



LEGISLATIVE ACTION COMMITTEE MEETING AGENDA – REVISED ON MARCH 9, 2020

THURSDAY, MARCH 12, 2020 | 6:00 PM

SUNNYVALE COMMUNITY CENTER | NEIGHBORHOOD ROOM

550 E. REMINGTON DR. | SUNNYVALE, CA 94087

Discussion & action may be taken on any of the following items:

1. Welcome and Roll Call (Vice Mayor Neysa Fligor, Chair) . 6:00 PM
2. Consent Agenda
 - Approval of February 13, 2020 Legislative Action Committee Minutes
3. Discussion and consideration of: 6:10 PM
 - draft transportation priorities/guiding principles
 - housing priorities/guiding principles
4. Discussion and consideration of bills:
 - AB 725 (Wicks)
 - Criminal Justice Reform/Public Safety Realignment
 - AB 109 (passed 2011)
 - Propositions 47 (passed 2014)
 - Propositions 57 (passed 2016)
 - California Criminal Sentencing, Parole, and DNA Collection Initiative (on 11/3/20 Ballot) (aka Reducing Crime and Keeping California Safe Act of 2020)
 - AB 992 (Mullins)
 - SB 278 (FASTER)
 - AB 291 (San José sponsor) This bill establishes a new state fund to support staffing, planning and other mitigation projects to help local governments become better prepared for disasters. Direct allocation of funds for emergencies, LCC and County supporting
 - AB 3005 (Rivas) Anderson Dam Seismic Retrofit Bill
 - AB 1788 (Mid Pen Open Space)
 - **SB 795 (Support) – new SB 5 with identical language
 - ACA 1 (Aguiar-Curry)
 - SB 899 (Weiner)
5. Legislative Committee Members opportunity for bills to consider
6. Public Comment 6:50 PM
7. Adjournment until TBD 6:55 PM

** no action needed, already position to support

Times are approximate.

Note that Committee actions are presented to the Board of Directors Meeting for consideration.



approved - 2019

Cities Association of Santa Clara County: Position Paper on Housing

The Cities Association of Santa Clara County (CASCC) is an association of the fifteen cities of the county that works collectively to discuss and find solutions on issues at a regional level.

CASCC recognizes the need for increased housing opportunities, especially for people earning below the area median income. We fully **endorse** local and regional efforts to encourage the production of more housing, preserve and increase subsidized below market rate housing at moderate- and below-income levels, and provide benefits to minimize the impact for current residents in rapidly changing neighborhoods.

The CASA Compact is a high-level document with only limited detail. Small and medium sized cities were not well represented in it's creation yet represent 66% of the Bay Area population. CASCC wants to ensure that their member cities' voices are heard as the details of legislation are being crafted. CASCC further encourages MTC, ABAG and the State Legislature collaborate with all cities on the ideas contained within the CASA Compact so that we can collectively formulate workable solutions to address the Bay Area's housing needs. It is the consensus of the CASCC that:

We support legislation that will provide voters statewide with the opportunity to apply a 55 percent threshold for revenue generating ballot measures for investments in affordable housing and housing production.

We support legislation that will return e-commerce/internet sales tax revenue to the point of sale – not the point of distribution as currently mandated – to provide cities that have a significant residential base with a commensurate fiscal stimulus for new housing.

We support Governor Newsom's investments proposed in the state budget that will benefit California cities including a substantial increase in state funding for affordable and workforce housing and to address the growing homelessness crisis in our state.

We support incentives for the production of new accessory dwelling units to streamline the entitlement of those ADU's.

We support removing barriers to planning complete communities, ensuring that adequate resources are available for new schools and parks to serve our growing population.

We support additional transportation investments to expand the Bay Area transit network that provide connections from job centers to existing housing as well as planned future housing.

We support establishing tenant protections as cities deem appropriate for their residents.

We support maintaining local control of the entitlement process. We urge the State to recognize that cities control entitlements, while developers build. Cities should therefore primarily be measured by entitlements when calculating RHNA attainment, and not penalized when funding is inadequate to build affordable housing.

We support ABAG, an elected body, to serve as the governance structure that administer new affordable housing funds and monitor housing production rather than establishing yet another agency to take on that role.

We oppose a one-size-fits-all approach to housing densities and land-use decision-making.

We oppose any diversion of existing revenue sources from cities.

Cities in Santa Clara County are actively addressing the housing shortage.

- All 15 cities have State-approved plans for new housing growth.
- Permits for 30,000 new residential homes have been approved since 2015 which represents over 50% of the state's housing goal for Santa Clara County of 58,836 new homes by 2023.
- Over 6,000 new residential units were approved in Santa Clara County in 2018.
- Santa Clara County voters increased local taxes to support \$950 million in affordable housing funds. As of 2018, \$234 million has been invested for 1,437 new multi-family units and 484 rehabilitated units.
- The Cities Association of Santa Clara County is leading the effort to form a 2023-2031 RHNA Sub-Region within the County.

About us: The Cities Association of Santa Clara County is an association of the fifteen cities of the county and the elected representatives of more than 1.9 million Bay-Area residents. Since 1990, the city representatives have been gathering to discuss and find consensus and solutions for regional issues. The cities of our association are diverse and include cities of a few thousand people and a city of a million people.

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It is the consensus of the CASCC that:

*We support legislation that will provide voters statewide with the opportunity to apply a 55 percent threshold for revenue generating ballot measures for investments in affordable housing and housing production.

*We support legislation that will return e-commerce/internet sales tax revenue to the point of sale – not the point of distribution as currently mandated – to provide cities that have a significant residential base with a commensurate fiscal stimulus for new housing.

*We support Governor Newsom and the State Legislature allocating funds that will benefit California cities including a substantial increase in state funding for affordable and workforce housing and to address the growing homelessness crisis in our state.

*We support accessory dwelling units to be considered as part of a jurisdiction's Resource Housing Needs Allocation (RHNA)

*We support incentives for the production of new accessory dwelling units to streamline the entitlement of those ADUs.

*We support removing barriers to planning complete communities, ensuring that adequate resources are available for new schools and parks to serve our growing

*We support additional transportation investments to expand the Bay Area transit network that provide connections from job centers to existing housing as well as planned future housing.

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We urge the State to recognize that cities control entitlements, while developers build. Cities should therefore primarily be measured by entitlements when calculating RHNA attainment, and not penalized when funding is inadequate to build affordable housing. We support ABAG, an elected body, to serve as the governance structure that administer new affordable housing funds and monitor housing production rather than establishing yet another agency to take on that role. We oppose a one-size-fits-all approach to housing densities and land-use decision-making. We oppose any diversion of existing revenue sources from cities.

Cities in Santa Clara County are actively addressing the housing shortage (following information based on data available in 2019).

- All 15 cities have State-approved plans for new housing growth.
- Permits for 30,000 new residential homes have been approved since 2015 which represents over 50% of the state's housing goal for Santa Clara County of 58,836 new homes by 2023.
- Over 6,000 new residential units were approved in Santa Clara County in 2018.

- Santa Clara County voters increased local taxes to support \$950 million in affordable housing funds. As of 2018, \$234 million has been invested for 1,437 new multi-family units and 484 rehabilitated units.

- All CASCC cities have applied for the SB2 funding.

Finally, CASCC is available and ready to continue to be a partner and leader in finding workable solutions to solve this housing crisis.

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*We support Governor Newsom and the State Legislature allocating funds that will benefit California cities including a substantial increase in state funding for affordable and workforce housing and to address the growing homelessness crisis in our state.

*We support accessory dwelling units to be considered as part of a jurisdiction’s Regional Housing Needs Allocation (RHNA) and local controls to allow such units to meet the greatest need within communities

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*We support incentives for the production of new accessory dwelling units to streamline the entitlement of those ADUs.

Commented [MOU1]: For whom?

*We support equitable distribution ~~from across all cities and counties regardless of population; arbitrary “carve outs” are counterproductive.~~

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*We support removing barriers to planning complete communities, ensuring that adequate resources are available for new schools and parks to support the growth

Deleted: serve our growing

*We support additional transportation investments to expand and operate the Bay Area transit network that provide connections from job centers to existing housing as well as planned future housing.

*We support establishing tenant protections as cities deem appropriate for their residents.

*We support maintaining local control of the entitlement process.

*We support cities allowing the appropriate level of mitigation fees.

Commented [MOU2]:

Commented [MOU3]: Allows local control

We urge the State to recognize that cities control entitlements, while developers build. Cities should therefore primarily be measured by entitlements when calculating RHNA attainment, and not penalized when funding is inadequate to build affordable housing. We support ABAG, an elected body, to serve as the governance structure that administer new affordable housing funds and monitor housing production rather than establishing yet another agency to take on that role. We oppose a one-size-fits-all approach to housing densities and land-use decision-making. We oppose any diversion of existing revenue sources from cities.

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The Cities Association of Santa Clara County (CASCC) is an association of the fifteen cities of the county that works collectively to discuss and find solutions on issues at a regional level. CASCC recognizes the need for increased focus and strategies related to transportation in the Bay Area and throughout the region. We believe investments in transportation to expand the Bay Area transit network that provide connections from job centers to existing housing, as well as a system that is seamless, accessible and affordable planned future housing are key components of a successful solution.

It is the consensus of the CASCC that:

1. We support a Bold, Transformative Strategy:
 - a. The Bay Area needs a new revenue source to create a transformative transportation system. Simply adding funding to the currently fragmented and inefficient transit landscape is not transformative. A concrete decision-making and operating framework must be established to achieve the goals of a coordinated and connected transportation strategy.

- b. From a user's perspective, the system must be seamless and accessible.
 - c. This system must take advantage of new and evolving technologies and reexamining current systems and infrastructure.
2. We support a diverse mix of revenue sources: Reliance on sales tax must be part of a larger diverse mix of funding mechanisms, recognizing the need for an equitable distribution of costs to those who benefit.
 3. We support ensuring efficiency and effectiveness of existing systems: While exploring transformative strategies, new revenues must support effective existing transit systems, including ongoing funding for Caltrain and other cost-effective transit systems.
 4. We support a clear and accountable governance for funding allocations and management of the systems: Governance and funding allocations must reflect current and projected employment and population. A lead decision-making role for MTC must be supported by a meaningful committee structure that involves regional representation such as CASCC.

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- b. From a user's perspective, the system must be seamless and accessible.
 - c. This system must take advantage of new and evolving technologies and reexamining current systems and infrastructure.
2. We support a diverse mix of revenue sources: Reliance on sales tax must be part of a larger diverse mix of funding mechanisms, recognizing the need for an equitable distribution of costs to those who contribute to the congestion and benefit from effective solutions.
3. We support ensuring efficiency and effectiveness of existing systems: While exploring transformative strategies, new revenues must support effective existing transit systems, including ongoing funding for Caltrain and other cost-effective transit systems. Furthermore, new revenues must support on going programs and operations in order to serve the transit dependent.
4. We support a clear and accountable governance for funding allocations and management of the systems: Governance and funding allocations must reflect current and projected employment and population. A lead decision-making role for MTC must be supported by a meaningful committee structure that involves regional representation such as CASCC.

Edits from Vice Mayor Liz Gibbons (Campbell)

Housing letter. Good. One small typo near end ...2018.

Similar to below, statement about not supporting joint transportation? Support funding options as in 1487 that don't include sales tax ... recognition of local and regional funding already in place.

-----transportation.

2. We support a diverse mix of revenue sources: ...PUT SALES TAX AT END RATHER THAN BEGINNING....

Reliance on sales tax must be part of a larger diverse mix of funding mechanisms, recognizing the need for an equitable distribution of costs to those who benefit. CAUTION. TRICKY HERE BECAUSE OF THE OUT OF BAY AREA COMMUTERS. IE MODESTO. ALSO WHO BENEFITS BY WHAT MEASURE. SHORTEN TIME OR HIGHER COST.

3. We support ensuring efficiency and effectiveness of existing systems: While exploring transformative strategies, new revenues must support effective existing transit systems, including ongoing funding for Caltrain and other cost-effective transit systems. CAUTION. KEEP SAYING EFFECTIVE BUT NOT REALLY DEFINE. SEAMLESS, TICKETING, DURATION, FROM AND TO. TV CHANNEL JUST DID PROGRAM THIS WEEK - DUBLIN TO SJ STATE. 5 or 6 TRANSFERS IN 2 1/2 hours vs 45 min DRIVE.

4. We support a clear and accountable governance for funding allocations and management of the systems: Governance and funding allocations must reflect current and projected employment and population. A lead decision-making role for MTC must be supported by a meaningful committee structure that involves regional representation such as CASCC. QUESTION. SHOULD INCLUDE FUNDING SEPARATE FROM HOUSING. MAYBE MORE THAN BAY AREA ... more expenditure on public transit vs roads. Make private buses pay even if using express lanes.