

Correspondence received Census (from Santa Clara County)
Cut the Commute Pledge (pages 5-10)
CASCC letter to Governor Newsom & HCD (page 11-12)
CASCC letter to ABAG (page 13-15)
CASCC letter to SCSC Roundtable (page 16-17)

Subject: 8/11 SRR and Census Champions Push!
Date: Tuesday, August 11, 2020 at 7:00:47 PM Pacific Daylight Time
From: Kuwada, Nicholas
To: Kuwada, Nicholas
CC: Raymond C Mueller (CENSUS/LA FED)
Attachments: image001.png, image002.png, Census-Champions-Image-Tweet.png, Census-Champions-Image-Insta.png, Census Champions - Image - Facebook.png

Good evening everyone,

Happy 50 days out! We are closing in on our 2010 goal of 74% and need everyone to help with this last push.

Please see the latest Census Count update as of 8/11/20. As a reminder, you can always view the response rates here: <https://2020census.gov/en/response-rates.html>

Self-Response Rates (SRR) – as of 8/11/2020 (7/28/2020 in parenthesis)

- **National** – 62.3% (62.6%)
- **State** – 64.7% (63.8%)

	SRR as of 8/11	2010 Final SRR
Santa Clara County	72.7% (71.9%)	74%
Campbell	74.7% (73.9%)	72.5%
Cupertino	79.5% (78.7%)	79.7%
Gilroy	68.2% (67.4%)	72%
Los Altos	83.9% (83.3%)	83.4%
Los Altos Hills	78.6% (77.9%)	79.8%
Los Gatos	74.0% (73.2%)	75.6%
Milpitas	72.4% (71.6%)	75.5%
Monte Sereno	78.6% (77.7%)	76.7%
Morgan Hill	77.2% (76.5%)	75.3%
Mountain View	71.6% (70.9%)	74%
Palo Alto	75.8% (75.0%)	78.2%
San Jose	71.6% (70.7%)	74.6%
Santa Clara	71.7% (70.8%)	71.8%
Saratoga	84.2% (83.5%)	82.8%
Sunnyvale	74.2% (73.5%)	74.6%

Also, please see below (and attached) a message from Ray Mueller, Partnership Specialist for Santa Clara County

Do you know a Census Champion? An individual or organization that has gone the extra mile to ensure that everyone is counted in their community? Now is your chance to recognize them and their census outreach work! Starting today and through the month of August, census partners across the Bay Area counties are celebrating "Census Champions" (dedicated census advocates and volunteers) in

their community, while reminding everyone they can self-respond to the 2020 Census until September 30th.

Please help us celebrate your community's Census Champions by posting about them and their work on your social media channels. Share a photo describing what makes them a Census Champion on Facebook, Twitter, or Instagram using #CensusChampions and #2020Census. All posts will be featured on a dedicated Facebook page and e-photo gallery. We will share the link to the e-photo gallery later this month.

As we recognize our Champions, we also want to remind everyone about the importance of the 2020 Census. I've attached our bilingual (English and Spanish-language) promotional flyer and campaign images (in social media-friendly formats). Please share these with your networks. The following is a sample Census Champion post:

English-language Sample:

- Image: The Community Bridges Logo (such as a partner organization's logo or volunteer/employee picture)
- Caption: Today's featured #CensusChampion is Community Bridges! Thank you to the entire Community Bridges team for raising awareness about the #2020Census to ensure our community receives its fair share of federal funding. Did you know that you can respond to the census online? It is safe and easy to respond to the census at 2020Census.gov!

Spanish-language Sample:

Ejemplo de una publicación de Campeones del Censo en las redes sociales:

- Imagen: el logotipo de Community Bridges (o imagen de la organización asociada)
- Leyenda: ¡El #CensusChampion es Community Bridges! Gracias a todo el equipo de Community Bridges por crear conciencia sobre el # 2020Census para garantizar que nuestra comunidad reciba su parte justa de fondos federales. ¿Sabías que puedes responder al censo en línea? ¡Es seguro y fácil responder al censo en 2020Census.gov
#CensusChampions

Simplified Chinese-language Sample:

人口普查先鋒社交媒體貼文範例：

- 圖片：人口普查先鋒的照片、視頻或徽標
- 相應的標題/文字：XXX市的人口普查先鋒是XXX！感謝XXX讓我們的社區群眾提高了對#2020Census的認識和參與度，以確保我們的社區能獲得足夠的聯邦資金。您是否知道您可以在9月30日之前在線完成人口普查？在2020Census.gov上完成人口普查，這十分重要，並且安全又簡單！
#CensusChampions

Vietnamese-Language Sample:

Ví dụ về văn bản cho Bài đăng trên phương tiện truyền thông xã hội của vô địch

thống kê dân số:

- -Hình ảnh: Hình ảnh của vô địch Thống kê dân số / Một video / hoặc biểu trưng
- - Chú thích / văn bản tương ứng: Vô địch thống kê dân số Quận / Thành phố nổi bật hôm nay là XXX! Cảm ơn XXX đã nâng cao nhận thức về Thống Kê #2020Census để đảm bảo cộng đồng của chúng tôi nhận được phần tài trợ liên bang hợp lý. Bạn có biết rằng bạn có thể trả lời cuộc thống kê dân số trực tuyến cho đến ngày 30 tháng 9 không? Điều quan trọng là an toàn và dễ dàng phản hồi cuộc thống kê dân số tại 2020Census.gov! #CensusChampions

Please don't hesitate to contact me with any questions. Thank you for helping us to celebrate our Santa Clara County Census Champions!

Thank you!



Nicholas Kuwada

Manager

Office of the Census | County of Santa Clara

2460 N. First Street, Suite 220 | San José, CA 95131

O: (408) 678-1029 | C: (408) 343-9924

Subject: Cities Association Board Meeting 13 Aug.

Date: Wednesday, August 12, 2020 at 6:40:18 PM Pacific Daylight Time

From: david

To: Andi Jordan

Hi Andi,

I have registered for the meeting and will be present for Q&A during the agenda topic of BAAQMD's Cut the Commute Pledge.

Like other members of the 350 Silicon Valley Telework Team, I encourage you to adopt, upgrade, and promulgate the Pledge in all cities in Santa Clara Co.

One upgrade is to recommend 25% remote work as an initial target for public and private employers that have less than 25% of their staff working remotely.

Also recommend employers to take it to the next level, i.e., 50%, at their soonest convenience; and then aim for 75%. As the percentage of remote staff increases, the benefits for staff, employers, and the general public increase commensurately. Four decades of research have documented these benefits.

Thank you for helping us Clear the Air,

David Bezanson, Ph.D.

P.S. It is optimal if each mayor and other participants read the Pledge and linked Clearinghouse on BAAQMD's website prior to the meeting.

REMOTE DIGITAL WORKING AND LEARNING: ECONOMIC & PUBLIC HEALTH CONSIDERATIONS

June 2020

Remote digital working (RDW) and learning (RDL) have become more popular during the pandemic. This brief explores the impacts of extending the scope and duration of RDW and RDL. It will improve air quality, decrease morbidity and mortality, increase productivity, trim costs for employers and staff, enable staff to have more free time, and expedite reopening of our economy. Because climate change is accelerating, expansion of RDW and RDL is urgent. In May 2020, Gov. Newsom slashed budget funding for electric vehicle incentives, CalGEM (which has the mission of protecting public health from oil and gas operations), and reallocated \$83 million of Clean Air Funds away from air quality enhancement. Improving public health during our recession requires policies that decrease expenses of employers including governments.

Health

Traffic noise pollution levels have been proven to elevate stress, exacerbate a wide range of chronic medical disorders (e.g. heart disease, diabetes, and immune disorders including cancer), increase antisocial behaviors (e.g. violence), decrease hearing ability, disturb napping (e.g., of young children, geriatrics, and pets), repel wildlife (e.g. pollinators) and pets, disrupt concentration, increase accidents/injuries, decrease productivity, and interfere with the quiet enjoyment of one's premises.

Vehicles consume more fuel per mile of driving in high-density, stop-and-go commuter traffic. Drivers and passengers are exposed to higher levels of air pollution in these conditions.

CARB and EPA calculated the sum of car and small truck emissions in 2017 in CA to be 155 MMT CO₂e (million metric tons of CO₂ equivalent). Ground transport emissions increased in 2018 in CA, USA, and globally, per preliminary data.

The social cost of carbon (SCC) includes premature deaths, medical costs, degradation of natural resources, decreased GDP; property damage from climate-induced floods, windstorms, and wildfires; and increased cost of food. It excludes the effects of toxins and extraction of GHG emissions from the atmosphere. A 2019 meta-analysis by Wang et.al. found the mean SCC to be \$55/MT CO₂e (\$200/MT of carbon). Estimates from more recent peer-reviewed journals exceeded this mean. The total annual SCC from car and small truck emissions in CA is at least 155 MMT CO₂e x \$55/MT CO₂e = \$8,525,000,000 (\$8.525 billion). This excludes the social cost of other sources of emissions, noise, and climate remediation.

Wang, P. et.al. (2019) Estimates of the Social Cost of Carbon. *J Cleaner Production*, 209: 1494 - 1507.

The population of CA is 39.5 million. The Santa Clara Co. population is 1.9 million, 4.9% of the CA total. Business and individuals taxpayers in Santa Clara Co. pay \$420,000,000 annually as the SCC.

Air pollution is a threat to public health and safety, the government's foremost responsibility. It is imperative that we swiftly enact a diversity of policies to mitigate our climate crisis. The lag time between a decrease in global GHG emissions and a decrease in air temperature is about 38 years. Carbon in the atmosphere has recently reached a historic high of 417 ppm and is projected to rise further. The U.N. Intergovernmental Panel on Climate Change issued a report in Oct. 2018 indicating that we must significantly diminish GHG emissions by 2030 to prevent severe ecosystem damage.

<https://www.theguardian.com/environment/2018/oct/08/global-warming-must-not-exceed-15c-warns-landmark-un-report>

Annual mortality due to air pollution in the USA is 200,000. Most of the impact is on residents of large urban areas like Santa Clara County. The largest metro areas in CA have air pollution levels that are the highest of any cities in the USA. The population of USA is 328.2 million, while the population of Santa Clara Co. is 1.9 million – 0.6% of the USA total. Thus, 1,200 residents of S.C.Co. are killed annually by air pollution. Many thousands more have chronic maladies, e.g., cardiovascular or respiratory disorders, that are caused or exacerbated by air pollution. Air pollution increases the incidence of many kinds of respiratory infections. Researchers at Harvard's Chan School of Public Health have recently discovered that particulate matter significantly increases the death rate from COVID-19.

<https://www.usnews.com/news/national-news/articles/2019-03-12/air-pollution-causes-88-million-extra-deaths-worldwide-each-year-study-says>

<https://www.newsweek.com/200000-americans-die-every-year-air-pollution-that-meets-epa-standard-1473187>

<https://projects.iq.harvard.edu/covid-pm>

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Economic

See the Health section for calculations of the Social Cost of Carbon.

Many colleges and universities are planning to increase enrollment. This requires more classroom space and campus facilities, which have an adverse environmental impact. By using RDL, educational institutions could provide more enrollment and learning opportunities while curtailing tuition costs. California State University plans to offer all courses via RDL this fall and UC campuses and Stanford U. plan to offer more RDL. Classrooms are needed for some kinds of classes, e.g., laboratories, and campus facilities are useful for events (athletics, commencement, art galleries, etc.).

RDW is likely to improve the health of workers because they are exposed to fewer communicable infections and less pollution and stress than commuting workers. Employers using RDW for most of their staff may realize decreases in medical claims, Workers' Compensation claims, disability payouts, and medical insurance costs.

Decreasing air pollution levels would curtail expenditures for publicly-funded health services, e.g. MediCal. A sustainable economy requires a healthy workforce and consumer base. If pollution levels fall sufficiently, we can avoid lockdown conditions triggered by smog alerts. The solutions for reversing the acceleration of climate change are well known. Collectively, these will magnify GDP and government tax revenues nationwide.

<https://www.virtualvocations.com/blog/telecommuting-survival/8-environmental-benefits-of-remote-work/>

<https://www.nature.com/articles/s41599-019-0329-3>

<https://www.renewableenergymagazine.com/emily-folk/the-many-economic-benefits-of-renewable-energy-20190312>

<https://newclimateeconomy.report/2018/executive-summary/>

Alternative Policies

RDW and RDL are likely to decrease emissions of GHGs and toxics more cost effectively than a shift from: a) combustion vehicles to zero-emission vehicles, b) private vehicles to mass transit. Though each of these shifts are fine complements to remote participation, they are more costly for governments to incentivize, construct, and maintain - at least in the short run.

Due to our \$54 billion budget deficit, many fine bills were withdrawn by legislators since March. These include billion-dollar bills for electric vehicles and mass transit. These will not resurface until at least 2021.

Because most of our electricity is generated by fossil fuel combustion, electric mass transit and private electric vehicles contribute to GHG emissions. The manufacture and disposal of any form of vehicle is energy-intensive, contributing additional GHG emissions.

Any form of vehicle, including zero-emission, generates toxins. E.g., lethal particulate matter (PM) is created as tires and brakes wear. PM causes preterm birth disorders and mortality, cancer, mutagenesis, cardiovascular disease, chronic kidney disease, exacerbation of respiratory disorders, and increased risk of neurodegenerative ills (e.g., Alzheimer's Disease). PM from vehicular operation commonly contains heavy metals. Toxic and fatal in sufficient doses, heavy metals increase oxidant damage, cancer, cardiovascular disease, organ damage, and neurodegenerative disorders (e.g., Parkinson's).

Subject: Cut the Commute Pledge

Date: Wednesday, August 12, 2020 at 1:50:33 PM Pacific Daylight Time

From: David Page

To: Andi Jordan

CC: Cahan, Hope

August 13, 2020

Cities Association of Santa Clara County

andi@citiesassociation.org

Re: Bay Area Air District's Cut the Commute Pledge

Dear President Klein and Board Members:

One of the positive side effects of the recent horrid pandemic has been less dirty air pollution. Our group is promoting work-from-home arrangements (for those who are able) because of the long-term [climate-health](#) benefits, in addition to short-term virus prevention and other benefits. That is one reason why we strongly support the Cities Association of Santa Clara County becoming a signatory to the Bay Area Air Quality Management District's (BAAQMD) Cut the Commute Pledge.

As of 2019, "the Bay Area {was} not likely to meet the goal of reducing [regional GreenHouse Gases](#)" (GHG's). The BAAQMD GHG emission calculations show 41% are due to transportation - mostly cars - and 26% are industrial in nature - mostly oil refineries.

Yet in the spring of 2020, according to the testimony of Michael Thomas Benjamin, Chief of the Air Quality Planning and Science Division California Air Resources Board, before the Senate Committee on Environment and Public Work, "reductions in passenger vehicle usage resulted in 15 to 30 percent reductions in [smog-forming pollutants](#) and a 50% reduction in both fine particulate and GHG emissions statewide."

This is no joke. Bill Gates noted in his most recent blog-post, the Covid-19 "death rate is 14 per 100,000 people...Within the next 40 years, increases in global temperatures {[from GHG's](#)} are projected to raise global mortality rates by the same amount." And are forecast to become worse each subsequent year.

We wish to especially thank Supervisor Cindy Chavez for her tireless efforts with the County and with Bay-Area agencies to spark the momentum behind this pledge. And also to Mayor Margaret Abe-Koga for helping Mountain View pass their version of the remote work resolution already this summer.

We request you first approve the pledge, then take the pledge back to your City Council to strongly encourage Council approval, and thirdly to contact local private employers to assist them in doing the same.

Thank you very much for your leadership with this matter.

Sincerely,

David Page

350Silicon-Valley Telework Team

Subject: Support for 3B: BAAQMD Cut the Commute Pledge

Date: Wednesday, August 12, 2020 at 5:24:20 PM Pacific Daylight Time

From: Liz Lawler

To: MAYORANDCOUNCIL@santaclaraca.gov, Andi Jordan, cmontano@ci.milpitas.ca.gov, cat.tucker@ci.gilroy.ca.us, chappie.jones@sanjoseca.gov, Debi Davis, debid56@comcast.net, Jan Pepper, ksteffens@sunnyvale.ca.gov, Liz.Kniss@cityofpaloalto.org, kleincouncil@sunnyvale.ca.gov, margaret.abe-koga@mountainview.gov, Marico Sayoc, mlbernal@saratoga.ca.us, mwu@losaltoshills.ca.gov, nfligor@losaltosca.gov, paulr@campbellca.gov, rich.constantine@morganhill.ca.gov, Rowena Turner, sscharf@cupertino.org, KWatanabe@santaclaraca.gov

August 13, 2020

Cities Association of Santa Clara County
andi@citiesassociation.org

Re: Agenda Item 3b: Bay Area Air District's Cut the Commute Pledge

Dear President Klein and Board Members:

I strongly support the Cities Association of Santa Clara County becoming a signatory to the Bay Area Air District's Cut the Commute Pledge. This will enable our region to permanently enjoy some of the COVID-19 air pollution reductions, cut long term traffic congestion, and improve the work/life balance for hundreds of thousands of residents.

Prior to COVID-19, the Bay Area had some of the worst traffic in the nation, especially during morning and evening commutes. Traffic is highly polluting, very stressful, and deters people from wanting to live here. Increasing remote work options can help prevent a return to the traffic "status quo" post COVID-19.

Municipalities and public agencies should be a leader in increasing remote work options for employees whose jobs allow for this flexibility. Additionally, the Air District's pledge provides us with an opportunity to partner with private businesses to take solo drivers off our roads, decreasing both congestion and air pollution.

Please support becoming a signatory to the Bay Area Air District's Cut the Commute Pledge, and agree to present the pledge at your next City Council meeting for approval.

Thank you for your leadership.

Sincerely,

Liz Lawler
Mayor, City of Monte Sereno



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

July 16, 2020

Governor Gavin Newsom
State of California
1303 10th Street, Suite 1173
Sacramento, CA 95814

Gustavo Velasquez, Director
Department of Housing and Community Development
2020 West El Camino Avenue
Sacramento, CA 95833

RE: Regional Housing Needs Allocation timeline

Dear Governor Newsom and Mr. Velasquez:

Thank you for all your work toward housing solutions in California. We are writing to respectfully request a pause in the Regional Housing Needs Allocation (RHNA) schedule so that we may realize the true implications of Covid-19 and allow for a more thorough and productive process.

Recently, the Department of Housing and Community Development (HCD) presented the Association of Bay Area Governments (ABAG) the minimum housing need determination of 441,176. To that end, these are actions being taken in our region and in Santa Clara County to reach the goals and comply with government code:

- ABAG has received Regional Early Action Planning Grants
- All 16 local jurisdictions will or have applied for Local Early Action Planning Grants;
- The CASCC has also formed a "Planning Collaborative" of all of sixteen jurisdictions of Santa Clara County
- Santa Clara County has established an "Unhoused" Task Force to deal with current homelessness

Notwithstanding those actions, we still believe a postponement is warranted. The Covid-19 pandemic is affecting every aspect of our communities, and the results are widely unknown: budgetary impacts of unemployment to state and local economies, possible population shifts, transportation and housing needs may increase or decrease. Additionally, preparing to accommodate 441,176 additional units will require abundant public participation. In the pandemic era, virtual public meetings are not accessible to all or those most affected by this crisis. As a result, many jurisdictions will not be able to conduct and facilitate the normal community engagement process required for the success of RHNA.

Accordingly, we respectfully ask that the current RHNA schedule be modified to give the jurisdictions, community and also the State adequate time to assess the impact of COVID19 and ensure the process achieves HCD's goals.

Cities Association of Santa Clara County
Regional Housing Needs Allocation Timeline
July 16, 2020
Page 2 of 2

Thank you for your consideration.

Sincerely,



Larry Klein
President, Cities Association
Mayor, City of Sunnyvale



Neysa Fligor
Chair, Legislative Action Committee
Vice-Mayor, City of Los Altos

cc: Senators Wieckowski, Beall, Hill, Monning
Assembly Members Rivas, Kalra, Chu, Berman, Low, Stone
Therese Watkins McMillan, Executive Director, Association of Bay Area Governments
Seth Miller, Peninsula Division, League of California Cities

Who we are: The Cities Association of Santa Clara County (CASCC) 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, these representatives have been successfully collaborating to discuss and find consensus and solutions for regional issues to best serve the community. Our cities range from a few thousand people to a city of over a million people.



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

August 10, 2020

Association of Bay Area Governments and Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066
Via E-mail: info@planbayarea.org

Re: Planning Collaborative Comments on Plan Bay Area 2050 DRAFT Blueprint

Dear ABAG Executive Board and MTC Commissioners:

On behalf of the Cities Association of Santa Clara County Planning Collaborative which includes the fifteen cities and the county, we offer our comments on the Draft Blueprint for Plan Bay Area (PBA) 2050.

As a general vision for the future growth and evolution of the Bay Area through 2050, the Blueprint sets forth an ambitious agenda for addressing the region's challenges and directing growth. While we understand your goal is to create a more affordable, connected, diverse, healthy and vibrant Bay Area, we have concerns that the Blueprint fails to do so.

While the Cities Association of Santa Clara County Planning Collaborative endorses the Blueprint's guiding principles, we have a number of concerns about how the Blueprint will achieve the key goals of the Sustainable Communities Strategy (SCS) and requirements of SB 375, as well as the feasibility and practicality of implementing the PBA Blueprint in Santa Clara County as a whole as well as for its individual jurisdictions, as enumerated below:

- 1. Does not Achieve Key Goal of the Sustainable Communities Strategy.** The primary goal of the regional SCS per the requirements of SB 375 is to link household and employment growth to transit infrastructure and services to reduce VMT and GHG emissions. Unfortunately, the PBA 2050 falls short of this goal because it locates a large percentage of growth in areas that do not currently have excellent access to transit (i.e. Santa Clara County communities). Even with new investments in transit infrastructure in Santa Clara County by BART and VTA, the cities in Santa Clara County are not as well served by transit than cities such as San Francisco, Oakland and Berkeley. While the Cities Association maintains a strong commitment to investing in new transit facilities and related community development, we believe that it is a strategic mistake for the region to actively plan for a level of housing and employment growth in Santa Clara County that could not possibly be accommodated in transit and service rich neighborhoods during the PBA time frame.
- 2. Unrealistic Household and Employment Growth Targets for Santa Clara County.** The Draft Blueprint allocates 41% of the region's household growth and 44% of the region's employment growth to Santa Clara County. For Santa Clara County jurisdictions, this level of future growth is both unrealistic and unsustainable based on current and projected levels of infrastructure spending. Our local cities, school districts, transportation agencies, utility

providers, special districts, etc. are unable to provide the necessary services and infrastructure that would be required for this level of new development. Even with significant new infrastructure spending measures at the jurisdictional, sub-regional or regional levels, this level of growth would still likely be unrealistic within PBA time frame.

3. **Potential Impact of the Draft Blueprint assumptions on the Regional Housing Needs Allocation Housing Methodology.**

The RHNA Housing Methodology Committee will be making a recommendation to ABAG's Executive Board on whether RHNA for the region should be based on Plan Bay Area or existing households in addition to other demographic factors. The Cities Association does not recommend using the Plan Bay Area assumptions in the RHNA process for the following reasons:

- **Timing.** Public comment on the PBA Blueprint ends August 10, with the Final Blueprint scheduled for adoption in late 2020. Based on their existing schedule, the HMC won't have time to recommend adjustment or modification of the RHNA methodology based on the Final Blueprint.
- **Double-Counting of Factors.** Plan Bay Area is presumed to include some of the same inputs as the RHNA process, such as a focus on access to jobs. While these are important factors, they could be double counted through the RHNA process, especially since the HMC and jurisdictions' staffs have had less opportunity to review and understand the PBA model.
- **Locating Growth in the Regional Transit-Oriented, Jobs-Rich Core.** As noted above, several major cities in the region's transit-oriented, jobs-rich core, including San Francisco and Berkeley, would receive *less allocation than the regional average (16%)*. This seems to conflict with the PBA's goals of focusing growth near jobs, high-quality transit and existing infrastructure. This is especially problematic since most of the region's proposed transportation funding (approximately 75%) is scheduled for the maintenance and operation of existing transportation infrastructure.
- **Lack of Access to Transit.** The PBA options reveal a large percentage of projected growth within Santa Clara County cities. While as a whole Santa Clara County cities do have large parcels of underutilized land to accommodate additional growth, the area's transportation system is not well equipped to provide viable transportation options for new residents to help meet the Plan's GHG reduction targets. If these PBA options become part of the final RHNA determination, the Cities Association recommends that an equivalently proportional amount of transportation funding be allocated to Santa Clara County to support the transit improvements necessary to support this growth and reduce VMT and GHG emissions, per the goals of the SCS.
- **Unachievable Housing Targets.** Combining the PBA Baseline Option with some of the RHNA allocation factors already studied could create an extraordinary housing allocation for Santa Clara County jurisdictions to achieve within the eight-year time frame of the next Housing Element. In some instances, these increases could

Cities Association of Santa Clara County Planning Collaborative
Comments on Plan Bay Area 2050 DRAFT Blueprint
August 10, 2020
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represent a 30 to 50% increase over existing households. These are unrealistic assumptions which would not be achieved, especially considering that many of our jurisdictions have to largely rely on redevelopment of infill sites for housing growth.

The Cities Association of Santa Clara County Planning Collaborative wholly recognizes our regional responsibility to add housing to meet the current housing crisis and future growth needs. Many of our jurisdictions have already planned for significant housing growth by rezoning major employment and commercial areas and adopting policies mandating the development of housing supply in tandem with new jobs added to achieve a jobs-housing balance. However, the household and employment growth projected in the PBA Draft Blueprint would simply be unrealistic and at odds with the SCS stated goals of creating, affordable, connected, diverse, healthy and vibrant communities. We strongly recommend a recalibration of the PBA Blueprint employment and household projections for Santa Clara County to produce practical and implementable targets that are more consistent with the ability of our communities to grow sustainably over the next 30 years.

Sincerely,



Larry Klein
President, CASCC
Mayor, City of Sunnyvale

cc: Therese McMillan, Executive Director
Bradford Paul, Deputy Executive Director, Local Government Services



P.O. Box 3144
Los Altos, CA 94024
<https://citiesassociation.org>
408-766-9534

August 11, 2020

Chair Mary-Lynne Bernald
Members of the Santa Clara/Santa Cruz Airport Community Roundtable
PO Box 3144
Los Altos, CA 94024

via EMAIL

Dear Chair Bernald & Members of the Santa Clara/Santa Cruz Counties Airport Community Roundtable:

The Cities Association of Santa Clara County (CASCC) appreciates the hard work and dedication you have committed to aircraft noise mitigation and to furthering the collaborative goals of the Santa Clara/Santa Cruz Counties Airport Community Roundtable. We see both the CASCC and the Roundtable as a team working toward increased collaboration between cities of Santa Clara, the County of Santa Clara, and our neighbors in Santa Cruz. In furtherance of our continued partnership, we have some guidance below.

As the CASCC is the Roundtable's fiscal agent, and in light of the successes of the Roundtable, the CASCC wants to ensure that the Roundtable is operating to continue that success by, among other things, taking proactive measures to comply with The Brown Act. Like the CASCC, the Roundtable is subject to The Brown Act and is obligated to comply with its requirements during, as well as outside of, a public meeting. We encourage you to utilize legal counsel to maintain compliance with The Brown Act and reference the Brown Act best practices guide that is available publicly on the Roundtable website. This will secure the Roundtable's operational success, protect the Roundtable from avoidable and foreseeable legal liability, as well as protect the CASCC as the Roundtable's fiscal agent.

Similarly, and to the same end, we encourage and insist that the SCSC Roundtable have legal counsel present at each of its meetings. We also recommend that you seek advice from legal counsel in between public meetings where helpful.

In addition, because the CASCC is the fiscal agent of the Roundtable, the CASCC is responsible for directing (including hiring, delegating assignments to, and managing) staff and managing the Roundtable's budget. As you know, the CASCC, in collaboration with the Chair of the Roundtable, recently approved a scope of work contract with Environmental Science Associates (ESA), which provides critical technical expertise for the Roundtable. We are aware that the Roundtable voted recently to amend that contract. However, per the terms of the Roundtable's bylaws, the direction of staff such as ESA falls within the purview of the CASCC as fiscal agent. For this reason, the CASCC's contract with the consultant, ESA, and the scope of work that has been agreed upon and approved by both the Chair of the Roundtable and CASCC, will remain unchanged at least until the Roundtable becomes fiscally and financially independent from CASCC.

Cities Association of Santa Clara County
August 13, 2020
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We recognize that the Roundtable is working on establishing itself as an organization that is fully independent from the CASCC. We are happy to support the Roundtable's efforts to do so, and we recognize that one such result of independence is the ability of the Roundtable to hire and manage its own staff once the CASCC is no longer the fiscal agent of the Roundtable. Until that time, however, the CASCC remains the fiscal agent with the above-mentioned responsibilities and obligations. The Roundtable is urged to work toward independence in accordance with the terms established at the June 5, 2020 CASCC Executive Board meeting.

We hope to see the Roundtable continue to flourish and believe that this letter represents our best guidance to accomplish that goal. We recognize both the promise of the Roundtable as a collaborative, goal-oriented organization, as well as the past and future successes of this body, and will continue to provide our support to your mission.

Sincerely,



Mayor Larry Klein (Sunnyvale)
President
Cities Association of Santa Clara County



Councilmember Marico Sayoc (Los Gatos)
1st Vice President
Cities Association of Santa Clara County