

ILWU Northern California District Council Candidate Form 2024

Candidate Information

Name: Warren Logan

Occupation/Employer: City Planner, Self

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Campaign Manager: Audrey-Shola Momoh

Political Consultant/Firm (If Any): Modern Bay Strategies

Funds Raised to Date: \$100,000

Top 5 List of Endorsements:

Housing Action Coalition

Elaine Brown - Former Black Panther Leader; Founder & CEO, Oakland & the World Enterprises

Dwayne Aikens — Co-Founder & Executive Director, We Lead Ours

Misty Cross — Founder, The Real Moms of Magnolia Street

Nenna Joiner — Former Council Candidate & Owner, Feelmore Social Club

General Questions

Please keep answers to a minimum of 1 or 2 paragraphs please.

Tell us about yourself.

I am a gay black man who lives in West Oakland with my husband and two dogs. I hold a bachelor's degree in Urban and Environmental Police from Occidental College and a Masters of City and Regional Planning from UC Berkeley. I have worked as a city planner for over a decade focusing on advancing affordable housing, transportation safety, and racial equity.

I have dedicated my career to developing impactful policies and programs for the city of Oakland and the Bay Area region, particularly as Oakland's Section Chief of Community Resilience during the COVID-19 pandemic, the 2020 wildfires, and public safety power shutdowns. My effective leadership fast-tracked community testing and vaccination sites. It facilitated collaborations across city departments, quickly bringing much-needed services to the community while supporting local businesses with innovative programs. As a true listener and collaborator, I ensure city policies serve my community effectively.

What office are you seeking and why are you running for this seat?

I'm running for Oakland City Council District 3 because I feel our city is on the wrong track. Neighbors continue to share concerns about public safety, homelessness, and pollution. We deserve a representative who responds to us and can deliver meaningful changes that help our residents, workers, and business owners. I know what it takes to make change effectively, and I'm ready to serve as the next Oakland City Council Member for District 3.

If elected, what are the three top issues you will work to affect?

Affordable housing and tenants' rights
A thriving, local economy
Transparency in Government

What is your process for making endorsements of other candidates? Are you willing to consult with unions on those endorsements?

As a first-time candidate, we do not expect to be fielding any endorsement requests. In the event that requests come through, they will be considered by the campaign's leadership, kitchen cabinet, and close partners, which includes any committed, endorsing organizations.

Would you be willing to meet regularly with unions during the campaign and after being elected?

Yes.

Please describe your membership, work, or experience with labor unions.

As a government employee for many years, I have had the pleasure of being represented by a union. Similarly, having worked for and with city governments for over a decade, I am incredibly comfortable collaborating with labor unions, both those that represent city staff and those represented by contracted labor forces.

What policies would you advocate to support people experiencing homelessness in the long- term and what more can be done to reduce the homeless population?

In the long run, I advocate that the state and cities move towards a more abundant housing system where (1) we have built and zoned for a substantially greater number of housing units (e.g. meeting our regional housing needs allocations); (2) we have built and zoned for a substantially greater mix of housing types, beyond single-family, such that people have the appropriate housing options that meet their family and living structure (e.g. multi-family homes, co-living, ADUs etc); (3) we have a significantly higher number of deed-restricted affordable housing units set aside for low-income families and seniors as part of a land trust/social housing model; (4) that the government has created a more direct way to tax profit from rents which I see as a greater source of concern (similar to profits from other human rights such as healthcare).

In the short term I support providing “shallow subsidies,” aka emergency rental assistance, to keep people from becoming homeless in the first place. Sometimes just a hundred dollars given to someone who can’t make rent can make the difference between homelessness and staying housed. We should also use Oakland’s vacant land for emergency shelter and affordable housing construction. Those residents who are living in RVs or tents deserve a safe location while they are being connected with services and longer-term options.

If elected, how do you plan to push for and ensure racial equity in neighborhood planning and individual project development process and ensure that we are building more deeply affordable housing and other community assets.

If elected, I will ensure racial equity in neighborhood planning and project development by implementing inclusive community engagement, increasing diversity on planning boards, and using racial equity impact assessments. Investing in community assets such as parks, schools, healthcare, and public transportation in underserved neighborhoods is crucial. Transparency will be maintained by collecting and sharing data on housing and racial disparities. Collaborating with nonprofits and regional bodies will enhance efforts to create more equitable, inclusive, and affordable communities. Oakland generally, and West Oakland especially, has a large number of vacant and underutilized sites and one reason, among many, that they remain that way year after year is our outdated zoning code. We can have a more vibrant, walkable, affordable and community-centered city if we allow our vacant lots and underutilized sites to serve the whole community.

Please share your definition of affordable housing.

I define affordable housing as (1) deed restricted housing that maintains the cost of monthly rent at affordable levels based on the county’s AMI (as a caveat, I also believe this metric is problematic because Alameda County’s AMI is quite high and when we rely on it, it can inflate the cost of housing above what working families believe is “affordable” when one adds other

costs to live in the Bay Area); and (2) naturally occurring affordable housing which are housing units that are rented at approximately the same rate as otherwise deed-restricted units but lack those deed restrictions, and are maintained at that rent due to naturally occurring market forces (to be clear, these units can be subject to displacement pressures and the city government should work to move these at-risk units into deed-restriction to ensure they stay at affordable levels)

Under what circumstances do you support removing parking and/or repurposing vehicle travel lanes to create safer and more efficient bus, biking, and walking options?

My career in city planning began in transportation. I walk, bike and take transit around Oakland every day. District 3 is a vibrant transportation hub for the city with three BART stations, dozens of AC Transit lines connecting to the entire county, a growing network of bike lanes and a Port which brings goods in and out that benefit the local and national economy. Yet, our city's transportation system – especially the streets in District 3 – is undermaintained, disconnected, and often unsafe. With all this opportunity, our city's leaders must act with urgency to keep Oakland's residents, employees, visitors, and workers safe on our streets, traveling throughout the district and beyond.

Building safe and sustainable streets starts with engaging the stakeholders in the community, and one of the key stakeholders in Oakland is the Port of Oakland and its workers. The Port of Oakland is critical to the region's economy, and for the Port to function efficiently it needs the ability to get goods in and out of the Port quickly and smoothly. I believe with partnerships between the City and the Port we can establish truck routes that minimize conflicts between the Port and residents and ensure the Port can run smoothly.

What is your view on how CA, over the long term, can address homelessness and other related street crisis elements such as open air drug use and disturbances?

We can address our homelessness crisis with these actions:

- Provide “shallow subsidies,” aka emergency rental assistance, to keep people from becoming homeless in the first place. Sometimes just a hundred dollars given to someone who can't make rent can make the difference between homelessness and staying housed.
- Build affordable housing in the 0-30% AMI level with wraparound services.
- Use Oakland's vacant land for emergency shelter and affordable housing construction. Those residents who are living in RVs or tents deserve a safe location while they are being connected with services and longer-term options.
- The Bay Area's homelessness challenges are not specific to the city of Oakland and require a regional approach to solving.

I believe the best thing that the city of Oakland can do to clean-up homeless encampments is to prevent them from forming in the first place, and the best way to do that is by working to make housing more affordable in Oakland and provide well functioning shelter services to those who

need them. Allowing people to live in piles of trash and openly use illegal drugs is not compassionate and based on Oakland's fire safety numbers, our encampments are a major source of fires which adversely impact the very people living outside. I believe clean-ups should be scheduled and noticed so they know what the purpose of the clean-ups are and how to maintain their personal property in the process.

Major store closers are happening over the state. Retailers are blaming crime but what do you believe the reason is and what the solution might be to stop the store closers in these areas?

Yes, public safety is an issue—not just because products are being stolen but also because workers are harassed and feel unsafe coming to work. To address this, we need to improve police response times and provide resources for community ambassadors; sometimes a badge and a gun isn't the answer, but assistance is still needed in other ways. Additionally, we can support businesses by making it easier to open and operate in our city. Streamlining the permitting process and incentivizing local hiring can help fill the numerous vacant storefronts and create a more vibrant, safe community. By addressing both safety concerns and the bureaucratic hurdles that businesses face, we can help prevent store closures and support economic growth in our neighborhoods.

With recent rise in crime in communities in CA what do you believe is the solution to counteract this issue?

To counteract the recent rise in crime in California communities, we must adopt a comprehensive approach. Upstream, we should invest in our youth through after-school and summer programs to provide positive alternatives and opportunities. Downstream, we need to modernize policing; Oakland, for example, only has 35 officers in the field at any time, which is far too low, and lacks investigators to clear reported crimes. High crime stats don't necessarily mean more criminals. Coordinating a countywide, regional, and state public safety task force to share data and successful strategies is essential. We should work with the DA's office to offer non-carceral options for reform since locking people up doesn't solve the problem. Additionally, when a store closes and there is less foot traffic in an area, more crime might occur. Ensuring vibrant, populated areas is crucial for safety. We need to encourage and maintain local businesses and pleasant places for people to shop and socialize. By keeping these areas active, we can reduce the likelihood of crime and support community well-being.

Should we have Voter ID? Yes or No? Why?

No, I do not support Voter ID laws. Voter ID laws, while seemingly beneficial for ensuring election integrity, often disenfranchise vulnerable populations. For example, a grandmother in West Oakland who no longer drives and hasn't renewed her driver's license in five years may find herself unable to vote. Similarly, an individual with unstable housing may lack the necessary documentation to obtain an ID. These laws disproportionately impact low-income, elderly, and

marginalized communities, erecting barriers to their fundamental right to vote. Such restrictions undermine democratic participation and equality, making it harder for these individuals to have their voices heard in the electoral process.

Should the voting age be lowered to 16 years old? Yes or No? Why?

Yes, lowering the voting age to 16 could foster a more engaged and informed citizenry. Allowing high school students to vote would enable schools to integrate civic education into their curriculum, teaching students how to research candidates, understand local issues, and navigate the registration process. This early exposure could instill lifelong voting habits, ensuring a more participatory democracy. Additionally, the inclusion of these young voters is unlikely to significantly alter most election outcomes but would give them a voice in decisions that affect their futures. Engaging youth in the democratic process can lead to a more informed, active, and representative electorate.

What are your views on Port Maritime Industrial Lands and their usage?

Port Maritime Industrial Lands are vital assets for economic activity, particularly for industries related to shipping, logistics, and manufacturing. These areas are crucial for international trade, local economies, and job creation. Oakland should focus on densifying resource-rich neighborhoods like Temescal and Rockridge, rather than pushing housing toward industrial properties, which often leads to complaints about environmental impacts from new residents, as seen in areas like Prescott.

Additionally, we should strive to modernize underutilized port industrial lands and ensure compatible uses near these properties. There is reasonable frustration with the city's decisions to place new developments, like the A's stadium, near the port instead of in more suitable locations. This council seat has significant influence in District 3 and should advocate for job-rich areas while ensuring truck routes and industrial activities remain prioritized, avoiding unnecessary conflicts.

If elected, what will you do to ensure California addresses the climate crisis? Will you support the California Green New Deal and fight for investments in public transit?

Yes, climate change is real, and we must invest in clean technologies to address it, including mass transit and dense housing, which I've emphasized throughout this entire questionnaire. To ensure California addresses the climate crisis, I will support the California Green New Deal and fight for significant investments in public transit to reduce our reliance on fossil fuels and promote sustainable urban development. Additionally, we must modernize and improve our ports to ensure they remain vital job centers while minimizing their environmental impact. Often, environmental discussions overlook the critical role ports play in our economy, leading to

misguided opposition. By investing in sustainable port operations—such as electrifying landside operations and supporting clean fuel trucking—we can reduce emissions and create a more sustainable supply chain.

The ILWU is made up of many divisions. Right now two major divisions, Inland Boatman's Union and Longshore Division, are working to secure the work the CA Offshore Wind Project would bring to the Ports like Eureka, Oakland/San Francisco, Long Beach, and possibly Stockton. Would you, in your elected position, help the ILWU divisions secure this work for its memberships?

I recognize the critical importance of green energy and the potential for green jobs to transform our economy. Supporting the ILWU aligns with our goals of promoting sustainable energy and creating well-paying, green jobs that can drive economic growth and environmental benefits.

While I cannot guarantee any specific group will secure these jobs, I will advocate for policies and initiatives that support local hiring for these crucial projects. By working together, we can ensure that the benefits of green energy projects are shared broadly within our community and that our ports continue to play a vital role in our economic and environmental future.

The ILWU also faces many challenges of developers wanting to turn maritime trust lands and port properties into developments such as condos and other forms of housing and storefront. This would not only affect the ILWU membership but it can greatly affect the flow of trade in and out of the United States and hurt commerce. Can you, in your elected office, pledge to support the ILWU's efforts to protect these lands and ports to stay maritime usage lands and not be sold out to highest bidder developers?

Yes. Oakland has a huge number of underutilized sites like large parking lots and totally vacant lots that should be prioritized for new housing and building and those locations can significantly increase housing affordability and make it easier for people to live and work in our city. Focusing development on vacant and underutilized sites near transit rather than industrial sites near the port can strike a balance between preserving vital industrial jobs and meeting housing needs. The city should not have a default stance of automatically turning any vacant parcel into housing, it should work with all stakeholders to find out what makes sense in a given area, and if the vacant parcel is already near other industrial areas, then that should be prioritized.

One policy I would prioritize to preserve industrial land is land swaps. By exchanging industrial and maritime land for more strategically valuable parcels, we can ensure the preservation of essential port operations and secure long-term employment for workers. This approach helps create buffer zones to mitigate development pressures and fosters community benefits, such as parks or affordable housing, improving public relations. Additionally, swapping contaminated land for cleaner sites facilitates environmental remediation and safety improvements. Overall, land swaps enable the city to protect industrial jobs, enhance operational efficiency, and influence development in a way that aligns with both economic and community interests.

List the last three union pickets or rallies you have attended.

Have you ever crossed a picket line? If so, why?

No

ADDITIONAL QUESTIONS

Will you commit to actively and publicly supporting organizing workers?

Support

Oppose

Will you commit to pushing employers to negotiate a fair contract within 90 days of workers' choice of their union?

Support

Oppose

Support the use and expansion of labor peace agreements?

Support

Oppose

Support efforts to make it easier for workers to join a union through employer neutrality agreements, mandatory signup, or other processes that allow workers to organize?

Support

Oppose

Support any group of workers engaging in any form of collective action, including the right to strike, and oppose legislation which prohibits protest action?

Support

Oppose

Do you support employee rights to organize and collectively bargain and support enforceable organizing agreements?

Support

Oppose

Expanding worker privacy protections to prohibit off-the-clock surveillance as well as monitoring with no relevance to work related duties?

Support

Oppose

Allow workers to access unemployment insurance benefits if they go on strike?

Support

Oppose

Do you support teachers and professional staff earning commensurate wages?

Support

Oppose

Should there be a moratorium on market-rate housing in communities that have experienced elevated rates of displacement?

Support

Oppose

Do you support the Jones Act?

Support

Oppose

Do you support or oppose sanctuary city policies?

Support

Oppose

Strengthening joint liability laws which raise wages and working conditions and help prevent wage theft?

Support

Oppose

Do you support or oppose policies that call for “defunding the police”?

Support

Oppose

Do you support or oppose policies for “safe consumption” sites without altering existing laws and lax enforcement around open-air usage?

Support

Oppose

Do you support or oppose the removal of the Central Freeway in San Francisco?
N/A if not running in SF.

Support

Oppose

N/A

Providing affordable and quality healthcare through a California Single Payer healthcare system?

Support

Oppose

Do you support Medicare For All?

Support

Oppose