

Establishing Encampment Blight and Brush Removal Agreements

Jim Ortbal, Deputy City Manager
Rules and Open Government Committee
October 28, 2020

EOC BeautifySJ Response Branch

Guiding Framework:

How do we serve the right *locations* with right *service* at the right *frequency* to achieve *clean conditions*?

Need System That Applies Resources Equitably, Efficiently & Effectively

- Centralize existing datasets/ create tracking methods
- Implement geographic & visual analysis
- Deploy and learn from various services and pilots
- Embed evaluative framework and iterate



Office of the City Manager

September 22, 2020

Tony Tavares
District 4 Director
California Department of Transportation
111 Grand Ave.
Oakland, CA 94612

Dear Tony:

The purpose of this letter is to follow up on recent meetings between Caltrans District 4 and the City of San José, including with Mayor Liccardo, Vice Mayor Jones, and myself, related to Caltrans' property and the impact of encampments, trash, and illegal dumping on the condition of highways in San José.

As always, the City of San José deeply appreciates the long partnership with Caltrans District 4 as we work together to effectively serve State and City residents and businesses on transportation and property related matters key to supporting a vibrant and livable south bay region. As we have discussed, for a variety of reasons, the issue of encampments, trash and debris on State highways/properties has been one of the most challenging for Caltrans and the City to effectively address and resolve. Recognizing how resistant this challenge is to easy solutions for either agency, the City is advocating for a renewed and deeper commitment by our two agencies to systematically address this issue, one which draws much concern and complaint from the public, State and local elected officials, and the media.

In our call last week, I briefly described the City's efforts to address encampments, trash, and illegal dumping at over 200 City/local street properties in a more systematic, equitable and data based approach. Respectfully, the City would like share the scope of that effort with Caltrans D4, and develop a partnership to collectively address both Caltrans and City properties afflicted with trash, debris and illegal dumping in a similar manner. Our collective efforts would be aimed at supporting clean and safe conditions on Caltrans freeways/properties, and greater quality of life for all San José residents.

Over the past few months, the City has undertaken a methodical effort to develop a service model that equitably, effectively, and efficiently targets limited resources to areas of high-need, so called hot spots, that often experience heavy trash, debris and illegally dumped conditions, and attract resident concern and attention. The City's effort included GIS analysis of trash/debris and unsheltered homelessness datasets, and nearly 200 miles of field assessments to: 1) evaluate the general conditions of hotspots, 2) assess the magnitude of needs across the City, 3) capture the scope of unsheltered homelessness on City streets, and its impact on property conditions, and 4) determine access points for trash pickups. The data captured in over 300 field surveys was strategically evaluated and categorized to begin to allocate the appropriate level of City resources and services to the right sites across the City. This effort is just the beginning of the City's long-term strategy to address trash and blight through an approach that is much more data-informed in its framework and equitable in its service delivery.

Simultaneously, the Mayor and most of the City Council recently issued memorandums recommending that City staff work with Caltrans to obtain information, and to cooperatively explore agreements with Caltrans to improve conditions on State highways/properties as it relates to encampments, trash and debris, and illegal dumping. Specifically, the Administration has been tasked with understanding the full

Approach to Caltrans Partnership

Right location, right service, right frequency

- In September 2020, sent letter to Caltrans District 4 Director to better understand Caltrans service level, investment, and approach
- Currently, hosting four workshops through December 2020 to develop systematic approach for achieving regularly clean conditions
- Goal is to frame and scope Interagency Agreement or Memorandum of Understanding beginning in December 2020 and execute in Q1/Q2 2021

Caltrans Workshop Process

Workshop 1

Scoping and Service Response

- Establish goals and expectations for Caltrans properties in San Jose

Oct 23



Workshop 2

Services, Resources, and Results

- Understand Caltrans service model and resource allocation in San Jose

Oct 30



Workshop 3

Protocols, Gaps, and Hot Spots Resource Needs

- Determine processes and work coordination needed to achieve regularly clean acceptable conditions

Nov 20



Workshop 4

Partnerships, Service Models, and Agreements

- Explore partnerships and ideas for an agreement

Dec 11



Develop and Execute Interagency Agreement

- Scope
- Services
- Partnerships
- Funding

Q1/Q2 2021

Addressing Trash and Blight on Other Agencies' Properties



Exploring side letter amendment to existing MOA



Finalizing Memorandum of Understanding



Beginning conversations to develop agreement



Start conversations later in 2020



Will begin conversations in 2021



Will begin conversations in 2021



Towards E³

Equitable
Efficient
Effective

Next Steps

Explore strategies, protocols, and partnerships

- ❖ Understand conditions, services, and resources
- ❖ Determine gaps and strategies to address blight
- ❖ Serve right locations with right services at right frequencies

Develop and execute interagency agreements

- ❖ Draft and execute interagency agreements
- ❖ Evaluate and iterate service model