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CITY OF OAKLAND



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Office of the City Administrator
Dan Lindheim
City Administrator

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September 22, 2009

City Council
Oakland, California

President Brunner and Members of the City Council:

RE: Informational Report on Grant Applications From The American Recovery And Reinvestment Act Of 2009 (Federal Government's "Stimulus Package") Submitted During Council Recess

SUMMARY

The following grant applications from the American Recovery and Reinvestment Act of 2009 (ARRA) were submitted during Council recess:

- Two (2) applications for the Broadband Technology Opportunities Program (BTOP), Sustainable Adoption Category and Public Computer Centers Category.
- California Clean Energy Workforce Training Program (CEWTP)
- Energy Training Partnership (ETP), submitted by California State University, East Bay
- Homelessness Prevention
- Transportation Investment Providing Economic Recovery (TIGER), one (1) application submitted by the City and one (1) application submitted by the Port of Oakland, being supported by the City.

FISCAL IMPACT

The submitted grant applications were for the following requested amounts:

- BTOP, sustainable adoption: \$4,901,619, with a 20% match requirement
- BTOP, public computer centers: \$60,000, with a 20% match requirement
- Homelessness Prevention: \$900,000
- TIGER: \$19,950,000

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The California State University, East Bay served as the lead and fiscal agency on the ETP grant application, therefore, there is no fiscal impact on the City from this application.

Laney Community College served as the lead and fiscal agency on the CEWTP grant application, therefore, there is no fiscal impact on the City from this application.

The Port served as the lead agency on one of the TIGER applications, therefore, there is no fiscal impact on the City from that application.

KEY ISSUES AND IMPACTS

Broadband Technology Opportunities Program (BTOP)

The City submitted two applications as part of the first round of funding for the BTOP operated by the U.S. Department of Commerce (\$1.6 billion available in this round).

Application 1: The *Sustainable Broadband Adoption* category (up to \$150 million) will fund innovative projects that promote broadband demand, such as projects focused on broadband education, awareness, training, access, equipment or support, particularly among vulnerable populations.

The City submitted an application requesting \$4,901,619 over three years to fund computer training programs in 38 public and community-based computer centers serving 174,386 residents with a focus on education, healthcare, and employment access opportunities. Programs will be made available to all Oakland residents but will target the following underserved populations: 1) school-aged children in need of academic support; 2) high school/out of school youth and dislocated workers in need of job skills and structured education programs; and 3) vulnerable populations including seniors, the disabled, those living with HIV/AIDS, gay and lesbian youth, and formerly incarcerated adults. It is anticipated that 80 jobs would be generated through this grant.

Targeted centers were selected based upon their service to residents in the most underserved areas for broadband access and include the following:

- Parks and Recreation centers (DeFremery, Campbell Village, Poplar, Mosswood, Carmen Flores, Arroyo, Rainbow, Tassafaronga)
- Oakland Public Libraries (OPL) (Main, West Oakland, Cesar Chavez, Eastmont, Elmhurst, and Melrose)
- Early and Head Start centers (Thurgood Marshall, West Grand, De Colores, Fruitvale, Sungate, Arroyo Viejo, Brookfield, Tassafaronga, 85th Avenue, 92nd Avenue)
- Community and faith-based centers (Oakland Technology Exchange West, Eastmont Technology, Lions Creek Crossing; Campbell Village and Lockwood Gardens, Oakland Housing Authority; Beth Eden, Bethlehem Lutheran, Allen Temple, East Oakland)

Boxing Association, Spanish Speaking Citizens Foundation, Acts Full Gospel, Youth UpRising, Youth Movement Records)

Primary grant application partners include: City departments (OPL, OPR, DIT, DHS), OCCUR, OTX West, Get Screened Oakland, Youth Movement Records, and Youth UpRising. In addition, OCCUR will be working with faith-based and affordable housing project-based computer centers to provide services and technical assistance.

Application 2: The *Public Computer Center* category (up to \$50 million) will fund projects that expand computer center capacity at entities that permit the public to use these computer centers, such as community colleges and public libraries.

The City submitted an application to support the 81st Avenue Library's Computer Lab, the first joint School-Public Library in Oakland, as part of a statewide proposal to expand high speed library Internet connectivity and public access in California libraries.

A statewide grant application was submitted by the Califa Group, a library cooperative, which included OPL and 48 other library systems, for the development of "Instructional Technology Service Stations" at public libraries and community colleges. The Service Stations will offer videoconferencing capability and offer residents access to courses and programs at the 81st Avenue Library that address:

- Basic literacy needs
- Technology skill building
- Job searches
- Workforce preparation
- Lifelong learning
- Healthy living and business development/e-commerce

The Califa Group has partnered with the California Virtual Campus of the California Community College Chancellor's Office, CENIC (the Corporation for Education Network Initiatives in California), and the California State Library.

The grant request amount for the 81st Avenue site still needs to be determined if the grant application is awarded, although the state lead agency provided guidance of \$60,000 per site.

Grant funds would be utilized to provide the following:

- 10 laptop computers,
- 1 echo cancelling microphone,
- 1 room-based videoconferencing unit,
- 5 PC cameras, and
- financial support for the Service Station facilitator.

California Clean Energy Workforce Training Program (CEWTP)

The State of California Energy Commission, Workforce Investment Board, Employment Development Department, and the California Labor and Workforce Development Agency developed the California Clean Energy Workforce Training Program (CEWTP).

Utilizing ARRA and non-ARRA funds, the State of California is investing \$23 million to fund workforce training in “clean energy” industries. Laney Community College is submitting this regional application in partnership with the City of Oakland, the Oakland Workforce Investment Board, community and labor organizations, and employers. The grant seeks to train low income and unskilled workers, as well as dislocated workers in areas of high poverty in “green” skills and develop career pathways in energy efficiency and renewable energy sectors.

Laney Community College is serving as the lead agency on this grant, in partnership with the City, the Oakland Workforce Investment Board, and community-based training agencies including Cypress Mandela Training Center, Regional Technical Training Center, Allen Temple Housing and Economic Development Agency, Civicorps Schools, and the Spanish Speaking Citizens Foundation. The grant request is for \$1 million to provide training opportunities for about 125 to 150 residents in energy efficiency, renewable energy, and renewable transportation technology careers. The grant period is for 18 months.

The application deadline was September 16, 2009.

Energy Training Partnership (ETP)

The Recovery Act designates \$500 million for projects that prepare workers for careers in the energy efficiency and renewable energy sectors described in Section 171(e)(1)(B) of the Workforce Investment Act (WIA). The Department of Labor’s Employment and Training Administration (DOL/ETA) made available approximately \$100 million in grant funds for the Energy Training Partnership program, with approximately \$25 million of the total funds dedicated to communities impacted by auto industry restructuring. ETP funds are intended to provide training and placement services for dislocated workers that will prepare them to seek employment in the energy efficiency and renewable energy industries, as well as in green occupations within other industries.

Eligible applicants are private nonprofit organizations that must apply under one of two categories: 1) National labor management organizations with local networks, or 2) Statewide or local nonprofit partnerships. All applicants are expected to work in conjunction with partnerships consisting of labor organizations, employers, Workforce Investment Boards (WIBs), and other organizations as defined in section 171(e)(2)(B)(ii) of WIA. Applicants are strongly encouraged to include the education and training community (such as secondary, community and technical colleges, registered apprenticeship training programs, four year colleges and universities, technical and vocational training and others), Federal partners such as DOL/ETA’s Office of Apprenticeship or the appropriate State Apprenticeship Agency, State entities with experience in

the renewable energy and energy efficiency industries, community-based and faith-based organizations, and organizations implementing projects funded by the Recovery Act.

The City was part of an application submitted by California State University, East Bay, as the lead agency. The partners include:

- Workforce Investment Boards (Alameda, Contra Costa, Richmond, Oakland and Tri-Valley WIBS)
- Community based organizations serving dislocated workers who are part of East Bay Works (which include Oakland PIC, English Center, Lao Family, and Spanish Speaking Unity Council).
- Regional Cities (Berkeley, Emeryville, Oakland, Richmond, San Leandro, Alameda, El Cerrito, San Ramon, Pleasanton, Dublin)
- Regional Organizations (East Bay Green Corridor, StopWaste.org, East Bay EDA, Tri-Valley Business Council)
- Training and Labor Organizations (Build it Green, California Building Performance Contractors, United Auto Worker's Labor Employment and Training Corporation, Carpenter's Training Committee)
- Employers (small-to-large)- (General contractors, HNTB, PG&E, Sustainable Spaces)
- Community Colleges (Laney College, Ohlone College, Chabot College Las Positas College)
- California State University East Bay

The grant seeks to implement the following objectives:

- Provide clear career pathways into emerging green sectors of residential building retrofit (whole house energy retrofit, building envelope, weatherization, HVAC, lighting, etc.) and transportation engineering/construction
- Fuse curriculum and training into a pathway that aligns with national certification standards [e.g., Building Performance Institute (BPI)] that create educational pathways through community colleges into the California State University system
- Align the workforce pathway with employers and labor associations/organizations in these careers
- Develop online-sustainable models for educational delivery of programs
- Expand professional certificate programs aligned around transportation, engineering, energy management, and construction management

The application focuses primarily on four target populations:

- 1) Displaced and incumbent construction workers and contractors
- 2) Displaced auto-workers from the closure of the NUMMI plant
- 3) Displaced Port of Oakland workers
- 4) Veterans

ETA intends to fund 20 – 30 projects ranging from approximately \$2 to \$5 million each. The total grant amount requested was \$4,992,546 for two years. The application deadline was September 4, 2009.

Homeless Prevention and Rapid Re-housing Program (HPRP)

The U.S. Department of Housing and Urban Development (HUD) provided a total of \$1.5 billion for the Homeless Prevention and Rapid Re-housing Program (HPRP). The City is already receiving \$3,458,120 as part of a formula grant allocation. HUD allocated \$44,466,877 to the State of California, administered by the State of California Department of Housing and Community Development (HCD), which issued a Notice of Funding Availability (NOFA) with applications due July 30, 2009.

The HPRP funds are to provide short - and medium-term rental assistance and services to either prevent individuals and families from becoming homeless or help those who are experiencing homelessness to be quickly re-housed and stabilized. Grants provided under HPRP are not intended to provide long-term support for individuals and families, nor will they afford mortgage assistance to homeowners facing foreclosure. Rather, HPRP offers a variety of short- and medium-term financial assistance to those who would otherwise become homeless, many due to sudden economic crisis. This can include short-term rental assistance (up to three months), medium-term rental assistance (up to 18 months), security deposits, utility deposits, utility payments, moving cost assistance, and hotel vouchers. Payments will not be made directly to households, but only to third parties, such as landlords or utility companies.

The program also provides assistance to rapidly re-house persons who are homeless and likely to remain stably housed, whether subsidized or unsubsidized, once the HPRP assistance concludes.

The City submitted an application to HCD requesting \$900,000 for 36 months that would support housing placement and financial assistance for transition aged youth (18-24) who are homeless or at risk of homelessness. The grant would serve 148 individuals and 59 families, all under 25% of area median income. Four jobs would be generated. Partners on the grant application include First Place for Youth, Covenant House Oakland, and East Oakland Community Project.

Transportation Investment Providing Economic Recovery (TIGER)

The Recovery Act allocated \$1.5 billion to the U.S. Department of Transportation for the Transportation Investment Providing Economic Recovery (TIGER) program. The TIGER grant provides capital investments in surface transportation with a focus on intermodal transportation systems, including bridge or highway projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

The report for the September 3, 2009 City/Port Liaison Committee provides specific information about the TIGER guidelines and the Port's joint application with the Ports of Stockton and West

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Sacramento for \$56 million to fund ship diesel-emissions reduction technology at the Port of Oakland and the development of a marine highway between the three ports (*Attachment A*). The City is supporting the Port's application.

In addition, the City submitted an application requesting \$19,950,000 to support transit-oriented development for the Fruitvale Village Phase II Transit-Oriented Development project. The Fruitvale Transit Village Phase II is a \$105 million housing project that will create 275 housing units by February 17, 2012. TIGER funds are being sought to partially finance land acquisition, the creation of a multi-use parking garage and offsite infrastructure elements. It is anticipated that the Project will generate 800 construction jobs between 2010 and 2012. Project partners are the Spanish Speaking Unity Council and Signature Properties.

It is anticipated that the Project will result in the following community benefits:

- Increased use of mass transit, as an alternative to single-occupant auto use,
- Reduced fossil fuel usage and greenhouse gas emissions,
- Enhanced economic development and neighborhood stability in the Fruitvale District and the City of Oakland,
- Reduce the cost of housing and transit for Fruitvale's lower-income and working class families by providing affordable housing next to a mass transit hub,
- Provide new sources of tax revenue to the City, Alameda County and the State of California,
- Encourage private economic development investments in the Fruitvale District and in areas around other Bay Area mass transit hubs,
- A public/private partnership among public agencies, transit agencies, community groups, and private industry.

ACTION REQUESTED OF THE CITY COUNCIL

The Council is requested to receive this informational report.

Respectfully submitted,



Dan Lindheim
City Administrator

Attachment A: City/Port Liaison Committee Report, Item 6, September 3, 2009

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Attachment A

2009 SEP 10 PM 7:00
TO: City/Port Liaison Committee
ATTN: Omar R. Benjamin, Executive Director, Port of Oakland
FROM: Eve Grossman-Bukowski, Manager of Governmental Affairs
RE: Item 6 – Report from the City of Oakland and Port of Oakland on
Respective Applications and Coordinated Advocacy Efforts for Funding
Under the American Recovery and Reinvestment Act
DATE: September 3, 2009

This report provides an update to the July 9, 2009 presentation to the City/Port Liaison Committee meeting on efforts being undertaken to secure funding for City of Oakland and Port of Oakland priorities through the American Recovery and Reinvestment Act of 2009, signed by President Obama on March 17, 2009. Since the passage of the bill, funds for local programs and projects have begun to be delivered in a variety of manners (formula funding grants, competitive awards, etc.), and guidelines for several additional funding categories have also been announced – some with very quick turnaround times and deadlines.

CITY OF OAKLAND STIMULUS OVERVIEW

The City is applying the following approach to stimulus grant planning: 1) connect the stimulus funding streams together and address the connections between public safety, the environment, jobs, and economic development; 2) address the sustainability of programs after the stimulus funding ends; and 3) solve community problems with the funds available, building on existing City plans and efforts.

The City has launched a website dedicated to stimulus efforts, grants, and opportunities for businesses and residents. It can be accessed through the City's homepage at www.oaklandnet.com or through www.oaklandstimulus.com. City staff will be available to present an updated list of stimulus project funding at the September 3, 2009 committee meeting.

PORT OF OAKLAND STIMULUS OVERVIEW

The Port of Oakland has received approximately \$16.5 million in ARRA funds, either distributed directly to the Port or through federal agencies in charge of port projects (such as funds for dredging, which are allocated to the U.S. Army Corps of Engineers). Additionally, applications totaling nearly \$60 million for additional funding for transportation and homeland security projects have been or will soon be submitted.

Listed below are a few highlights from sections relevant to port and airport operations:

Transportation

\$1.5 billion was included for a Supplemental Discretionary Grant Program administered by the Secretary of Transportation. This discretionary grant program, named Transportation Investment Providing Economic Recovery ("TIGER"), has an intermodal focus, noting interstate and bridge maintenance and repair, freight and passenger rail, and

intermodal ports in its specific authorizing language. Guidelines for this grant program were finalized in mid-June, with some important highlights noted below:

- No more than \$300 million may be awarded to projects from any single state.
- Applications for funding will be due to the USDOT on September 15, 2009.
- Priority will be given to projects that can be essentially completed by February 17, 2012, and funds are available for obligation no later than September 30, 2011.
- Primary goals and selection criteria for this funding allocation include: Long-Term Outcomes (State of Good Repair; Economic Competitiveness; Livability; Sustainability; Safety); Job Creation & Economic Stimulus.
- Secondary selection criteria include Innovation and Partnership.

The Port of Oakland has teamed with the Ports of Stockton and West Sacramento to propose a \$56 million Green Trade Corridor grant application for the TIGER program which will accomplish the following: 1) ensures that ocean going vessels that call on several of the Port of Oakland's berths can turn off their engines while in port and plug into the electrical grid, thereby reducing greenhouse gas emissions and improving the air quality situation for local residents; 2) implements an innovative marine highway between the Ports of Oakland, Stockton and West Sacramento that utilizes barges as an alternative to relying solely on trucks to transport goods between the three ports; and 3) creates well-paying construction jobs and long-term employment opportunities in the region.

The Metropolitan Transportation Commission included the Port's TIGER project as one of four recommended regional projects for consideration under a state prioritization process initiated by CalTrans. On August 18 and 19, CalTrans also convened a TIGER review panel to help create a statewide "consensus" list for eventual approval and support from the Governor. The review panel began the process with a list of 82 projects with a combined total TIGER request of nearly \$2.2 billion. The final recommendation list included 25 projects with a combined TIGER request of approximately \$784 million. As you may recall, each state is eligible for a maximum of \$300 million in TIGER funds.

Project sponsors that did not have their projects included in the final recommendation list are still eligible to submit them directly to the federal government anyway, as are a good number of projects that never went through the Caltrans effort in the first place. Caltrans staff estimates that the total request of all California projects could approach \$3 billion.

Final applications will be due to the U.S. Department of Transportation on September 15, and recipients of grant funding may be announced as late as February, 2010.

Dredging

The U.S. Army Corps of Engineers (USACE) received over \$4.5 billion in funding, with \$2 billion allocated for waterways construction and \$2.2 billion for critically-needed deep-draft maintenance activities. The USACE San Francisco District office has received \$6.8 million that was allocated for the -50 Foot Project which, when combined with Port funds, will allow for the completion of the harbor deepening aspect of the project by late summer. A -50 Foot Harbor Deepening Project Completion Celebration is

planned on September 18, 2009 at 1:30 pm at Middle Harbor Shoreline Park to commemorate the occasion and benefits of the project, and to recognize the efforts of the many stakeholders who played a part in the success of this critical initiative.

Aviation

The bill contains \$1.1 billion in Airport Improvement Program funding. This provision also includes language that waives the local match requirements for AIP stimulus funds.

OAK initially received \$5 million for the East Apron Phase 3 project, with another \$4.7 million announced in early June for this pavement reconstruction project located between Terminal 1 and Taxiway Bravo. This project will enable airlines to reduce aircraft emissions by providing electrical ground power for airlines that are parked temporarily. Aircraft will no longer need to use fossil fuels to generate power during aircraft maintenance.

Homeland Security

The ARRA included \$150 million for port security grants and waived the matching requirement for those funds. The Port and the City are collaborating on a Domain Awareness Center (DAC). Together, the Oakland Fire Department (OFD), Office of Emergency Services (OES), the Port and the Oakland Police Department (OPD) plan to utilize this grant award of up to \$3 million to establish a Joint Port-OPD-OFD-OES DAC which will utilize an existing facility—the Oakland Emergency Operations Center (EOC)—to consolidate a network of existing surveillance and security sensor technologies and data to actively monitor critical Port facilities, utility infrastructure, roadways and ultimately establish a citywide system. This application was submitted on June 29, 2009. FEMA determinations should be announced no later than mid-September.

Diesel Emissions Reductions Act

The final package included \$300 million for the Environmental Protection Agency's Diesel Emissions Reduction Act (DERA) program. DERA provides grants and loans to states and local agencies for projects that reduce diesel emissions. The Bay Area Air Quality Management District (BAAQMD) has submitted an application requesting funding from the DERA account. The BAAQMD application was approved in the amount of \$2 million. The Port and the City collaborated on a joint support letter of support for this application to the EPA. The \$2 million complements contributions of \$5 million from the Port of Oakland, \$5 million from the BAAQMD Transportation Fund for Clean Air, and a planned \$10 million contribution from the California Air Resources Board Proposition 1B Emissions Reductions Program.

Transportation Electrification

\$400 million was included in the final bill for the Department of Energy to issue grants to deploy electrification projects and other demonstration projects that will facilitate the use of electrical power for the transportation sector. The Port of Oakland joined with a coalition including the Port of Los Angeles, the Port of Long Beach, the City of Long Beach, the Port of San Francisco, the Port of Seattle, and the Port of Tacoma in a multi-stakeholder application for a total of \$42.46 million to the Department of Energy to

provide cold-ironing capability for ocean-going vessels at berths 56-57. Unfortunately, no port-related projects were approved under this Stimulus program nationwide.