



East Bay Harm Repair Initiative Final Report

Community Revitalization Through Arts Based Development

Prepared for The Kresge Foundation - October 2026



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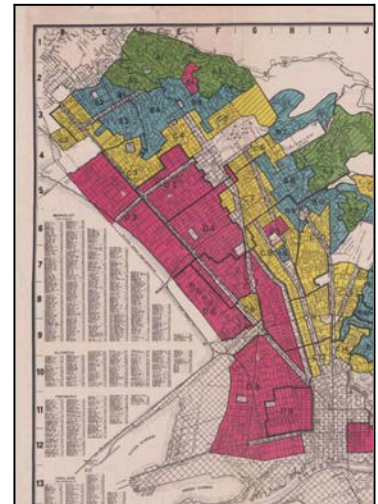
SECTION 01

Executive Summary

West Oakland, North Oakland, and South Berkeley were once among the most vital Black communities in the American West. The 7th Street corridor in West Oakland was known as the ‘Harlem of the West,’ home to countless cultural, economic, and social movements, and generations of family wealth built through homeownership and entrepreneurship. Beginning in the 1940s, the federal government’s explicit redlining of these neighborhoods severed access to mortgage capital and accelerated disinvestment, setting the stage for what followed. Over the next three decades, wave after wave of transportation and civic infrastructure projects tore through the heart of the corridor. First it was the main post office that wiped out a whole neighborhood off 7th Street, then came the freeways— the Grove Shafter Freeway (Highway 24) in the 1960s, BART construction displacing thousands more along its route, and the last, Interstate 980, completed in 1985. Homes were seized by eminent domain, businesses were shuttered, and entire blocks were demolished. The people who built those neighborhoods were displaced, and in most cases, never properly compensated.

Much of this report will focus on our work in West Oakland, but because these neighborhoods share the same lineage and challenges, the work that we continue to do includes the broader subregion and our partners leading that work.

The **East Bay Harm Repair Initiative (EBHRI)**, a program of EVOAK!, encompasses these three adjacent communities which are a perfect overlay to the redlining map. EBHRI was designed to address that wholesale destruction by recapturing the stories and the cultural assets that held these neighborhoods together, as we are also seeking to recapture the legacy of what was destroyed and build a policy framework of repair. We are using arts, cultural research, community activations, civic technology, and resident-centered governance to build the evidence base, the infrastructure, and the political will to deliver actual reparative outcomes for the area’s legacy residents and their descendants.

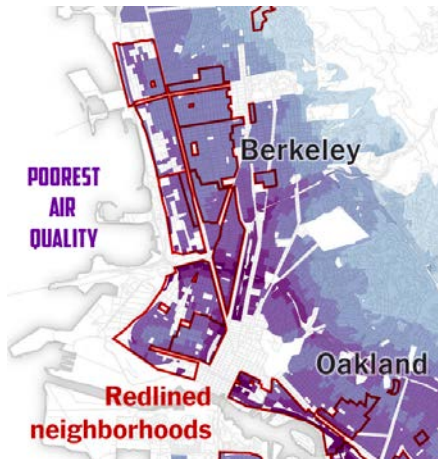


The grant period was defined by a multi-tracked strategy. EVOAK! sister entity, RBA Creative, led by Randolph Belle, a for profit consulting and public affairs firm, served as the lead community engagement partner for the state-sponsored [Caltrans Reconnecting Communities Vision 980](#) initiative through. We were clear that the scope and focus of that work was woefully insufficient to affect meaningful impact, which led to the creation of an independent community process led by EVOAK! to ensure enhanced outreach, research, and reparative outcomes that exceeded the state's scope and addressed the need for deeper community-centered interventions. What distinguished Mission 980 from Vision 980, is its insistence on centering harm repair, and the voices, memories, and aspirations of legacy Black residents. Many of those residents were displaced and are now dispersed throughout the region, but many more of them are no longer with us. We continue in their memory by capturing their stories through their descendants— the children and extended families who continue to pay the price of lost generational wealth and the compounding negative impacts of these policies.

Concurrently, [Creative Development Partners \(CDP\)](#), our affiliated community development firm, was contracted by the City of Berkeley Mayor’s Office to support **Equitable Black Berkeley (now Equity 4 Black Berkeley)**, a community-led initiative supporting legacy residents' voices in the redevelopment of the Ashby BART Station transit-oriented development. CDP was charged with identifying innovative financial structures to deliver permanent, sustainable community benefits from the development.

The Ashby BART Station sits in the heart of South Berkeley, which was and remains the heart of Black Berkeley. Its history mirrors the story we’ve been telling about West and North Oakland. During the same urban renewal era, the construction

of BART displaced Black families in this corridor, causing generational harm that continues to shape the neighborhood today.



The station is also home to the Ashby Flea Market, which for 50 years has served as a cultural hub and economic lifeline for minority vendors. The surrounding area has been designated by the Berkeley City Council as a Black Arts and Cultural District, anchored by the historic Black Repertory Theatre and the annual Juneteenth festival.

For our Berkeley work, we partnered with [Healthy Black Families](#), the lead for E4BB, an anchor community-based organization supporting legacy residents in the area. We continue to help resource their role at the center of the planning process.

This report documents the work completed to date, the research underway, and the strategic initiatives in development. It is a living document, a record of where we've been and a framework for where we're going.

Report at a Glance

30+ Recorded oral history interviews with elders	10+ Academic partnerships	15+ Community activations	5+ Spinoff projects
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SECTION 02

Background and Historical Harm in West Oakland

West Oakland is totally surrounded by freeways. BART, our regional transit authority, runs directly through the historically Black neighborhoods of both Oakland and Berkeley. The Nimitz Freeway, which collapsed in the 1989 earthquake, bisected West Oakland, and the 980 severed the entire community from downtown. Chronic diseases like asthma and heart conditions, devaluation, disinvestment, diminished public safety, and cultural erasure were the result. The construction of these roads and railways is not ancient history. Many of the residents who lived through it are still alive, now in their 60s, 70s, 80s, and 90s— and they remember. They remember what the neighborhood looked and felt like before the bulldozers arrived. They remember what they lost.

The I-980 Freeway displaced more than 500 homes, 22 businesses, and 4 churches in West Oakland. The freeway's 1.6-mile path consumed close to 70 acres. In Berkeley, 273 structures were taken.

What happened in West Oakland and Berkeley was not unique. Between the policies of urban renewal and the federal highway administration, close to 1,000 cities across the nation were victims of this destruction. The federal urban renewal program alone ran 2,532 projects across 992 cities. These policies explicitly routed infrastructure through Black neighborhoods because those communities had less political power to resist.¹

Between 1949 and 1977, federally funded urban renewal and freeway construction displaced over a million or more people nationally, roughly two-thirds of them African American, along with roughly 105,000 small businesses. African Americans were five times more likely to be displaced than their share of the population would suggest.² Fewer than half

of one percent of all federal urban renewal expenditures went toward family relocation. Compensation was structurally inadequate by design. Before 1970, relocation grants were capped in the hundreds of dollars, and two-thirds of those displaced were renters whose landlords were compensated while the residents themselves were not.³ No national institution exists to reckon with this history. Later in this report, we outline our plans for a **National Museum of Urban Renewal and Eminent Domain**, a direct outgrowth of our Kresge-funded work. (See Addendum B)

The research is explicit: freeway destruction of Black neighborhoods was not a series of isolated local decisions. It was a phenomenon occurring in dozens of American cities, a nationwide pattern of federally supported infrastructure development that disproportionately displaced and divided Black communities. Among the most extensively documented cases alongside Oakland are the Rondo neighborhood in St. Paul, MN (I-94), Overtown in Miami, FL (I-95 and I-395), Claiborne Avenue in New Orleans, LA (I-10), the Cross Bronx Expressway (I-95), Black Bottom and Paradise Valley in Detroit (I-375 and I-75), the Downtown Connector in Atlanta, GA (I-20/I-75), Interstate 10 in South Los Angeles (I-105), Greenwood in Tulsa (I-244), and many others.⁴

That history creates both an obligation and an opportunity. It means our communities' cases for harm repair is not an outlier claim. It is one instance within a larger system of federal investment, local land-use decisions, displacement, and neighborhood fragmentation, a system that can be documented, compared, and ultimately addressed at scale. One potentially valuable next step for the East Bay Harm Repair Initiative is developing a national inventory of 50 or more affected cities documenting historic displacement, actual harm in dollar figures including acres taken, wealth and property losses, health impacts, and current reconnection or restitution efforts, establishing a stronger comparative research base for our **Section 10 Option-Level Equity** proposal that we'll explain further. (See Addendum A)

¹Our early work began with a “**Quantification of Actual Harm.**” Beyond the acute harm of displacement through eminent domain were the compounding and cumulative harms of disinvestment through urban renewal. The generational wealth that would have accumulated through home appreciation, inheritance, and community investment was never allowed to build. Families that would have owned homes today are renting. Businesses that would have served those communities closed or were never opened. The infrastructure built on that land continues to divide and degrade the neighborhood around it. We'll address more on the Quantification of Actual Harm later in this report.

Our approach began from a simple premise that before we can develop harm repair strategies, we have to understand the depth of the harm. Our goal is to create a data narrative with a dollar figure attached to cumulative harm so we're not devising million dollar solutions to multi-billion dollar problems.

¹ U.S. Department of Housing and Urban Development (HUD), federal urban renewal program records, as cited in Institute for Justice, “Independent Authors Examine Eminent Domain Abuse” (2007): 2,532 urban renewal projects carried out in 992 cities; approximately one million people displaced; two-thirds African American. <https://ij.org/II/independent-authors-examine-eminent-domain-abuse/>

1. Ibid. African Americans were “five times more likely to be displaced than they should have been” given their share of the population.
2. Rockefeller Institute of Government, “The History and Harm of Federal Urban Renewal Policy in New York State”: relocation assistance constituted 0.4% of gross project costs nationally from 1950-1966; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 established the first federal mandate for meaningful relocation payments. <https://www.rockinst.org/blog/the-history-and-harm-of-federal-urban-renewal-policy-in-new-york-state/>
3. Avichal Mahajan, “Highways and Segregation,” Journal of Urban Economics (2024): identifies freeway destruction of Black neighborhoods as a phenomenon occurring in dozens of American cities and analyzes the relationship between Interstate construction and increased racial residential segregation. <https://www.sciencedirect.com/science/article/pii/S0094119024000081> See also University of Richmond Digital Scholarship Lab, Renewing Inequality: Urban Renewal, Family Displacements, and Race, 1955-1966, as reported in National Geographic (2017). <https://www.nationalgeographic.com/history/article/urban-renewal-projects-maps-united-states>

SECTION 03

Harm Repair Initiative Overview

Theory of Change

We believe that lasting reparative outcomes require three things working in tandem: evidence strong enough to drive policy, community power organized enough to demand it, and infrastructure capable enough to deliver it. Our work builds all three simultaneously.

The arts and cultural preservation are central to the work. Creative engagement reaches residents that traditional outreach misses and ties communities back to the cultural norms and bonds that enabled these communities to thrive even in the most difficult situations and in spite of incessant institutional racism. Cultural expression builds the kind of trust that sustains long-term organizing. And the documentation of community experience through oral history, visual art, and storytelling creates a record that quantitative research alone cannot capture.



Coordination with Caltrans Vision 980

Our work was conducted in close coordination with the [Caltrans Vision 980](#) process, a formal analysis examining the future of the I-980 corridor. While the Vision 980 Study was awarded the **2026 Planning Award of Excellence** by the American Planning Association California Chapter Northern Section, was a finalist for the **California Transportation Foundation Awards**, and was featured in the **2025 Congress for New Urbanism Freeways Without Futures** report, many elements vital for overall success were not addressed. Our Kresge funded working included significantly more and enhanced community activations, deep research, oral histories, platform development, community power building, and the development of a policy and legislative framework. Our parallel work directly informed the Caltrans study ensuring that legacy resident voices were embedded in the infrastructure planning analysis alongside engineering and traffic data.

The Caltrans Vision 980 process examined three primary scenarios: full removal of the freeway, capping or covering the freeway to create surface-level land, and maintaining the current infrastructure with modifications. Our research and community engagement was designed to go far beyond helping affected residents understand the implications of each scenario, into reimagining a more equitable path forward and advocating for outcomes that best serve their long-term interests including a right to return, remain, own and thrive. A major initiative moving forward will be developing a structure to provide for legacy residents to capture a portion of the future value of reclaimed land to be developed.

As Caltrans launches Vision 980 Phase II, RBA Creative owner, and EVOAK! Executive Director Randolph Belle has secured a supporting role on the lead consulting team, while actively pursuing independent funding to sustain and deepen our parallel community-led process through Mission 980.

SECTION 04

Quantification of Actual Harm

The harm caused by I-980 is documented in personal testimony, in historical records, and in the living conditions of West Oakland and South Berkeley today. What is not fully documented, and what our work is working to establish, is a rigorous, specific, and defensible quantification of actual harm at the individual, family, and community level.

This work matters because the policy and legal frameworks being developed depend on it. To direct future corridor value toward legacy residents as a harm repair measure, we need to be able to demonstrate what was taken, what additional harms were caused, from whom, the lasting impacts, and what it would be worth today. We also need to look at the

compounding and cumulative harms, then put a dollar figure on each metric to put it in terms people can grasp. This is not just an academic exercise, it is the evidentiary foundation for unprecedented restorative policies and legislation.

Data Narrative Methodology

EVOAK!'s approach integrates quantitative analysis with the oral history record for the creation of a data narrative framework. The oral histories collected from legacy residents are not just illustrative; they are primary sources that inform the quantitative models, identify specific displacement events and dynamics that might otherwise be invisible in aggregate data, and ground the numbers in human experience. It serves a way to capture the sentiment of the community and understand how they are and have felt about the conditions of the neighborhood.

This methodology was deployed in partnership with community and academic partners including graduate students and PhD candidates across multiple university campuses, Just Cities Institute, and community researchers. It was designed to produce findings that were both academically rigorous and community-legible. While there are many ways to calculate the impact, we just needed to design a methodology that was defensible, as a place to start the broader conversation about solutions.

What was most alarming and motivating was how to calculate the compounding and cumulative effects from the distinct areas of harm. The fact of artificially suppressed property values was devastating enough in terms of deferred wealth-building potential, but the redlining, urban renewal, and disinvestment that came with it meant depressed tax revenues that would have gone to the public schools. So the question then becomes what is the cost of an underfunded and inferior education? What is that dollar figure in terms of lost earning potential over a lifetime? We're not saying that every kid in those public schools was going to fail. Many succeeded against real odds, but the earning capacity for many of those kids was diminished. And that diminishment has a value, which can be calculated.

Looking at another area of harm, public health, residents living in a neighborhood completely surrounded by freeways face rates of chronic disease, asthma, and cardiovascular conditions that are far greater than surrounding areas. Life expectancy is significantly shorter. So what is that cost? What is the value of a Black life? What is the burden for a family when that person is taken ten+ years prematurely?

There is also an economic toll of historic over-policing. What is the dollar cost of removing a working-age man from a household? That cost is real and quantifiable.

Each of these harms is distinct, but also interrelated and compound across generations. Quantifying that system is what gives us what we need to develop solutions that are not just symbolic or performative, but appropriately scaled to the actual depth of the injury. We need interventions and solutions that rise to the magnitude of the problem. We can no longer propose million dollar solutions to many-billion dollar problems.

Harm Domains Under Analysis

- **Economic harm-** lost property value, business revenue, and employment opportunity resulting from displacement and disinvestment
- **Housing harm-** eminent domain displacement, rent burden, generational homeownership gaps
- **Health harm-** environmental impacts, chronic stress, loss of community support networks, loss of earning capacity
- **Cultural harm-** loss of institutional anchors, social cohesion, and cultural economies
- **Generational wealth harm** compounded losses across multiple generations since displacement

Estimates of lost generational wealth in Berkeley reached over \$3 billion dollars, and the early estimates of potential value from recaptured land from the 980 Freeway is over \$20 billion. Our ultimate goal is to identify and codify the source of revenue to support the level of solution across the adjusted scale of harm. These findings will inform harm repair strategies, legislative proposals, and policy advocacy at the city, county, state, and federal levels.

SECTION 05

Academic, Community and Civic Partnerships

EVOAK! has built a research collaborative spanning a range of academic and community institutions. Our partners include a multi-campus University of California/Just Cities Institute collaborative study, multiple design studies by UC Berkeley, two PhD level engagements with UCLA and multiple design studios at the California College of the Arts. The design and research agenda is structured to produce findings that reinforce the community input that they were built on and that collectively build toward a comprehensive harm repair and equitable redevelopment framework.

Research Initiatives

Partner and output	Scope	Status
UC Berkeley — Goldman School Harm Quantification Preliminary Report	Graduate student research quantifying economic, housing, and health harms caused by I-980 construction; includes eminent domain displacement analysis and generational wealth loss estimates.	Phase I complete
UC Berkeley — Environmental Justice (Professor Margaretta Lin) Housing Sector Analysis	Drill-down research on housing displacement through eminent domain, redlining, and urban renewal policies; includes early multi-billion dollar impact estimate methodology.	Complete (Report being compiled)
UC Berkeley — Architecture (Professor Jane Lin) Corridor Design Studio	Inclusive housing, land use, and environmental design scenarios for the 980 corridor, with equity-centered frameworks.	Complete
UC Berkeley — Landscape Architecture (Professor Anya Domlesky) Freeway Capping Study	Equity-centered design scenarios for capping or covering the I-980 freeway, including renderings and feasibility notes.	Complete (Report being compiled)
UC Berkeley — Urban Studies (Professor Margaretta Lin) Harm Repair Precedents Research	Graduate student research on harm repair precedents from comparable infrastructure displacement cases nationwide, developed to support the National Museum of Urban Renewal and Eminent Domain (NMURED).	In Progress
UC Berkeley — School of Law (Professor Seth Davis; Paul Roberts, Lawyer of Record) Legal Fortification of Harm Repair Policies	Preemptive legal and policy framework to ensure harm repair proposals are grounded in documentable evidence and built to withstand legal challenge.	In Progress
UCLA — Luskin School of Public Affairs Urban Planning (Lilith Winkler-Schor) Community Asset Geo-Coding Map & Healing Harmful Highways Report	GIS-based community asset map identifying and preserving local institutional strengths in the affected corridor; report examining the removal of the I-980 Freeway.	Complete

Partner and output	Scope	Status
UCLA — Samueli School of Engineering, Civil Engineering (Dr. Regan Patterson / Ivan Manan) Traffic Analysis Interim Report	Year-long community-proposed alternatives traffic analysis; models the impacts of Remove, Cap/Cover, and Maintain scenarios on West Oakland mobility.	In Progress
UC Berkeley/Davis/Irvine/Los Angeles/ Institute for Transportation Studies/Just Cities (Professor Margaretta Lin) Community Organizing & Governance Framework	Four-campus collaborative framework on community roles in organizing, advocacy, infrastructure planning, and decision-making.	Complete (Report being compiled)
California College of the Arts — Urban Works Agency (Professor Janette Kim) Design studies Agency Studio Page Agency Seminar Page Complete Documentation	Student-designed specifications and visualizations of future urban spaces along the corridor.	Complete
Sustainable Housing at Cal Student Club (Yana Sadiq Club coordinator)	Alternative freeway design scenario animations using current conditions and community input	In Progress

Community and Civic Partners

- Oakland Youth Commission (OYC)
- Museum of Art and Digital Entertainment (MADE)
- West Oakland Legacy Residents
- Healthy Black Families- Equity 4 Black Berkeley Initiative
- Freeway Fighters
- Segregation by Design
- Open Oakland

Government and Agency Partners

- California Department of Transportation (Caltrans)
- City of Oakland Department of Race and Equity- Darlene Flynn
- State Assemblymember Mia Bonta
- US Congresswoman Lateefah Simon
- Alameda County Supervisor Nikki Bas
- Alameda County Reparations Commission
- CA State Reparations Task Force successor entity (Alliance for Reparations, Reconciliation and Truth)

Additional Supporters

AARP

EVOAK! received a [2025 AARP Community Challenge Demonstration Grant](#) in support of the 980 Block Party and associated work. The Challenge focused on projects that benefit residents 50 and older by creating vibrant public spaces, improving transportation and housing options, and reconnecting communities divided by infrastructure. The 980 initiative was a natural fit.

The grant supported three core areas of work. First, infrastructure reconnection: engaging legacy residents and incorporating their voices directly into the Vision 980 freeway-to-boulevard redesign process, ensuring that the people who had been divided by the I-980 had a seat at the table for what comes next. Second, amplifying elder voices: creating structured opportunities for residents 50 and older to participate meaningfully in short- and long-term planning conversations that too often leave them out. Third, oral history and harm repair: documenting the lived experiences of community members through interviews and focus groups to build an evidentiary foundation for equitable development and harm repair strategies.

It was all a natural extension of the work that we were doing with Vision 980 and Mission 980. The 980 Block Party itself was produced successfully, and included a dedicated elders forum for residents 75 and older, a space for social connection, public recognition, and shared reflection that proved to be one of the most powerful elements of the event. The grant period also attracted new partners, including policymakers, cultural institutions, and academic volunteers from California College of the Arts, strengthening EVOAK!'s visibility and laying groundwork for follow-on public and private funding commitments.



The Center for Black Health & Equity



EVOAK! served as a community partner in a national collaborative policy initiative funded by the U.S. Department of Health and Human Services Office of Minority Health and facilitated by [The Center for Black Health & Equity](#). The project, titled the Centering Policy in Equity Project, examined how historical transportation policies impacted Black health disparities, displacement, and community well-being.

Oakland and Berkeley were among a small number of cities examined nationally, alongside Atlanta, Houston, St. Paul, and Cleveland. The focus in our corridor was the construction of Interstate 980 and BART, and the cascading health consequences those infrastructure decisions produced for

the Black communities in their path. EVOAK! contributed community engagement support and local knowledge to the project, working alongside a national leadership team. We hosted a community forum at the Black Panther Party Museum.

Section 06

Community Arts Engagement Activations

Community activations were the central component of our work, anchored by their deep arts-integrated approach. While our signature annual event was the 980 Block Party festival of festivals, our engagement strategy encompassed a wide array of impactful activations beyond standard pop-ups at street festivals and partner organization events.

We'll share more about the 980 Block Party, but we also had some powerful partnerships that we were able to leverage to reach deep into the community to access our most relevant populations which included legacy Black residents and young people.

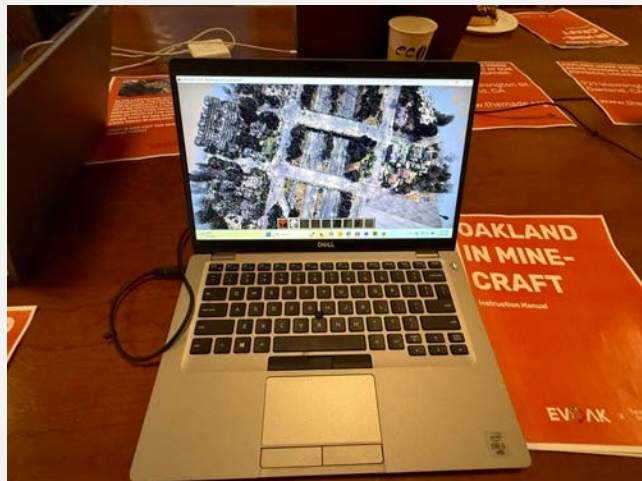
Oakland Youth Commission Collaboration:

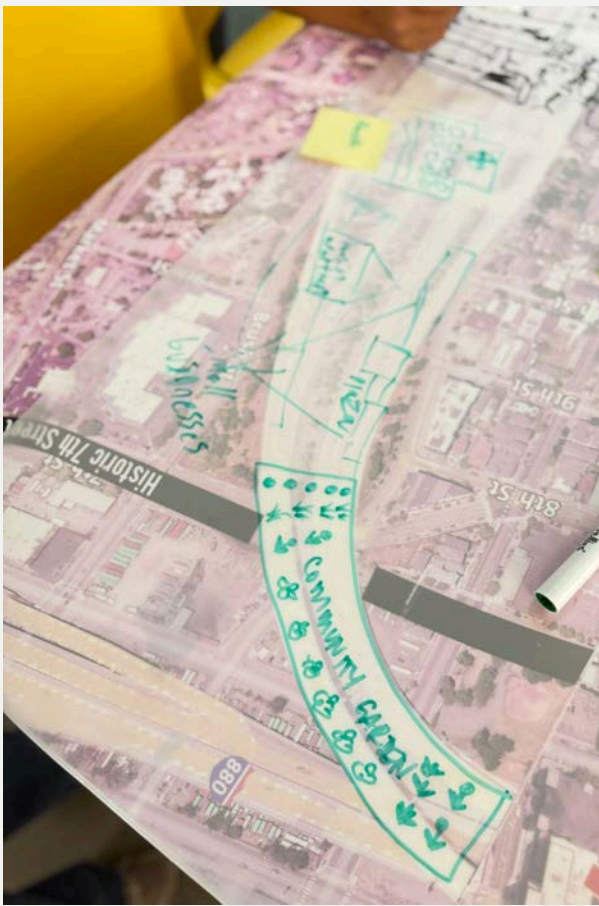
In collaboration with the [Museum of Art and Digital Entertainment \(MADE\)](#) and [Oakland 2100](#), we developed two innovative interactive exercises built around models of the 980 Corridor and adjacent neighborhoods in West and Downtown Oakland. Made developed a digital model in Minecraft, which turned out to be a native platform for the young participants, and Oakland 2100 brought their physical scale model of the region. The models allowed youth participants to build and break down different design scenarios, working collaboratively toward a new equitable vision for the corridor.

We deployed these exercises in two distinct settings. First at the 980 Block Party at Preservation Park, then at the regular monthly meeting of the Oakland Youth Commission at City Hall, which was televised on public television. At City Hall the Youth Commissioners between the ages of 18 and 20 worked through urban planning basics as part of the Oakland 2100 orientation, and designed alternative designs and interactions in Minecraft.

In a follow-up engagement, those same youth commissioners applied what they had learned by producing and facilitating a public workshop in West Oakland at the Oakland Unified School District Central Kitchen, guiding a broader group of young people through the same visioning exercises.

EVOAK! is also working with MADE to develop a broader deployment of the model, one that would enable more people, youth and adults alike, to step into the corridor and reimagine its future in an accessible, hands-on digital environment.







Video Game-Like Kiosk



We built a playful, video game-like kiosk equipped with an integrated iPad survey and digital media capture system that provided prompts for participants to respond to. In addition to survey responses it was designed to capture video of oral histories, and record personal accounts from community members, elders, and descendants impacted by the freeway's initial construction.

The kiosk was deployed at several community events and served as an essential tool to lower barriers to participation and engage



community members directly where they gathered.

Some of the events that we deployed the kiosk:

- First Fridays of the Bay Area White Party at Preservation Park
- Laurel Street Fest
- Arts for Everybody- No Place Like The Town
- The 980 Block Party at Preservation Park

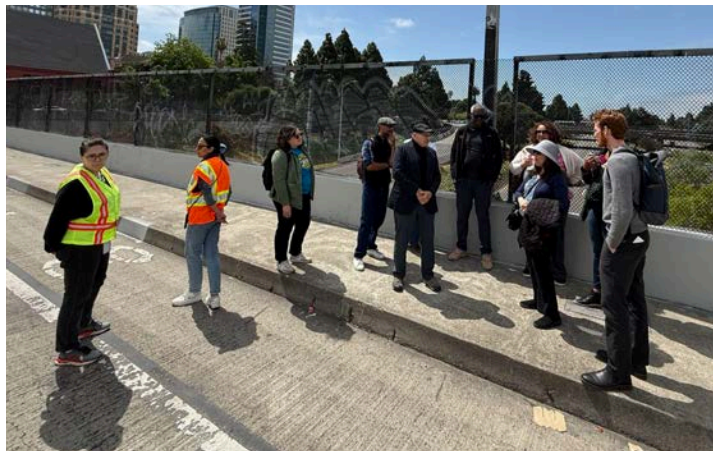
Additional Community Engagement Activities



Laurel Street Fair



East Bay Housing Organizations
Affordable Housing Month



East Bay Housing Organizations - Affordable Housing Month



"That would be cool if..." Visioning exercise



West Oakland Town Nights Community Block Party



West Oakland Town Nights Community Block Party



West Oakland Juneteenth Festival



Arts for Everybody- No Place Like The Town

980 Block Party- Past, Present & Possible

[The 980 Block Party](#) was EVOAK!'s signature activation. It was a landmark civic visioning event held at Preservation Park, a site of deep resonance for this work. Preservation Park is a business park that sits adjacent to the I-980 corridor, a collection of restored Victorian homes that were physically relocated from the site of the freeway construction and preserved rather than demolished. The original plan and long-term goal was to conduct the Block Party on the freeway site itself, closing it to traffic like they do in other locations. This would be a symbolic and literal reclamation of the land by the community it displaced.



That was not to be, so in lieu of shutting down the freeway, we did the next best thing. Preservation Park stands as the most extant remnant of the destructive policies of the Highway Administration, and a fitting backdrop for a conversation about what the community lost and what it could reclaim.

The event mobilized local residents through art, storytelling, and participatory design to reimagine the future of the corridor with an equitable development lens, building on West Oakland's cultural legacy with a commitment to policy change around comprehensive creative community development. The inaugural event was a major success, drawing on the vision of an occasion where West Oakland's cultural richness was on full display.

Community Vision and Values

The Block Party was built around a set of guiding principles developed through community input:

- **Reclaim** Reconnecting the community with land and history
- **Remember** Honoring legacy residents and their stories
- **Reimagine** Visioning the future of the corridor collectively
- **Rebuild** Demonstrating what equitable development looks like
- **Rejoice** Celebrating West Oakland's culture, resilience, and creativity

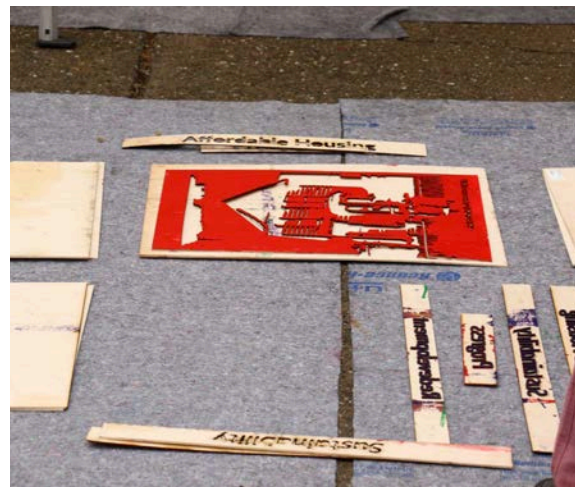
Signature Activations

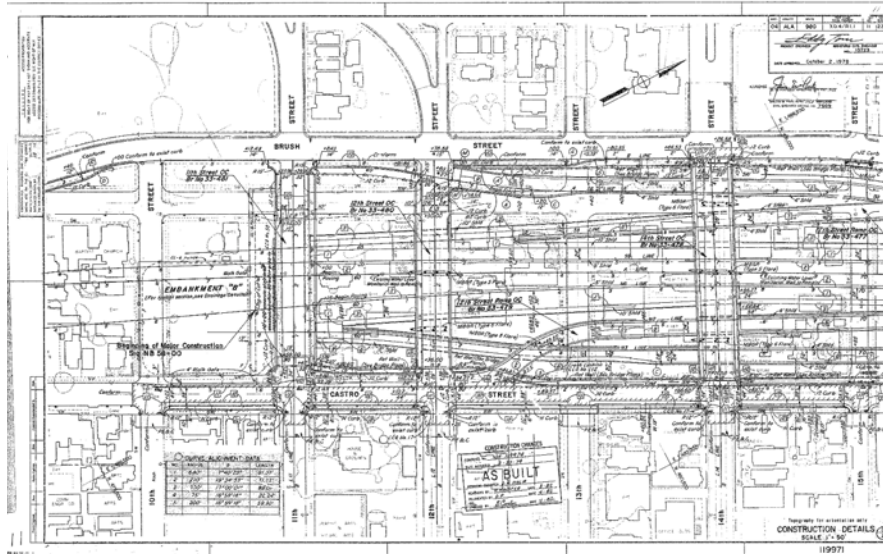
The Block Party featured a curated set of interactive and arts-based activations designed to engage residents of all ages in both celebration and civic participation:

Block Printing on Historic Architectural Renderings

Community members worked with students from California College of the Arts to create large scale block prints using a steamroller and hand roller. The images were printed on architectural drawings of the 980 freeway from construction that we were able to secure from Caltrans. The drawings show the destruction— a freeway displacing homes, businesses and cultural institutions. We wanted to transpose our vision on top of the destruction.

The process was a spectacle, educational opportunity and participatory art-making experience, with participants keeping their prints as artifacts of the event. The imagery is rooted in West Oakland history and depicted images that were both forward looking and remnants of the past.





Historic Architectural Rendering of 980 Freeway

1,000 Square Foot Corridor Map

We printed a 1,000 square foot map of the I-980 corridor for Block Party attendees to interact with and re-imagine what the corridor could look like. The map served as both an art installation and a planning tool, inviting participants to dress up in costumes representing different community elements that they'd like to see.





Site map installation



Site map neighborhood element costume



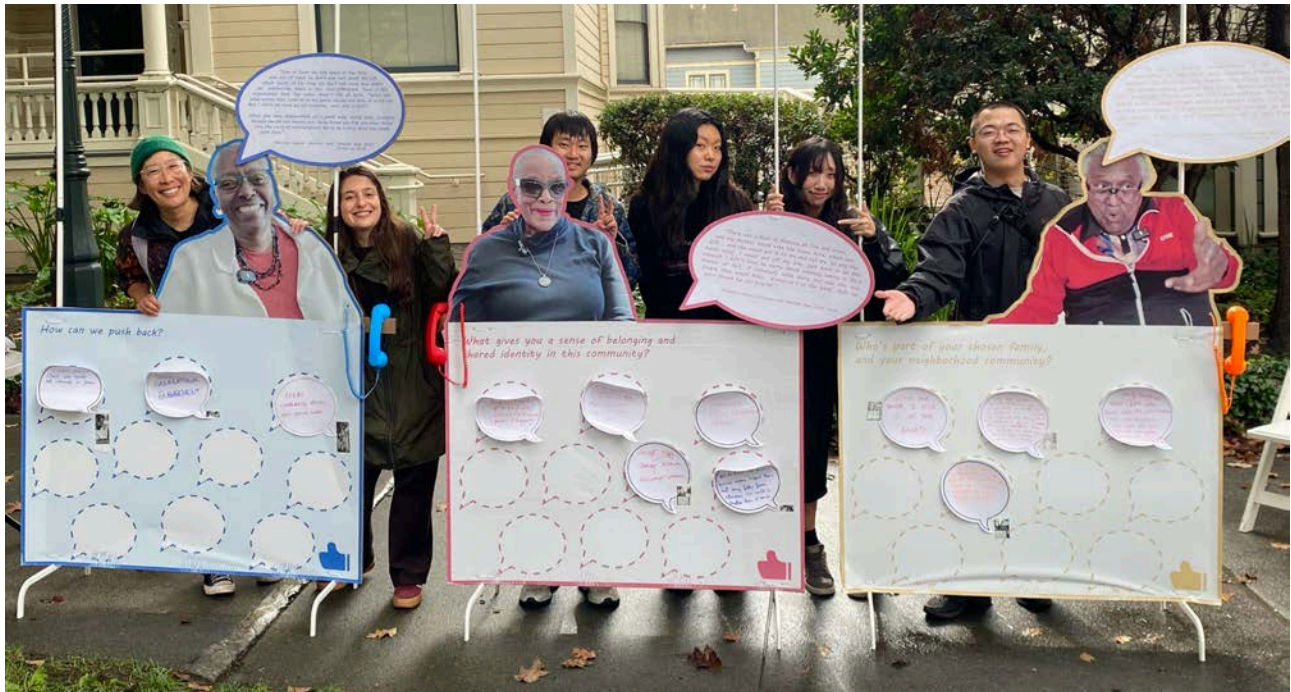
Site map neighborhood element costume

California College of the Arts Custom Designed Activations

Students from CCA's Urban Works Agency designed and built a series of custom activations for the Block Party, including interactive installations, engagement frameworks, and spatial interventions developed directly from community input. Faculty lead Janette Kim guided a cohort of 21 students from her studio and seminar classes through a semester-long process culminating in these site-specific works.



Newtopia





Legacy Cutout Figures and Conversations



SandBox 980- Framework Scenario Simulation

Oral History Circle

The culminating activity was a facilitated group conversation with elder West Oakland natives, our Super OGs!. The OGs shared memories of the neighborhood before the freeway; and the attendees were able to ask questions drawing connections to present-day conditions.



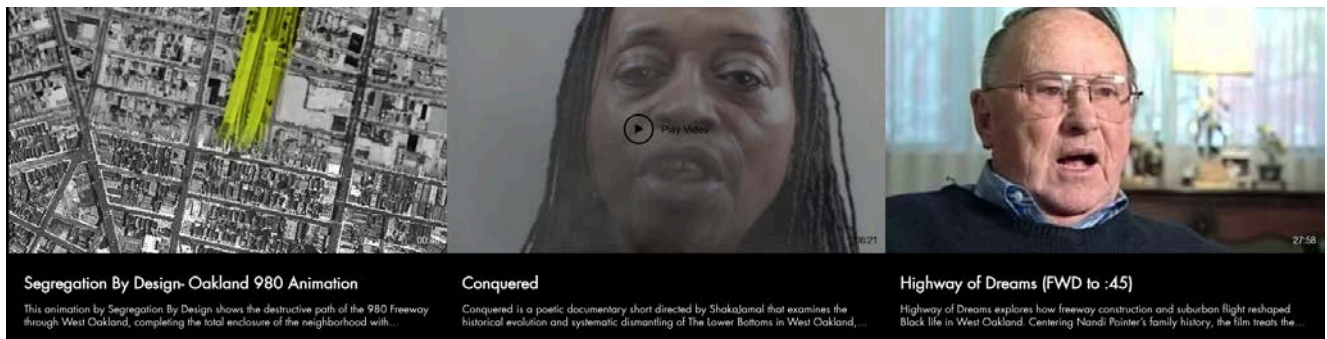


Mini Media Fest

We screened 3 short videos produced by and about West Oakland, the freeways, and displacement. The screening included [Segregation By Design](#) by Adam Paul Susaneck, a motion graphic showing the destructive path of the 980 Freeway through West Oakland, completing the total enclosure of the neighborhood with infrastructure that contributed to the generational harms to the residents. The research for Segregation By Design began in Oakland with Mr. Susaneck's studies while he was at UC Berkeley. It's a stark and startling depiction of the depth of destruction.

We also screened **Conquered** by Shaka Jamal Redman and Dr. Ayodele Nzinga, which is a poetic documentary short that investigates the historical evolution and systematic dismantling of the "Lower Bottoms" neighborhood in West Oakland, highlighting its legacy of self-determination while interrogating eminent domain, gentrification, and accelerated redevelopment.

The last piece was **Highway of Dreams** by Nandi Pointer of the Pointer Sisters family, which examines how freeway construction and suburban flight transformed West Oakland, using the Pointer family's own story as a lens on displacement, belonging, and the enduring struggle to reimagine home. The film treats the freeway as a modern railroad dividing communities and builds a counter-archive against urban planning erasures



Mini-Media Fest Features

Institutional Harm Illustrations

Exhibit A: Oakland is an interactive counter-narrative and data-visualization exhibition produced by Edutainment for Equity in partnership with Oakland's Department of Race and Equity. Grounded in the tradition of W.E.B. Du Bois's visionary Paris Exposition work, the project exposes how institutional anti-Blackness shapes daily life, health, and displacement across the city.

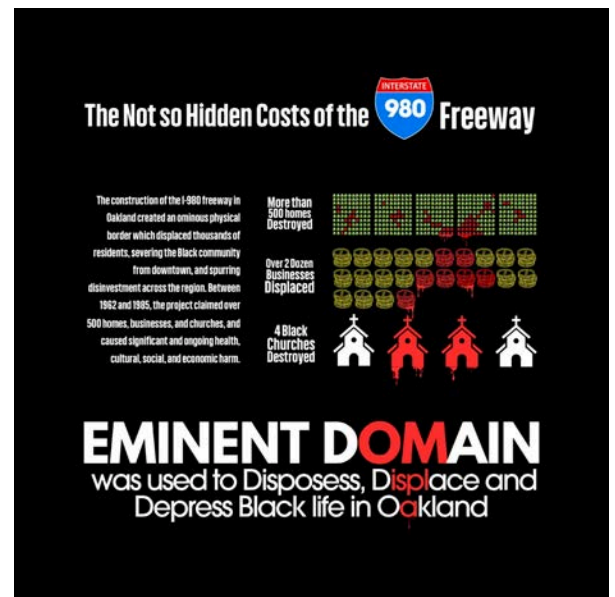
We mounted large scale illustrations documenting the mechanisms of institutional harm (such as redlining maps, eminent domain notices, and displacement data).

At the core of the narrative is the destructive legacy of Oakland's freeway infrastructure. Artworks and data visualizations detail how the construction of I-980 and I-880 physically severed historical Black communities like West Oakland from the city center, displacing over 500 homes, businesses, and churches through eminent domain. The exhibit illustrates how these transit corridors continue to act as primary drivers of inequity today—exposing nearby neighborhoods to toxic diesel particulate matter, driving severe asthma and cardiovascular rates, and contributing to a 15-year gap in life expectancy² between children in the Oakland flats and those in the hills.

The exhibition activated a collective of local visual artists, musicians, youth, and technologists through bold graphic prints. Partnering with AR technologists and utilizing the [Black Terminus AR](#) mobile app, the team integrated an augmented reality component that allows viewers to point their devices at the physical artwork, overlaying digital dimensions and interactive layers that connect historical policy directly to present-day reality.

Oakland 2100

[Oakland 2100](#) is an innovative game about the future of Oakland where people work together to imagine the future of the city. It includes a large-scale tabletop model of the Downtown/West Oakland neighborhoods including the corridor and involves facilitated and structured community conversations about long-range futures. Participants engage directly



² *Alameda County Public Health Department, "Life and Death from Unnatural Causes: Health and Social Inequity in Alameda County"* -- available through the Federal Reserve Bank of San Francisco community development archives.

with the model to discuss housing, transportation, environmental resilience, and community development scenarios for the next 75 years.

Players navigate trade-offs, prioritize and place investments and engage other players in the type of negotiations that happen in the building of cities every day. During the game, players leverage the power of art, design, and play to shape a vision of Oakland that is built by and for Oaklanders, while learning about the complexities that exist in long-range planning, design, development, and financing.

West Oakland All-Star Band

We called upon West Oakland native and founder of the West Coast Blues Society, Ronnie Stewart to compile a group of fellow natives to provide the entertainment. Ronnie also allowed us to use his original piece, “Walking Down 7th Street” as the background music for our video recap. We were blessed to have Terrible Tom Bowden, 89, make a special appearance, along with the rest of the notable musicians.



SECTION 07

“Life Before the Freeway” Civic Technology Platform

Life Before the Freeway is an AI backed story mapping platform in development to document, preserve, and share the lived experience of legacy residents of West Oakland who knew the community before I-980 and other freeways were constructed. It is designed from the outset as an open-source framework, so that the dozens of other Black communities across the country that experienced similar displacement can adapt the platform for their own geography and capture their own stories before that living memory is lost.

Core Vision

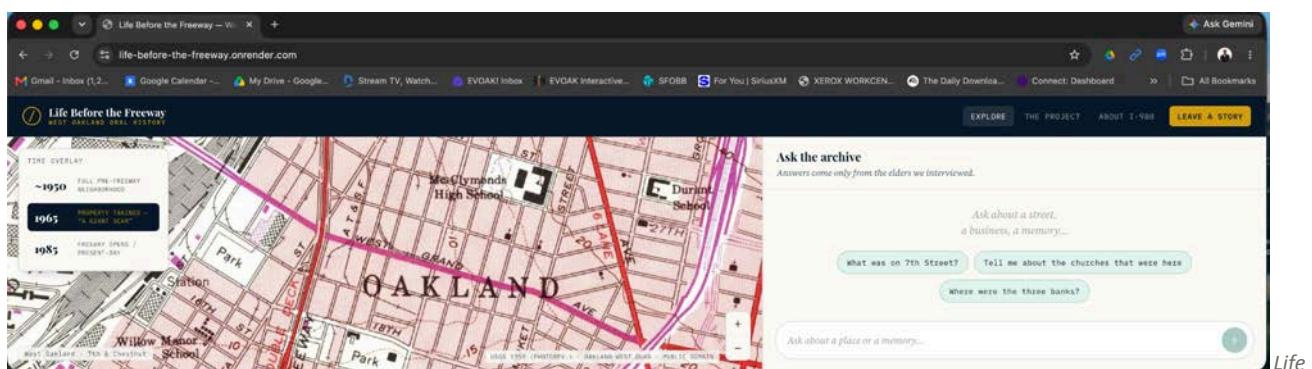
The platform treats community memory as primary source and evidentiary record material for harm repair. The only source of information processed by the platform comes from first hand accounts and no AI is used in the generation of story content. We began by ingesting transcripts from the 30+ interviews and focus groups that we did with legacy residents. The residents ranged in age from 65-95 years. This baseline content allowed us to test the platform and make adjustments. The oral history collection extends beyond the I-980 corridor to capture interviews with residents who were instrumental and influential in other ways. For instance, in one interview with Paul Cobb, long time community activist and West Oakland native now in his 80's, he was instrumental in the successful campaign to reroute the Cypress Freeway, the elevated structure that collapsed in the 1989 Loma Prieta earthquake. That rare community victory offers hard-won strategic lessons directly applicable to the 980 corridor work. Those lessons were also central to one of our academic research projects with Just Cities, the University of CA and the Institute for Transportation Studies and are being integrated into the governance and organizing framework for the Vision 980 process. Moving forward, the oral histories collected through this platform will continue to directly inform the harm quantification research, the policy framework, and the legal strategies being developed under Mission 980.

Time-Layered Map Interface

The centerpiece of the platform is an interactive, time-layered map of West Oakland. Users can toggle between three historical overlays:

- **1950s West Oakland** the neighborhood before redlining and urban renewal accelerated displacement
- **1965 West Oakland** the neighborhood at the height of the property taking and during construction, which shows what was lost and where
- **1985 to Present Day** current conditions after the freeway opened

The map is georeferenced to people and place references from the transcripts, enabling users to navigate to specific locations to see what existed there before or what happened and when. The map is also directly integrated with the community asset database being built in partnership with our community and academic research teams.



Before the Freeway (Time-Layered Map Interface for West Oakland Corridor: 1950 / 1965 / 1985 / Present)

Community Asset Mapping

The platform integrates GIS-based community asset mapping developed in collaboration with multiple community and academic research teams including a UCLA Urban Planning PhD candidate and a UC Berkeley undergraduate student. This living database identifies and catalogues institutional strengths in the affected corridor — churches, schools, civic organizations, Black-owned businesses, parks and other gathering spaces. It includes both historical and present-day assets based on the stories that we were able to collect.

The database is designed as a 'living list,' and will be the most inclusive accounting of West Oakland community assets and individuals ever assembled. It also allows other users to comment and contribute to the list, which provides different perspectives on the same asset. It encompasses individual legacy residents, community-based organizations (CBOs), neighborhood groups, faith-based organizations, and businesses. It functions as a resource-matching tool, connecting community needs with available assets, and as a research foundation for harm repair analysis.

Video-Based Oral Histories

Most of the interviews we did were videotaped. On the platform, each oral history is georeferenced to specific locations on the map. When a user navigates to a story pin on the map, they are linked to the residents and contributors stories. Clicking a pin plays a curated excerpt from that resident's interview, anchoring their testimony to the specific geography it describes.

The oral histories have been curated into social media content distributed as the 'Life Before the Freeway' series on EVOAK!'s Instagram, building public awareness and driving engagement with the broader project.

Ask the Archive AI Chatbot

The platform includes an AI-driven chatbot scoped exclusively to the oral history interview database. Using [Retrieval-Augmented Generation \(RAG\) architecture](#), the chatbot allows users to ask natural-language questions, such as 'What did Seventh Street look like in the 1960s?' or 'Who were the musicians who played in West Oakland?', and receive answers drawn directly from the interview transcripts, with citations linking back to the source testimony.

The chatbot is strictly bound to the archive. It will not generate responses based on general knowledge or outside sources. Every answer is grounded in what residents actually said, preserving the integrity of their testimony and preventing the kind of hallucination that would undermine the platform's evidentiary value.

The more we capture through first hand accounts, the richer the platform becomes.

Moderation Workflow

The platform includes a structured workflow for ingesting new oral history submissions:

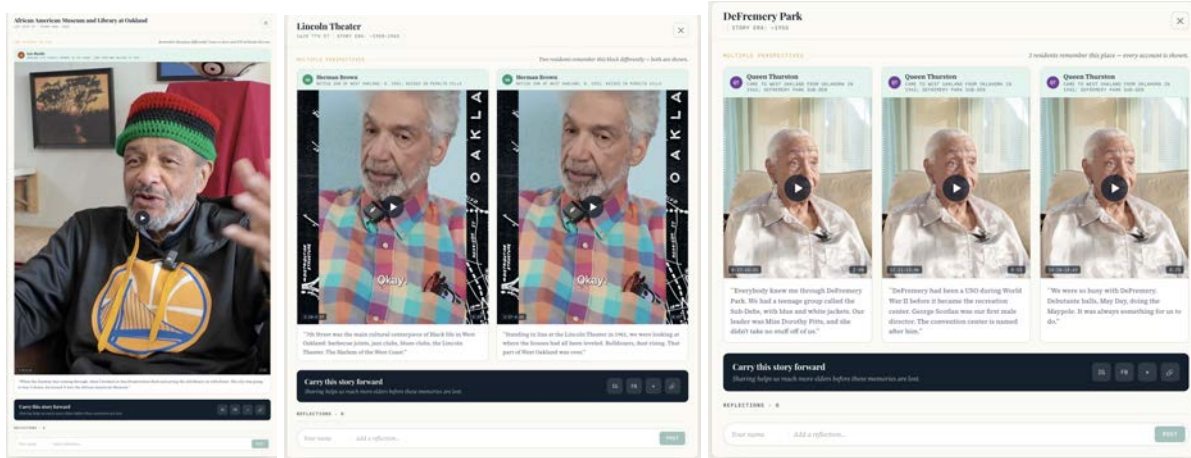
- Automated transcription of submitted audio and video
- Automated content screening
- Admin portal for staff review, approval, and tagging
- Contributor flow allowing residents to submit their own stories and review how their testimony is represented
- Export pipeline feeding approved transcripts into the RAG database

Open-Source National Framework

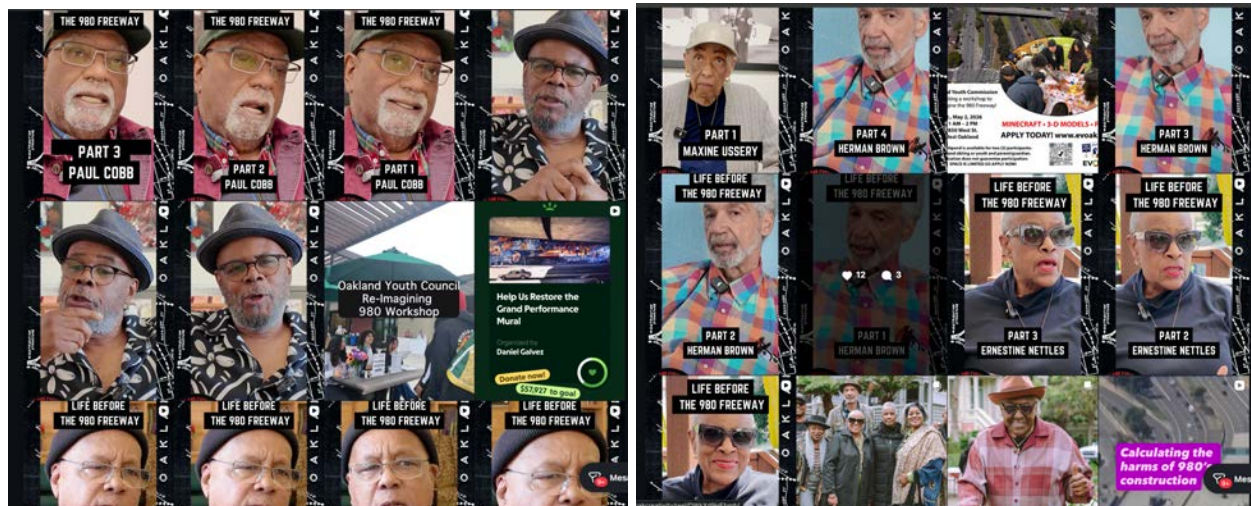
Life Before the Freeway will be released as an open-source framework under a civic technology license. The architecture is designed to be modular and portable: any community can fork the codebase, load their own geographic data, upload their own oral histories, and have a functioning platform for their corridor within weeks rather than years.

This is part of EVOAK!'s broader vision of mutual aid infrastructure, not just solving the problem in West Oakland, but building tools that strengthen the collective capacity of similar communities nationwide.

The National Museum of Urban Renewal and Eminent Domain (see Section XII) will be an anchor institution for this network.



Life Before the Freeway story-pin detail



EVOAK! Instagram Interview archive

SECTION 08

Governance Framework

One of the central challenges of corridor redevelopment will be ensuring that the community most affected by displacement actually has authority over what comes next. Residents don't just want a seat at the table, but real decision-making power. As a part of our broader community engagement work, Mission 980 is developing a governance and resident leadership development framework designed to give legacy residents that authority. We often frame our community engagement as "community influence."

The framework, being developed in partnership with the community, addresses four core questions:

- Who gets to participate in governance, and how is 'legacy resident' defined and verified?
- What decisions fall within the community's authority, and which require coordination with government or institutional partners?

- How are decisions made, and what accountability mechanisms exist?
- How is the governance structure funded and sustained over time?

The framework draws on other precedents for community land trusts, community benefit agreements, and participatory governance in comparable redevelopment contexts. It also looks at new and innovative technology backed platforms to ensure transparency and equity. Another goal is to be legally robust, practically implementable, and resistant to the kinds of co-optation that have undermined other community governance efforts.

We realize that this will be a long a difficult process given the long-developing and multi-faceted trust deficit, so this will be an immediate pillar of the work that we will do moving forward.

SECTION 09

Policy and Legislative Framework

The harm repair work being advanced by Mission 980 is not purely retrospective. We are building a policy and legislative infrastructure designed to direct a portion of the future value created by corridor redevelopment back to the legacy residents who lost value when the freeway was built.

This work is unprecedented. There is no existing model for the kind of direct, targeted harm repair through infrastructure redevelopment. We are building the legal and policy architecture from the ground up, in collaboration with legacy residents, legal advocates, academic researchers, and sympathetic legislators at multiple levels of government. The full framework is detailed in Addendum A: Section 10 Option Level Equity Program.

Section 10 Option Level Equity Program

The Section 10 Option Level Equity Program is a community-authored harm-repair policy coined by legacy resident Paul Cobb and Randolph Belle. Paul and his family have been a part of every battle against the destructive forces of transportation infrastructure since the 1950s. Section 10 is designed to address the systemic inequity from the I-980 Freeway construction, the disinvestment of urban renewal and redlining, and the compounding and cumulative harms of deliberate institutional practices that devastated West Oakland's legacy Black community. Section 10 creates a framework to restore wealth, opportunity, and self-determination through three interconnected mechanisms:

- **Preference Policies**
Legacy Residency defines eligibility, verified through all available means including past property records, tenancy records, school enrollment, medical files, and municipal or county archives. The program extends beyond traditional low-income models to include affordable, middle-income, and market-rate housing; ownership and rental opportunities; and commercial leases, contracting, and small-business incubation.
- **Equity**
Section 10 establishes Option-Level Equity, granting legacy residents a proportional and transferable ownership interest in the incremental value creation of future developments built on reclaimed or redeveloped land. Revenue from value-capture tools (including tax increment, land sales, business transfers, and public-private partnerships) will also fund a **Harm Repair Equity Fund** reinvesting in housing, health, education, workforce development, and cultural preservation.
- **Value Capture**
Reclaiming such a large and valuable swath of developable land in the I-980 corridor offers a historic opportunity to model equitable redevelopment at scale. Section 10 channels growth through tax-increment financing and other existing finance mechanisms, and community benefit agreements to ensure new value supports legacy residents first.
- **Anti-Displacement**
West Oakland is ground central for gentrification, which started in the early 1990s. The goal is to slow, stop or even reverse the displacement of legacy residents and restore lost cultural assets. Any new development

opportunities will need to also include planning and zoning policies to de-incentivize the extractive effects of status quo planning methods. This could include impact fees, specific zoning, and penalties for landbanking.

Governance and Implementation

The Section 10 governance structure is designed for implementation through a city, county and state legislative collaboration. Key elements include:

- Establishing a Legacy Resident Registry and Section 10 Harm Repair Agency through the Alameda County Reparations Commission for oversight and administration
- Coordinate with the County Assessor and other appropriate taxing agencies
- Integrate Option-Level Equity certificates into City, County, and State redevelopment plans
- Pursue creation of a State-designated Community Development District, in coordination with state departments of Housing, Education, Economic Development, and Health, to implement Section 10 as a comprehensive harm-repair policy encompassing planning, zoning, and community investment
- Align with the California Reparations Task Force successor entity, Alliance for Reparations, Reconciliation and Truth (ARRT)
- Continue public storytelling, civic engagement and governance campaigns with community partners
- Coordinate with community media outlets including The Post News Group

Legislative Domains

The policy and legislative campaign spans five domains, each requiring distinct but coordinated action at multiple levels of government:

- **Housing-** Preservation of affordable units, right of return for displaced residents, right to remain and right to own and thrive, anti-speculation protections,
- **Education-** Investment in education, youth programming and early childhood education within the corridor as a condition of redevelopment
- **Health-** Environmental remediation requirements, community health facilities, mental health services
- **Economic Development-** Local hire requirements, preference for legacy resident-owned businesses, small business incubation, workforce development
- **Cultural Preservation-** Development and support for community cultural spaces, public art, and arts education
- **Public Safety-** Investment in community-based violence prevention and intervention, accountability reforms for police and the economic toll of over-policing, diversion programs

SECTION 10

Additional Strategic Initiatives in Development

Building on the foundational work of Mission 980, the following strategic initiatives are in active development. These are not distant aspirations — they are the next phase of a connected, mutually reinforcing strategy for lasting reparative change.

1. National Museum of Urban Renewal and Eminent Domain (NMURED)

The National Museum of Urban Renewal & Eminent Domain (NMURED) will be the first institution in the United States dedicated to telling the full story of urban renewal, which is the twentieth century's largest domestic displacement program, and the destructive policies of the Federal Highway Administration, that displaced thousands

of Black families in dozens of cities. We will channel that history into present-day action for housing and community justice. Between 1949 and 1977, federally funded urban renewal and highway construction displaced well over a million people, disproportionately Black, Latino, and immigrant communities. No national institution exists to reckon with this history. NMURED will fill that void. (See attached addendum.)

Preservation Park Site

NMURED's proposed home is Preservation Park, immediately adjacent to Interstate 980. Preservation Park is not merely an appropriate site for this museum; it is itself the primary artifact. Sixteen Victorian-era structures occupy the site. Eleven of those buildings were physically relocated there beginning in the 1970s to save them from demolition during freeway construction. They are among the only surviving structures from the neighborhoods that I-980 destroyed. Each one is evidence from a crime scene.

Preservation Park is currently owned and managed by the East Bay Asian Local Development Corporation (EBALDC). The existing nonprofit-office tenant model has experienced sustained vacancies since the pandemic. A museum programming layer does not require displacing that model. The Museum will occupy currently vacant space and be converted to exhibition and interpretive space while retaining other remaining working offices for mission-aligned organizations, creating a campus where advocacy and remembrance operate side by side.



The site also includes meeting and event spaces for ongoing community activations.

Activist Institution Model

NMURED draws direct inspiration from the National Public Housing Museum in Chicago, a fellow member of the International Coalition of Sites of Conscience. Like that institution, NMURED would center the voices of displaced residents on its board and in its programming, maintain dedicated advocacy space connecting history to active policy campaigns, and operate on the principle that memory must inform social change.

Programming would include recreated interiors showing the buildings not as the homes of their original wealthy owners, but as the subdivided rooming houses they became before displacement — immersing visitors in the lived experience of the communities that were erased. Oral history archives drawn from the Mission 980 data narrative project would form a permanent interpretive layer.

National Scope

Oakland is the ideal anchor city because it was struck by overlapping waves of destruction: conventional urban renewal, BART construction, I-880 and the Cypress Structure, and I-980, all concentrated in Black West Oakland. But NMURED's mission would be national in scope, documenting displacement from Rondo in Saint Paul to Overtown in Miami, from the Fillmore in San Francisco to Black Bottom in Detroit. Preservation Park's rescued houses would serve as the heart of a network connecting surviving sites and displaced communities across the country.

NMURED will serve multiple functions:

- A repository for oral history archives, including the Life Before the Freeway collection and comparable collections from legacy residents and partner communities
- A research center supporting harm quantification, precedent analysis, and policy development for affected communities nationwide
- An educational institution providing curriculum, programming, and exhibits for K–12 students, university researchers, and the general public

- A convening space for the national network of communities seeking harm repair through corridor redevelopment
- A hub for the Legacy Resident Identification program and the Section 10 policy and legal development work described below
- A research platform for investigating AB 2599 corporate disclosures identifying corporations with historical ties to West Oakland displacement and exploring their reparative obligations as part of the broader harm repair financing strategy

UC Berkeley Urban Studies researchers are currently conducting harm repair precedent research specifically to support the NMURED concept — examining comparable cases of infrastructure displacement and the policy and legal tools that have been used (or proposed) in response.

2. Legacy Resident Identification Program

One of the most significant practical challenges in delivering harm repair to displaced West Oakland residents is finding them. Displacement is not just geographic; it is also documentary. Families that were forced out decades ago may have moved multiple times, changed names, or simply lost the paper trail that would connect them to the original property.

Mission 980 is partnering with Lynx Insights, a nationally recognized investigation firm, to address this challenge. Lynx Insights has an established track record supporting government-sponsored Certificate of Preference programs, including San Francisco's, which are programs specifically designed to identify and locate residents who were displaced by city action and provide them with preferential access to new affordable housing.

What makes the Lynx Insights model particularly aligned with EVOAK!'s approach is how they conduct investigations. They train local residents as community investigators, effectively deputizing them to access the enhanced investigative tools of a licensed agency. This means that the identification work itself builds community capacity, creates local employment, and keeps the process rooted in community relationships rather than imposed from outside.

The legacy resident identification program will be integrated with the NMURED framework and will inform the governance structure for harm repair distribution.

3. Policy, Advocacy and Legislation Campaign

Mission 980 is building a coordinated policy and advocacy campaign operating simultaneously at the city, county, state, and federal levels. This is not a sequential strategy; it is a parallel one, because the timelines for infrastructure redevelopment, legislative cycles, and community organizing don't wait for each other. The Section 10 Option Level Equity Program (Addendum A) is the policy centerpiece of this campaign.

At the city, county and state level, we are working with government and community organizations to establish coordinated ordinances that create harm repair obligations as conditions of corridor development approvals. We are engaging Alameda County (including the Alameda County Reparations Committee) on the Section 10 pilot framework, the Legacy Resident Registry, and the Section 10 Harm Repair Agency governance structure. At the state level, we are in conversation with dedicated legislators about Section 10 and its potential as model legislation for other California communities, and about the creation of a State-designated Community Development District coordinating state departments of Housing, Education, Economic Development, and Health.

We are also following federal legislation and the restoration of Reconnecting Communities Program funding and other infrastructure equity initiatives.

4. Life Before the Freeway Open-Source Technology Platform

The Life Before the Freeway platform (described in detail in Section VI) is being designed from the outset as an open-source civic technology framework. The national replication strategy is a core part of its design, not an afterthought.

The platform will be released under a civic technology license that allows communities to freely use, adapt, and build on the codebase. EVOAK! will provide documentation, technical support, and community organizing guidance to communities deploying the platform in their own corridors. The network of communities using the platform will create a mutual aid infrastructure for shared learning, shared advocacy, and shared political power.

NMURED will serve as the anchor institution for this network, providing the research, policy, and legal resources that platform communities need to move from documentation to action.

5. Legal Policy Development Initiatives

The legal frameworks being developed through Mission 980 are unprecedented. The Section 10 Option Level Equity Program, with its Option-Level Equity certificates, Harm Repair Equity Fund, and State-designated Community Development District concept, requires legal architecture that doesn't currently exist in California law or federal infrastructure policy. (See Addendum A for the full policy design and governance structure.)

Our legal team brings together academic rigor, active legal practice, and rare historical depth. Professor Seth Davis of UC Berkeley School of Law leads the legal fortification effort, working with Paul Roberts as lawyer of record to ensure that every harm repair proposal is grounded in documentable evidence and built to withstand legal challenge. Together they are developing a preemptive legal and policy framework across preference programs, equity share arrangements, anti-displacement protections, anti-speculation measures, and other harm repair strategies we intend to codify at the city, county, state, and federal levels.

The team also includes two attorneys whose connection to this work spans more than fifty years. After searching for several years, EVOAK! was able to locate Stephen Berzon and Roger Clay, the two lead attorneys who worked on behalf of the West Oakland community against the federal government regarding the housing displacement caused by I-980. In 1973, Stephen Berzon was tasked with bringing a federal lawsuit against the government on behalf of the community regarding housing displacement. He later brought on a young attorney named Roger Clay, who continued the work and was able to negotiate some replacement housing for displaced residents. Both Stephen and Roger are now actively supporting the project, an extraordinary development that gives our legal strategy a direct line of continuity from the original fight for community rights in 1973 to the harm repair work underway today.

Stephen and Roger understand that EVOAK!'s efforts extend well beyond the acute harms of displacement through eminent domain. Our goal is to identify strategies for harm repair for the compounding and cumulative harms caused by the dual policies of urban renewal and the Federal Highway Administration, which are harms that have never been legally remedied at scale. Having the two lead counsels from 1973 as active supporters of this initiative is a significant asset as we build the legal and policy infrastructure to make that remedy a reality.

AB 2599 Corporate Slavery Disclosure Research³

California AB 2599, signed in October 2026, requires large corporations with California operations that existed on or before December 31, 1964, and earn more than \$100 million in annual worldwide gross receipts, to research and publicly disclose their historical ties to chattel slavery. This represents a significant new tool for the harm repair movement, and for Mission 980 specifically.

The California Civil Rights Department is mandated to build a searchable public digital platform archiving all corporate affidavits and historical disclosures. The deadline for affected corporations to submit sworn affidavits is January 15, 2029. Historical research from the bill's legislative process indicates the database will feature long-established firms in banking,

³ California AB 2599 (Truth in Disclosure Act), authored by Assemblymember Isaac Bryan, signed by Governor Gavin Newsom, October 2026. Requires companies with annual worldwide gross receipts exceeding \$100 million that existed on or before December 31, 1964, to submit sworn affidavits disclosing historical ties to chattel slavery, with first filings due January 15, 2029. California Civil Rights Department designated as the administering agency. [CalMatters coverage](#) | [The Grio](#)

finance, insurance, railroads, and shipping, which are industries that directly financed and benefited from the economic infrastructure of slavery, and whose successors continue to operate in the communities most harmed by those legacies.

Mission 980 will research AB 2599 corporations as the database comes online, with two objectives: first, to identify corporations with documented historical ties to the West Oakland community and its displacement, and second, to explore whether those disclosure obligations create openings for harm repair contributions, community benefit agreements, or reparative investment commitments as part of our broader financing strategy. This work will be developed in coordination with NMURED's national research function and the harm quantification research underway at UC Berkeley.

A key principle of this work is that the legal frameworks must be durable, resistant to changes in political leadership and robust enough to survive legal challenges. The harm repair obligations being established now must be enforceable for the decades it will take for corridor redevelopment to fully unfold. The precise wealth-transfer mechanism that Section 10 is designed to reverse (renters displaced while their landlords were compensated, before the 1970 Uniform Relocation Act) has never been legally remedied at scale. We intend to change that.

SECTION 11

Looking Ahead

The groundwork laid through this phase of the East Bay Harm Repair Initiative and Mission 980 positions us to move from documentation and research into implementation. The oral history archive is built and growing. The research partnerships are producing findings. The community database is live. The governance framework is in development. The policy architecture is taking shape.

The next phase of work will be defined by three priorities:

- Completing the pending research outputs and integrating their findings into a unified harm repair framework that is both academically rigorous and policy-ready
- Launching the Life Before the Freeway platform and the Legacy Resident Identification program, establishing the infrastructure for harm repair delivery
- Advancing the policy and legislative campaign to ensure that the legal frameworks being developed are in place when corridor redevelopment decisions reach the implementation phase

The Caltrans Vision 980 process is entering a critical phase. The decisions made in the next 18–24 months will shape what happens to the I-980 corridor for generations. Mission 980 is building the community power, the research record, and the policy infrastructure to ensure that those decisions reflect the interests and the rights of the residents who paid the highest price for the freeway's construction.

Our goal is to design and implement a comprehensive suite of solutions that rise to the magnitude of the problem!

Section 12

Addenda

The following documents are attached as addenda to this report. They are referenced throughout and are intended to be read alongside the sections to which they correspond.

Addendum A: Section 10 Option Level Equity Program — Policy Proposal (Draft, proposed by Paul Cobb and Randolph Belle). Full text of the community-authored harm-repair policy: preference framework, Option-Level Equity structure, value capture mechanisms, governance design, and next steps. Referenced in: Sections II, XI, XII.3, XII.5

Addendum B: National Museum of Urban Renewal & Eminent Domain (NMURED) — Vision & Case Statement. Institutional concept, Why Preservation Park, activist institution model, national scope, operational pathway, founding

budget (\$13M Phase 1 capital / \$2M annual operating), and Displacement by Urban Renewal in the United States 1949–1977 Fact Sheet. Referenced in: Sections II, XII.1, XII.3, XII.5

Addendum C: 980 Block Party event program —We produced a printed program and resource guide for attendees to both understand the history and the future of the 980 Corridor. Past, Present & Possible seemed like a fitting tagline for the event,

Press Coverage

- **The Oaklandside**
 - [*Old-school West Oaklanders hold forth on redlining*](#) (Oct 2025)
 - [*Could tearing up an Oakland freeway undo decades of racial injustice?*](#) (Apr 2024)
 - [*'Sky's the limit': Caltrans is getting serious about replacing I-980*](#) (Oct 2023)
- **The Mercury News / East Bay Times**
 - [*This Bay Area city is the latest to try and reconnect neighborhoods divided by freeways*](#) (Mar 2024)
- **SFGATE**
 - [*Caltrans seeks input on project to remove racist Bay Area freeway*](#) (Aug 2024)
- **CBS News Bay Area**
 - [*Future of Interstate Highway 980 in Oakland may include tearing it down*](#) (Jul 2025)

