

Measure L

Bond Measure

Shall the measure to create affordable housing; repair streets and sidewalks; underground utilities; and enhance buildings, infrastructure, and safety, authorizing the issuance of \$650 million in general obligation bonds, subject to independent oversight and audits, be adopted?

Financial Implications

Median annual cost over the projected 48-year period bonds are outstanding is approximately \$40.91 for every \$100,000 or \$265 for the average assessed home value of \$647,000; raising approximately \$25,000,000/year.

City Attorney's Impartial Analysis of Measure L

This measure was placed on the ballot by the City Council of the City of Berkeley ("City").

If the measure is approved by two-thirds of the electors voting on it, the City would be authorized to issue \$650 million of general obligation bonds to finance the acquisition and improvement of real property for affordable and social housing ("Affordable Housing Improvements") and public infrastructure and facilities ("Infrastructure Improvements") (collectively, the "Improvements").

For the Affordable Housing Improvements, proceeds of the bonds will be used to acquire or improve affordable and social housing either by the City directly or indirectly through third parties.

Proceeds of the bonds may be used to reimburse the City for amounts advanced from the general fund or other funds or accounts to pay for expenditures on the Improvements that are paid prior to the availability of bond proceeds.

The City may have the opportunity to leverage federal, state, county and regional funds allocated for the Improvements if it issues the bonds.

This measure includes financial accountability requirements to ensure that the expenditure of bond proceeds will be used for the purpose of financing Improvements and related costs. Financial accountability measures include an annual independent financial audit and annual oversight by an Affordable Housing and Infrastructure Bond Oversight Committee appointed by the City Council. In addition, the City Manager would be required to file an annual report with the City Council regarding the amount of bond funds collected and expended, as well as the status of the Improvements. Relevant City commissions would also make recommendations on projects and expenditures proposed to be funded by the bonds.

This measure provides that the maximum rate of interest to be paid on the bonds shall not exceed twelve percent (12%), though the prevailing interest rates could be less.

Financial Implications:

The bonds will be payable from ad valorem taxes levied on real property in the City of Berkeley. The City estimates that the median annual tax rate over the 48-year period that the bonds are projected to be outstanding would be approximately \$40.91 for every \$100,000 of assessed value, or \$265 for the average assessed home value of \$647,000. The City estimates that the average (mean) annual tax rate that would be required to be levied is approximately \$39 for every \$100,000 of assessed value. The City estimates that the highest tax rate that would be required to be levied is approximately \$71 per \$100,000 of assessed value, which the City projects will begin to apply in 2041-42.

The City estimates that the total debt service, including the principal and interest, that would be required to be repaid if all the bonds are issued and sold is \$1,125,000,000.

The above statement is an impartial analysis of Measure L.

s/FARIMAH FAIZ BROWN
Berkeley City Attorney

MEASURE TO BE SUBMITTED TO THE VOTERS AUTHORIZING THE CITY OF BERKELEY TO ISSUE GENERAL OBLIGATION BONDS TO FINANCE THE ACQUISITION OR IMPROVEMENT OF REAL PROPERTY FOR AFFORDABLE HOUSING, STREET AND SIDEWALK REPAIR, TRAFFIC SAFETY, UNDERGROUNDING OF UTILITIES, CLIMATE CHANGE RESILIENCE, AND OTHER PUBLIC INFRASTRUCTURE AND FACILITIES

Section 1. Title

This measure shall be known as the Affordable, Safe and Sustainable Berkeley Bond Act.

Section 2. Findings.

WHEREAS, the City of Berkeley (the “City”) is committed to creating and maintaining an equitable, affordable, and resilient City with housing opportunities for all, safe and well-maintained infrastructure, and a public commons that welcomes and supports people of all ages, abilities, and backgrounds; and

WHEREAS, the urgent need for affordable housing and preventing homelessness, the accelerating impacts of climate change, and aging public buildings and infrastructure create challenges for safety, equity, sustainability, and resilience; and

WHEREAS, the Berkeley City Council (the “City Council”) has identified critically needed investments in affordable housing; improved streets and sidewalks; green, vibrant, and well-maintained parks, streetscapes and other open spaces; pedestrian and bicycle safety improvements; public and historic buildings; recreational facilities, pools, and the waterfront; and above- and below-ground infrastructure as integral to protecting the quality of life for all Berkeleyans and to the City’s long-term vitality; and

WHEREAS, the City Council recognizes the existence of an acute housing crisis that has caused housing to become increasingly scarce, expensive, and out of reach for teachers, seniors, people with disabilities, students, veterans, the homeless, and for families and individuals with incomes at extremely low-, very low-, low-, and middle-income levels; and

WHEREAS, successful programs initiated in recent years have decreased overall homelessness in Berkeley, but estimates project there are still roughly 1,000 homeless people in the City on any given night; and

WHEREAS, providing affordable housing for low-income and unhoused persons is important to alleviate the housing crisis and reduce the impacts of unsheltered homelessness on our streets, parks, and other public spaces; and

WHEREAS, in November 2018, Berkeley voters overwhelmingly approved Measure O, authorizing the City to issue \$135 million dollars in general obligation bonds for the purpose of building and preserving affordable housing; and

WHEREAS, leveraging Measure O funds with County, State, and Federal dollars, the City has provided 20 affordable housing projects with pre-development or development funding, supporting the construction and rehabilitation of approximately 800 affordable housing units citywide; and

WHEREAS, in 2022 Berkeley's first Measure O-funded affordable housing projects opened their doors at 1601 Oxford Street in North Berkeley and 2012 Berkeley Way in the Downtown, welcoming seniors, working families, veterans, and formerly homeless individuals into new homes with on-site supportive services; and

WHEREAS, the pace of affordable housing production has exceeded expectations and all Measure O funds have been allocated through commitments to existing and pending affordable housing projects; and

WHEREAS, the Regional Housing Needs Allocation for the San Francisco Bay Area requires that Berkeley plan for and incentivize the production of over 3,800 affordable housing units over the next eight years, and current funding is insufficient to finance this volume of affordable homes; and

WHEREAS, funds available through this bond measure can support production of over 1,000 additional affordable housing units citywide, providing urgently needed housing for extremely low-, very low-, low-, and middle-income families and individuals, and helping the City achieve its goal of at least 10% reserved affordable housing citywide by 2030; and

WHEREAS, the City's *Vision 2050 Framework* and *Program Plan* are comprehensive plans to build, upgrade, and repair Berkeley's infrastructure and facilities to be more sustainable, safe, and resilient and to meet the needs of future generations, including addressing climate and environmental challenges; and

WHEREAS, much of Berkeley's public infrastructure was built over 75 years ago and is in need of refurbishment, modernization, and repair; and

WHEREAS, over \$1 billion dollars in infrastructure needs have been identified citywide, including improvements needed for street pavement, sidewalks, paths, and bikeways; bike, pedestrian and other traffic safety projects; undergrounding of utilities on evacuation routes; measures to reduce the risk and impacts of climate change, including flooding through stormwater and sea level rise; improvements to City parks, camps and pools, including a proposed pool at San Pablo Park; revitalization of Berkeley's historic Civic Center as a cultural and civic hub for the community; improvements to the Berkeley waterfront and pier; improvements to public buildings; measures to make the City's streetscapes and other public spaces more attractive, vibrant, and green; and other improvements to the City's infrastructure to make it more sustainable, enjoyable, and resilient; and

WHEREAS, in addition to hundreds of millions in infrastructure needs, the City has identified approximately \$248 million in necessary street repairs; and Berkeley's pavement condition is currently classified as "at risk" condition by the Metropolitan Transportation Commission; and failure to make urgently needed street repairs in a timely manner will result in the need for more costly repairs in the future; and

WHEREAS, building climate-resilient infrastructure, including undergrounding of utilities on evacuation routes and managing stormwater runoff and sea level rise, will reduce the risk of flooding, earthquakes and wildfires and make Berkeley a safer and more sustainable place to live; and

WHEREAS, in 2016 Berkeley voters overwhelmingly approved Measure T1, a \$100 million general obligation bond whose proceeds are being used to rehabilitate parks, infrastructure, and facilities citywide, including at the Frances Albrier Community Center, Live Oak Community Center, Strawberry Creek Park, Tom Bates Regional Sports Complex, Willard Park, George Florence Park, North Berkeley Senior Center, the Rose Garden, San Pablo Park, Harrison Park, the Marina, Aquatic Park, John Hinkel Park, King Pool, Grove Park, Civic Center Park, Ohlone Park, and Cazadero Camp; and at streets, sidewalks, storm drains, and other infrastructure; and

WHEREAS, the full \$100 million of Measure T1 bond monies has already been allocated or committed to identified projects and the City has successfully leveraged regional, County, State, and Federal funds for these improvements, representing a significant gain for Berkeley; and

WHEREAS, to build on the success of projects funded through Measures O and T1 and to continue financing affordable housing and necessary improvements to facilities and infrastructure citywide, the City requires additional funds, which may be leveraged with regional, County, State, and Federal funds; and

WHEREAS, Section 7.64 of the Berkeley Municipal Code authorizes the City to issue general obligation bonds to finance the acquisition, construction, or completion of any municipal improvements and the acquisition, rehabilitation, preservation or construction of affordable housing; and

WHEREAS, the City is authorized to issue general obligation bonds pursuant to certain provisions of the California Government Code, including Article 1, commencing with Section 43600, of Chapter 4 of Division 4 of Title 4 or Article 4.5, commencing with Section 53506, of Chapter 3 of Part 1 of Division 2 of Title 5 (each, the "Bond Law"); and

WHEREAS, under the Bond Law and Chapter 7.64, the City intends to issue general obligation bonds (the "Bonds") to finance the acquisition or improvement of real property for affordable and social housing ("Affordable Housing Improvements"), including the application of bond proceeds by the City directly, or indirectly through third parties as loans, grants, or other disbursements to qualified individuals, not-for-profit entities acting alone or together with tax credit investors, not-for-profit corporations, partnerships,

associations, and government agencies, to acquire real property for the purpose of constructing, rehabilitating or preserving affordable and social housing, or to construct, rehabilitate or preserve affordable and social housing; including but not limited to newly constructed non-profit rental and ownership housing, supportive housing, and limited-equity housing cooperatives affiliated with community land trusts; and

WHEREAS, under the Bond Law and Chapter 7.64, the City further intends to issue the Bonds to finance the acquisition or improvement of real property for public infrastructure and facilities (“Infrastructure Improvements”; together with Affordable Housing Improvements, “Improvements”), including but not limited to the City’s streets (including pavement, traffic safety, pedestrian, accessibility, bicycle, and streetscape improvements), sidewalks and paths; public utilities, including the undergrounding of utilities on evacuation routes; parks, the waterfront and pier, and other natural and landscaped areas; pools, recreation, and senior facilities; camps; buildings; storm drains, streetscapes, and green infrastructure; civic, historic, and cultural sites; and other public open spaces, buildings, infrastructure, facilities, and amenities, including construction, repair, renovation, replacement, or reconstruction, so that the public can continue to benefit from safe, more sustainable, resilient, and enjoyable Infrastructure Improvements, and the Infrastructure Improvements will include any public art integrated into the Infrastructure Improvements consistent with Berkeley Municipal Code Chapter 6.13; and

WHEREAS, funding from the Bonds should be guided by the City Council’s plans and policies, as may be amended from time to time, including the *Vision 2050 Framework and Program Plan* whose vision for a renewed City includes safe and enjoyable community facilities; safe and sustainable streets; resilient and climate-friendly infrastructure; and open space, parks, and recreation facilities that improve Berkeley’s quality of life; and

WHEREAS, the City Council recognizes the importance of ensuring adequate maintenance funding from existing sources for Infrastructure Improvements financed by the Bonds and not supplanting existing City infrastructure funding with proceeds of the Bonds; and

WHEREAS, the City Council through Resolution No. 70,456-N.S. has adopted a fiscal policy to allocate \$8 million annually in General Fund monies for street maintenance (the “Street Maintenance Funding Policy”), to be adjusted annually for inflation. The allocation is intended to augment the existing street paving budget of \$7.3 million, for a total street maintenance commitment of \$15.3 million annually, adjusted for inflation; and

WHEREAS, the Street Maintenance Funding Policy will help ensure that street maintenance is supported by adequate ongoing General Fund contributions as one-time infusions of paving resources provide only temporary improvement to pavement conditions, which deteriorate again without appropriate funding for maintenance; and

WHEREAS, the City’s plans and policies, including but not limited to the Vision 2050 Program Plan; pavement management system; and Transportation, Vision Zero, Bicycle,

and Pedestrian plans, as adopted or amended by the City Council from time to time, will guide how proceeds of the Bonds are spent; and

WHEREAS, fiscal accountability protections including public disclosure of all spending and annual independent audits and oversight will help ensure funds will be spent as promised; and

WHEREAS, by law, all funds must remain under local control in the City and cannot be taken away by the State, County, or Federal governments or used for other purposes; and

WHEREAS, this measure is adopted pursuant to and in conformance with Chapter 7.64 of the Berkeley Municipal Code; and

WHEREAS, the City Council has therefore determined that the public interest requires additional funding for the Improvements; and

WHEREAS, the People of the City of Berkeley find that the public interest requires the issuance of the Bonds in the amount of \$650,000,000 to fund the Improvements.

Section 3. Object and Purpose of Bonds.

This measure (the “Measure”) authorizes the issuance of general obligation bonds (the “Bonds”), the object and purpose of which is to finance, by the City of Berkeley or a third party, as applicable, the acquisition or improvement of real property for the Improvements.

The Improvements will be completed as needed, and each is assumed to include its share of costs, including planning, program management and construction costs. The final cost of each Improvement will be determined as real property is purchased, plans are finalized, construction bids are awarded, or projects are completed. In addition, certain acquisition or improvement funds are expected from sources other than proceeds of the Bonds, including funds which have not yet been secured. Therefore, the City Council cannot guarantee that the Bonds will provide sufficient funds to allow completion of all needed Improvements.

For the Affordable Housing Improvements, proceeds of the Bonds shall be used to finance the acquisition or improvement of real property for affordable and social housing, including the application of bond proceeds by the City directly, or indirectly through third parties as loans, grants, or other disbursements to qualified individuals, not-for-profit entities acting alone or together with tax credit investors, not-for-profit corporations, partnerships, associations, and government agencies, to acquire real property for the purpose of constructing, rehabilitating or preserving affordable housing, or to construct, rehabilitate or preserve affordable housing; including but not limited to newly constructed non-profit rental and ownership housing, supportive housing, and limited-equity housing cooperatives affiliated with community land trusts.

Proceeds of the Bonds may be used to reimburse the City for expenditures on the Improvements that are paid before the date of execution, delivery or issuance of the Bonds.

Section 4. Estimated Cost of Improvements.

The estimated cost of the Affordable Housing Improvements to be funded by the Bonds is \$200 million. The estimated cost for the Infrastructure Improvements is \$450 million, of which \$300 million may be allocated to Infrastructure Improvements related to street, sidewalk and traffic safety and \$150 million may be allocated to other Infrastructure Improvements, including those related to public safety and climate resiliency. These dollar amounts are estimates and are not a commitment or guarantee that any specific amounts will be spent on particular projects or categories of projects.

The estimated cost includes legal and other fees and the cost of printing the Bonds and other costs and expenses incidental to or connected with the authorization, issuance or sale of the Bonds. The cost of the Improvements includes planning, programs management and construction costs.

Section 5. Principal Amount of Bonds.

The aggregate principal amount of Bonds to be issued shall not exceed \$650 million.

Section 6. Maximum Interest Rate.

The maximum rate of interest to be paid on the Bonds shall not exceed the maximum interest rate permitted by law, in accordance with Government Code Section 53531.

Section 7. Accountability Requirements.

The following accountability measures apply to the issuance of Bonds pursuant to this Measure:

- A. The specific purpose of the Bonds is to finance the acquisition or improvement of real property for the Improvements; and
- B. The proceeds from the sale of the Bonds will be used only for the purposes specified in this Measure, and not for any other purpose; and
- C. The proceeds of the Bonds will be deposited into an account to be created and held by the City; and
- D. The proceeds from the sale of the Bonds may be used to reimburse the City for amounts advanced from the general fund or other funds or accounts to acquire real property for Improvements, when such purchases are made prior to the availability of Bond proceeds; and

- E. All funds received from any Bonds authorized by this Measure are subject to review, allocation, and approval by the City Council. At least annually, as part of the process to adopt a budget and any budget updates, the City Manager shall provide to the City Council a comprehensive report of funds received from any Bonds authorized by this Measure, of previous appropriations and expenditures of such funds, the status of the Improvements, and a proposal for expenditure of funds expected to be received from Bonds, if any, for review and approval by the City Council.
- F. The City Council shall appoint an Affordable Housing and Infrastructure Bond Oversight Committee which will provide oversight by reporting to the City Council on an annual basis regarding projects funded by the Bonds (as determined by the City Council) and whether those bond expenditures are consistent with the purposes of the Bonds set forth in this Measure.
- G. The following commissions or their successors shall make recommendations to the City Council on projects proposed to be funded by the Bonds and proposed expenditures of the proceeds of the Bonds:
 - 1. The Housing Advisory Commission shall be advisory to the City Council and shall provide recommendations on projects and expenditures for the Affordable Housing Improvements.
 - 2. The Parks, Recreation, and Waterfront Commission shall be advisory to the City Council and shall provide recommendations on projects and expenditures for Infrastructure Improvements related to properties and facilities identified in Municipal Code Section 3.26.040.A, including all parks, recreation, and waterfront improvements.
 - 3. The Transportation and Infrastructure Commission shall be advisory to the City Council and shall provide recommendations on projects and expenditures for the Infrastructure Improvements related to transportation, traffic safety and other public infrastructure.
- H. All expenditures will be subject to an annual independent financial audit to confirm that Bond expenditures are consistent with the intent of this Measure.

TAX RATE STATEMENT

An election will be held in the City of Berkeley (the "City") on November 8, 2022, to authorize the sale of up to \$650 million in bonds of the City to finance the specific projects listed in the measure. If such bonds are authorized, the City expects to sell the bonds in one or more series. Principal and interest on the bonds will be payable solely from the proceeds of ad valorem tax levies made upon the taxable property in the City. The following information is provided in compliance with Sections 9400-9404 of the California Elections Code. Such information is based upon the best estimates and projections presently available from official sources, upon experience within the City, and other demonstrable factors.

Based upon the foregoing and projections of the City's assessed valuation:

1. The best estimate of the average annual tax rate that would be required to be levied to fund the bond issue over the entire duration of the bond debt service, based on a projection of assessed valuations available at the time of filing of this statement is 39 cents per \$100 (or \$39.00 per \$100,000) of assessed valuation of all property to be taxed. The best estimate of the final fiscal year in which the tax is anticipated to be collected is 2070/71. For purposes of this paragraph, the term "average annual tax rate" refers to the mean annual tax rate.
2. The best estimate of the highest tax rate that would be required to be levied to fund the bond issue, based on a projection of assessed valuations available at the time of filing this statement is 71 cents per \$100 (or \$71.00 per \$100,000) of assessed valuation of all property to be taxed. The best estimate of the first year in which the highest tax rate will apply is 2041/42.
3. The best estimate of the total debt service, including the principal and interest, that would be required to be repaid if all the bonds are issued and sold is \$1,125,000,000.

Voters should note that such estimated tax rates are specific to the repayment of bonds issued under this authorization and will be in addition to tax rates levied in connection with other bond authorizations approved or to be approved by the City or any other overlapping public agency.

Voters should note that the estimated tax rate is based on the ASSESSED VALUE of taxable property on Alameda County's official tax rolls, not on the property's market value. In addition, taxpayers eligible for a property tax exemption, such as the homeowner's exemption, will be taxed at a lower effective tax rate than described above. Property owners should consult their own property tax bills to determine their property's assessed value and any applicable tax exemptions.

Attention of all voters is directed to the fact that the foregoing information is based upon projections and estimates only, which amounts are not maximum amounts or durations and are not binding upon the City. The actual debt service amounts, tax rates and the years in which they will apply may vary from those presently estimated, due to variations from these estimates in the timing of bond sales, the amount of bonds sold and market interest rates at the time of each sale, and actual assessed valuations over the term of repayment of the bonds. The dates of sale and the amount of bonds sold at any given time will be determined by the City based on need for funds and other factors. The actual interest rates at which the bonds will be sold will depend on the bond market at the time of each sale. Actual future assessed valuation will depend upon the amount and value of taxable property within the City as determined by the Alameda County assessor in the annual assessment and the equalization process.

Dated: August 4, 2022

/s/ DEE WILLIAMS-RIDLEY
City Manager, City of Berkeley

ARGUMENT IN FAVOR OF MEASURE L

Vote YES on Measure L! Join community leaders, neighbors, and a unanimous Mayor and City Council to invest in the safety, affordability, and wellbeing of our community.

Berkeley urgently needs to address housing affordability, the condition of our streets, and climate challenges impacting health, safety, and sustainability. To address these needs and support a vibrant and equitable future, Measure L provides funding to:

- Create over 1,500 affordable homes and continue rehousing the homeless
- Rehabilitate streets to good condition across every neighborhood
- Underground utility wires for safe evacuation from earthquakes and wildfires
- Reconstruct sidewalks, paths, the waterfront, and other public facilities
- Improve safety for pedestrians, bicyclists, seniors, and youth
- Revitalize our Civic Center buildings and Park
- Achieve a greener, more sustainable and resilient community.

Much of Berkeley's aging infrastructure is in disrepair. Recent bond measures have allowed us to start renewing parks, senior centers, and other facilities throughout Berkeley, and to help create and improve more than 750 affordable homes. But with close to \$1 billion in remaining needs, a State mandate for thousands more affordable units, and existing funds already committed or spent, we need Measure L to continue revitalizing our community.

Berkeley leverages your tax dollars with significant County, State, and Federal resources that can't be accessed without a "local match," and may be allocated to other cities. Delay can mean missing out on available funds, and greater future expense.

Measure L establishes an oversight committee, reporting requirements, and independent audits to ensure transparency, accountability, and that funds are spent as approved by voters. The City Council has already committed to increased funding for maintenance, so streets paved now won't deteriorate.

Let's take care of our community and invest in a vibrant future that meets the needs of all generations.

Vote YES on Measure L for a safe, affordable, green, and equitable Berkeley.

www.renewberkeley.org

s/Nancy Skinner
State Senator

s/Jesse Arreguín
Berkeley Mayor

s/Loni Hancock
Former State Senator and Berkeley Mayor

s/Susan Wengraf
Berkeley City Councilmember

s/Gordon Wozniak
Chair: Parks, Recreation, and Waterfront Commission

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE L

Measure L proponents promise an eye-catching list of projects, but the reality is quite different.

There's no guarantee we'll get the touted results because this bond is not tied to any specific project list. Future Councils will have the freedom to spend much of this money however they want with limited guardrails, including on vanity projects like new Council chambers as has been proposed! Previous bonds we have supported had community consensus on projects and goals *before* being submitted to the voters. How can an oversight committee hold Council accountable when no specific plans or promises have been made?

Many of the important goals of Measure L are already being funded by recently approved measures (O, P, M, T1, FF) that have generated hundreds of millions of dollars and are still being paid off. We need a clear accounting of what these measures have accomplished and why another will succeed where they have not. No such transparency exists here.

Funding for street maintenance was only recently increased after years of spending less than ~1% on streets from our ~\$550 million annual budget! After a decade of underfunding, this increase was cynically made to help sell this bond. A small parcel tax combined with a greater contribution from the annual general budget would fix our streets in only 10 years.

We are happy to pay for Berkeley's needed improvements. But we want planning, accountability, and good faith. We see none of these in Measure L.

Vote No on Measure L

BerkeleyansForBetterPlanning.org

s/Jim McGrath

Former Parks, Waterfront, Public Works and BCDC Commissioner

s/Nancy Rader

Disaster and Fire Safety Commissioner

s/Stephanie Allan

Career Technical Education Educator

s/Carla Woodworth
Former Berkeley City Councilmember

s/Margot W. Smith
Activist

ARGUMENT AGAINST MEASURE L

We strongly support funding for affordable housing, roads, and other infrastructure needs. But this vague measure is a blank check to City Hall, with little assurance that this massive bond would be spent effectively.

The measure's flaws:

- **Poor planning.** There are no plans or specific projects for many of the funds that the bond would generate. Careful planning is necessary to efficiently achieve the measure's stated goals and should be completed in advance of a bond request. The city's general fund has increased 60% since 2013 with little of that increase dedicated to infrastructure. Infrastructure should have significant budget contributions from the general fund, not be largely outsourced to our children as debt. Many of the bond's goals do not warrant a 45-year liability. Paying it off could strangle other future bond needs, such as for our schools.
- **Few priorities or commitments.** A laundry list of projects fails to prioritize our greatest needs. There is no clear priority for low-income affordable housing, for example. The electorate deserves separate, carefully considered measures to vote on. This hodge-podge cynically attempts to gain votes based on a favored element of the grab bag. It suggests more projects than can be funded and commits to few.
- **No accountability.** In hastily adopting this bond measure, the city bypassed its commissions and public input. Citizen oversight has been spotty in the past and is far from assured here. Future City Councils could use at least \$150 million of this bond for almost anything.

Achieving vital goals requires more than money. It requires planning, prioritization, and accountability that has been lacking.

Limited opportunities to raise bond funds must not be squandered. Vote "No" on Measure L. Tell City Hall to come back in two years with careful planning, real commitments, and lower borrowing costs.

BerkeleyansForBetterPlanning.com

s/Ruth Ann "Kelly" Hammargren
Activist, Artist, Writer

s/Jack Kurzweil
Professor (Emeritus) of Electrical Engineering, San Jose State Univ.

s/James McGrath
Former Bay Conservation and Development, Public Works and Parks Commissioner

s/Laurie Capitelli
Former City Councilmember

s/Shirley Dean
Former Berkeley Mayor

REBUTTAL TO ARGUMENT AGAINST MEASURE L

Even Measure L's opponents agree: Berkeley needs affordable housing, streets in good condition, and upgrades to critical facilities and infrastructure.

It's time to take action and revitalize Berkeley for the 21st Century!

Measure L is the product of four years of planning and community input. It lists specific priorities and projects and requires the most robust accountability of any current City tax measure. Delay means more displacement, deterioration, and higher future costs.

- Berkeley's Housing Trust Fund provides the affordable housing framework Measure L will use to increase housing for low-income and homeless residents.
- In 2018, 84% of voters supported development of Vision 2050, a 30-year guide for climate-smart, technologically-advanced infrastructure. The Vision 2050 Program Plan will guide the improvements Measure L funds.
- Our pavement conditions were evaluated by independent consultants and the City Auditor. The City already has a Pedestrian Master Plan, Undergrounding Study, and Complete Streets Policy as well as numerous other plans, reports, and policies that inform Measure L.

Measure L creates accountability including a single-purpose Oversight Committee, requires independent audits and reporting, and citizen commissions to recommend and oversee projects. All funding decisions are made by the City Council in open session.

Bonds are a responsible and effective way to fund affordable housing and infrastructure. Projects can be done quickly with repayments spread over many years, reducing yearly costs to residents. While the Council is making significant contributions to infrastructure including funding streets, Measure L is needed to address roughly \$1 Billion in unfunded infrastructure needs.

Join us in voting **YES on Measure L** for a safe, vibrant, diverse, and resilient future.

For more information: www.renewberkeley.org.

s/Igor A. Tregub
Chair, Sierra Club Northern Alameda County Group

s/Ann-Marie Hogan
Retired Berkeley City Auditor

s/Shashi Jivan
Board Member, East Bay Housing Organizations (EBHO)

s/Terry Taplin
Berkeley City Councilmember, District 2

s/Sophie Hahn
City Councilmember, District 5