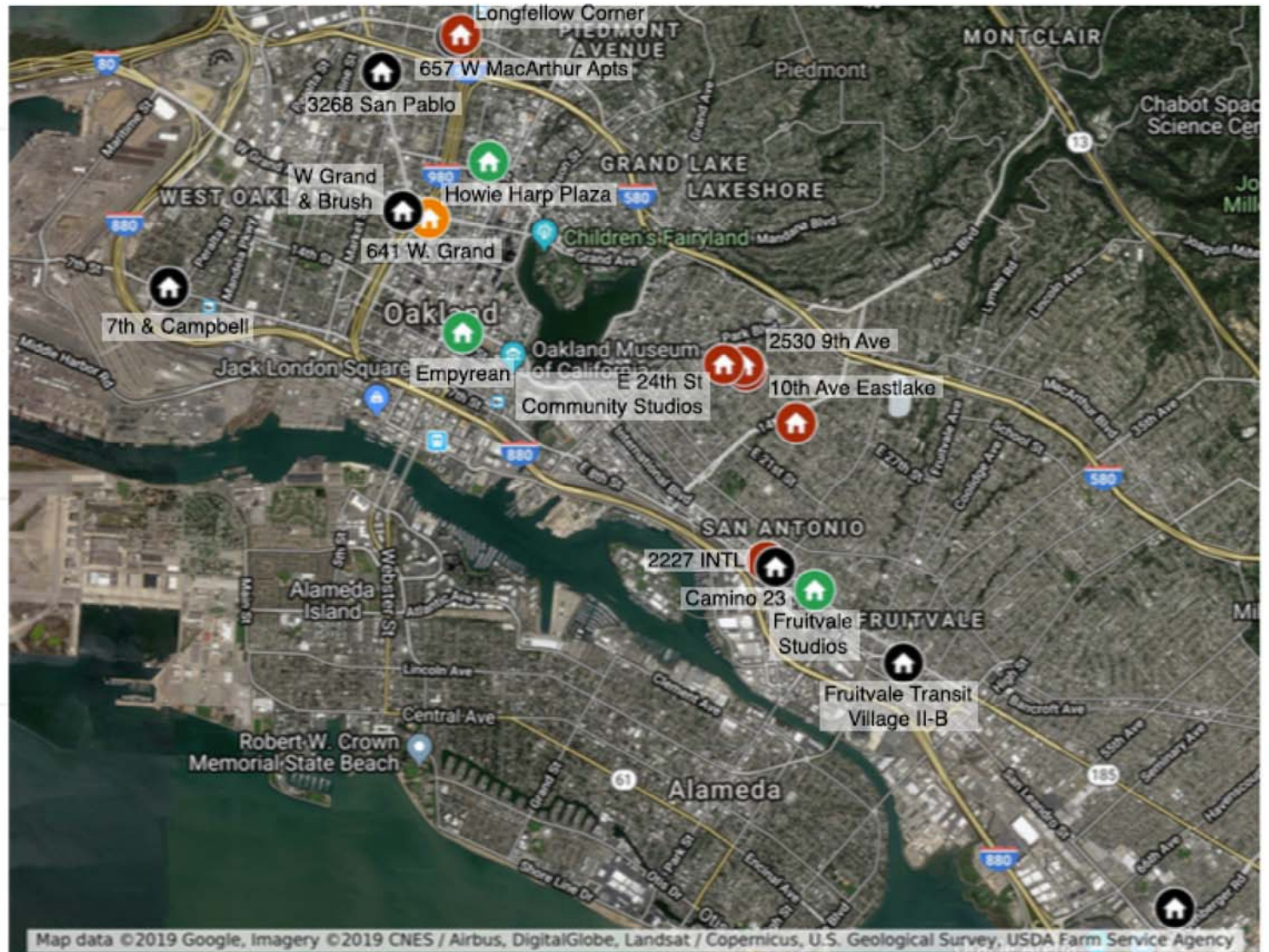
- Highland Palms
- Longfellow Corner

NOFA Rehab & Preservation

- Empyrean Towers
- Fruitvale Studios
- Howie Harp Plaza

NOFA New Construction

- 3268 San Pablo
- 657 W MacArthur Apts
- 7th & Campbell
- Camino 23
- Coliseum Place
- Fruitvale Transit Village II-B
- West Grand & Brush



Attachment I

Draft HCD Responses: 2/6/2019

Bond Measure KK Evaluation Measures

- **Map of projects**
In progress: Addresses below

Program Name	Project Name	Project Address
Acquisition of Transitional Housing Facility*	641 W. Grand 2 nd location TBD	641 W. Grand
Bond Measure KK Site Acquisition Program	Highland Palms	1810 E 25th Street
	10th Ave Eastlake	2515 10th Avenue
	2530 9th Avenue	2530 9th Avenue
	812 East 24th Street	812 East 24th Street
	The Wolery and San Antonio Terrace	2227 International Boulevard
	Longfellow Corner (aka Northwest MacArthur/ MLK TOD)	3801-3829 Martin Luther King Jr. Way
Notice of Funding Availability (NOFA) for Housing Rehabilitation and Preservation	Howie Harp	430 28 th Street
	Empyean	344 13 th Street
	Fruitvale Studios	2600 International Boulevard
NOFA for New Construction of Affordable Rental and Ownership Housing	7th & Campbell	7 th and Campbell Streets
	Camino 23	2285 International Boulevard
	West Grand & Brush	2201 Brush Street
	3268 San Pablo	3268 San Pablo Avenue
	Coliseum Place	905 72 nd Avenue
	657 W. MacArthur Apts	657 W. MacArthur
	Fruitvale Transit Village II-B	E 12 th Street and 35 th Avenue
1-4 Unit Housing Programs		TBD

- **Income of residents benefiting from projects**

- **Answer:**

- Affordable Housing – The expected affordability level of tenants will range from extremely low income (<30% AMI) to low and moderate income (51%-80% AMI) for affordable rental housing and moderate income (80% - 120% AMI) for homeownership units.

- **Racial/ethnic demographics of residents benefiting from projects**

- **Answer:**

- Affordable Housing – TBD for Bond Measure KK projects. Many of these projects are in predevelopment/construction, and are not yet occupied. These are subject to local hire and local apprenticeship programs, so Oakland residents will benefit from construction hiring as well as the eventual affordable units. We can flag this to follow-up with Housing Development's Asset Monitoring staff, Residential Lending Staff and/or Contract Compliance as applicable.
 - All multifamily housing developments are required to comply with the Fair Housing Act, which prohibits discrimination on the basis of race, color, religion, national origin, sex, disability, and familial status. In addition, affordable developments receiving funding from the City of Oakland are required to follow the City's Affirmative Fair Marketing Procedures, which requires special outreach to groups not likely to apply for housing in the project area. Therefore, all racial and ethnic groups will have a fair chance to benefit from new affordable housing projects in Oakland.
 - According to the City of Oakland's Downtown Oakland Preliminary Draft Plan, an estimated 68% of Oakland's homeless residents were Black or African American as of the 2017 Oakland Homeless Count, despite Black residents only composing 26% of the overall City population. This report also states that housing cost burdens are the most severe for households of color (Black, Latino, Asian or Pacific Islander, and Mixed/other). These communities are likely to benefit the most from new affordable housing development currently underway in Oakland.

- **For those projects considered that did not receive funding, why or why not?**

- **Answer:**

- Affordable Housing

- Site Acquisition Program – Eleven (11) applications were received under the Measure KK Site Acquisition Program. Six (6) were funded, one (1) applicant rescinded their application, and four (4) additional applications did not receive funding because the initial budget has been exhausted. The four applicants who did not receive funds will be prioritized under the 2nd tranche of KK financing. Numerous other developers have expressed interest in this program.

- **Affordable housing projects**
 - **Percentage of projects completed, where are projects in the pipeline?**
 - **Answer:**
 - Acquisition of Transitional Housing – The budget for acquiring real estate for transitional housing opportunities is \$14M. As of September 20, 2018, the City of Oakland purchased 641 W. Grand, an existing building with 70 Single Room Occupancy units. The remaining budget is targeted for use by FY 2019-2020 if not sooner.
 - Site Acquisition Program – The budget for the Measure KK Site acquisition program is \$18M. From that, \$15M (83%) has been spent to date with a balance of \$3M (17%) un-spent. The balance of expenditures is anticipated between FY 2018-2019 and 2019-2020. Six (6) projects received funding awards for acquiring sites to develop affordable housing. Of the six (6), four (4) have closed on their loans (67%) (*Highland Palms*, *10 Avenue Eastlake*, *Longfellow Corner aka NW. MacArthur/MLK TOD*, and *812 E. 24th St.*). One (1) project is under construction (17%) (*10 Avenue Eastlake*), and the remainder are facilitating due-diligence in their pre-development phase (83%). Zero percent (0%) of projects are complete.
 - NOFA Housing Rehab & Preservation – The Measure KK budget for NOFA Rehab & Preservation is \$10M. While project funds have been awarded, no funds have been spent to date (0%). Each of the three (3) projects are currently in their predevelopment phase (100%). However, one project is now coordinating its construction loan closing and anticipates closing their loans around 2/20/19 to begin rehab. Total expenditures are anticipated by FY 2019-2020 if not sooner. Thus, zero percent (0%) of projects are complete.
 - NOFA New Construction - The Measure KK budget for NOFA New Construction is \$7M. Seven (7) projects in total have received funds for new construction of affordable housing. Six (6) (86%) are currently in their predevelopment phase attempting to secure financing to close construction financing and spend down the KK funds by FY 2019-2020 if not sooner. The closing of escrow is subject to each development securing its commitments for total development funds to cover total development costs. One (1) project (14%) (*Camino 23*) is now under construction. Less than 1% of total budgeted funds have been spent down to date. Thus, zero percent of projects (0%) are complete.
 - Housing Program (1-4 Units) – A homeownership rehab program for real estate with 1-4 dwelling units. The budget of \$6M is expected to be spent down in FY 2019-2020. No funds have been spent to date thus zero percent of projects (0%) complete.

- **Where there project applications that came in after the first round of funding closed and how have they or will be prioritized?**
 - **Answer:** Numerous developers have expressed interest in applying for the over-the-counter programs for 5+ units. Should additional funding be made available, complete applications will be considered in the order in which they were received.
- **Time between application, award, and disbursement of funds**
 - **Answer:** This varies widely between projects, depending on what their other funding sources are, where in the predevelopment process they were, whether the projects are simple acquisition, or more complex acquisition/rehabilitation deals. Generally speaking, the site acquisition funds have been the most quickly committed and expended, as expected.
- **Where (geographically) are projects located**
 - **Answer:**
 - Two (2) projects are in Council District 1
 - Seven (7) projects in CD 2
 - Five (5) projects in CD 3
 - Zero (0) projects in CD 4
 - Two (2) projects in CD 5
 - Zero (0) projects in CD 6
 - One (1) project in CD 7
- **Vacant properties vs. occupied properties vs. vacant sites where units haven't been built**
 - **Answer:** Need additional time to respond.
- **Homeownership vs. rental units vs. transitional housing**
 - **Answer:**
 - Seventeen (17) affordable housing projects received a KK funding award.
 - One (1) site is for the use of transitional rental housing.
 - Six (6) sites were acquired for the future development of affordable rental housing;
 - Three (3) sites with existing buildings received funding for rehabilitation of affordable rental housing and;
 - Seven (7) sites received funding for the new construction of affordable rental housing.
 - No funds have been expended yet under the 1-4 unit housing rehab program for homeowners.
- **Number and size of affordable housing units**
 - **Answer:**

- Measure KK funding will provide support for the acquisition, preservation & rehab, and the new construction of slightly more than nine hundred and seven (907) affordable rental units and homeownership units. The actual count of units under the 1-4 housing program is pending. The size of each unit ranges from SRO's to studios, to 1, 2, and 3 bedroom units.
- **Percentage of funding spent by income level and/or expected affordability levels of tenants**
 - **Answer:**
 - The expected affordability level of tenants will range from extremely low income (<30% AMI) to low and moderate income (51%-80% AMI) for affordable rental housing and moderate income (80% AMI) for homeownership units.
- **Cost of acquiring and rehabbing units compared with cost of new construction, including site acquisition**
 - **Answer:**
 - See attached staff report for estimated comparisons of rehab vs. new construction projects under the competitive NOFAs.
- **Unit sizes and number of bedrooms**
 - **Answer:**
 - Additional time required to compile info from applications
- **Rent and family size of current tenant population for existing occupied buildings**
 - **Answer:** Additional time required to compile info from applications/ occupancy reports.
- **Neighborhood of affordable housing units – relative to transit, amenities, services**
 - **Answer:** Additional time required to respond. Varies by project.
- **How many units are anticipated and what demographics and income levels are being served? Do these meet the needs identified in the City's Housing Element and the General and any Specific Plans?**
 - **Answer:** Slightly more than nine hundred and seven (907) units – *depending on the 1-4 unit housing program* – are anticipated with targeted demographics being lower income working class households and families with income levels ranging from extremely low income (<30% AMI) to moderate income (80% AMI).

The 2015-2023 Housing Element of the City of Oakland found that 79 percent of very low- and extremely-low income renters were 'cost burdened,' paying more than 30 percent of income on housing. It also found that 66 percent and 32 percent of extremely- and very-low income renters, respectively, were paying more than 50 percent on housing costs ('extremely cost burdened'). These projects will significantly reduce housing cost burdens in the community.

In addition, the homeless crisis in the City of Oakland and Alameda County is staggering. Although the 2019 homeless survey counts are not yet available, a January 2017 point-in-time survey counted 5,629 homeless persons in Alameda County, with shelters and transitional housing full and only one bed available for every three persons experiencing homelessness. Homeless residents in Oakland accounted for 2,761 of the total count, with 69% of those unsheltered. With a hefty component of 30% AMI units, and 70 transitional housing rooms at 641 W. Grand, these developments contribute to lessening homelessness in Oakland.

- **Where in Oakland's geography is it located? Are they too concentrated in lower income neighborhoods, or does that matter?**
 - **Answer:**
 - All project sites are in each Council District except CD 4 and CD 6. Low income affordable housing is necessary across the City's landscape and the production should address where the demand is.

- **How much additional financing did the KK contribution leverage from other sources? If so, what were the other sources?**
 - **Answer:**
 - Additional time needed to fully respond. However, it should be noted that the City leveraged \$6 million in Measure KK Bond funds as the local match for over \$40 million in County Measure A1 bond funds set-aside for Oakland developments.

- **How quickly did the project complete its predevelopment phase and to what extent did KK funds shorten or lengthen that time frame?**
 - **Answer:**
 - Most of the subject properties remain in predevelopment, seeking to use the KK commitment to leverage other sources of financing. Two (2) projects from the competitive NOFAs funded in late 2017 are now under construction (*10 Avenue Eastlake and Camino 23*). Availability of the Measure KK Bond funds permitted these projects to obtain their final financing. It would be difficult to quantify how/whether predevelopment time frames were shortened; however, the funding was crucial to closing funding gaps and actually being able to start construction.

- **To what extent did the development team (developers, consultants, builders) hire local Oakland labor and locally-owned firms?**
 - **Answer:**
 - Because of accepting City of Oakland funds each rehabilitation and new construction project is subject to the City of Oakland's Contract Compliance rules and regulations. Before a project may begin the developer must agree to comply. The two (2) projects currently under construction (*10 Avenue Eastlake and Camino 23*) are now bounded by such terms via an executed loan agreement. The loan agreement includes conditional terms for the use of funds during construction. The remaining fourteen (14) projects will be subject to the same terms once a loan agreement is signed. One (1) project (*641 W. Grand*) is owned by the City of Oakland.

Follow-up Questions to OPW, DOT, and HCD

February 19, 2019

Questions for OPW

- OPW reported that the Head Start Playgrounds Replacement at Arroyo Viejo, Brookfield, Manzanita, and San Antonio Recreation Centers are completed. The Award Amount is listed as \$480,000 but the Expenditure to date is listed as \$41,209. What happened to the other almost \$440,000?
- OPW provided information about the status of the project but can they also provide information about why some of the projects are delayed?

Questions for DOT

- In DOT's response, they say that "KK is used only for resurfacing, not for maintenance activities (like potholing). Does that mean no KK funds are being used to fill potholes? Are they filling potholes on the streets they are repaving?"

HCD

- It seems like there are a lot of site acquisition and new construction and not a lot of acquisition and rehabilitation of existing housing. Can you explain why?
- Can HCD clarify how they are defining the range of affordability levels? It is our understanding that for housing programs, the definitions are:
 - Extremely Low Income: 0% - 30% AMI
 - Very Low Income 31% - 50% AMI
 - Low Income 51% - 80% AMI
 - Moderate Income 81% - 120% AMI
- In the spreadsheet that lists all of the projects, can we get the target income levels for each of the projects?
- Can HCD describe the difference between the Site Acquisition projects and the New Construction projects? Are the Site Acquisition projects just for purchasing land?
- In the case of the Site Acquisition projects, were these projects also funded by County Measure A1? Was the amount of funding greater than the minimum match requirement for A1 funds? Might the site acq projects be returning with requests for additional City funding?
- Can HCD confirm that for FY 2019-2021 bond funds can be spent on new construction without the requirement being used solely to match funds from the County.
- Can HCD share the scoring mechanism in their application process and what the threshold point level was to qualify for funding?