

San Jose

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Top 3 priorities citywide

1. Economic Inequality
2. Affordable Housing
3. Environmental Justice

1. Who is your Campaign Manager?

Nassim Nouri

2. What is your Campaign Budget?

82,000

3. Please share your Top Ten Endorsements:

1) Sally Lieber, CA State Assemblywoman ret. 2) Gayle Mclaughlin, Former Mayor of Richmond CA 3) Matt Gonzalez, Former San Francisco Board of Supervisors District 5 4) Bill Wilson, Fremont Highschool District Board Trustee 5) Sandy Perry, President of Santa Clara County Affordable Housing Network

4. Would you support or oppose a 3 county ballot initiative for a permanent 1/8 cent sales tax to fund Caltrain?

Oppose

Caltrain electrification should be a top priority for our Bay Area transit plan but I am not supportive of regressive taxation under the current economic conditions of the Bay Area. With ridership of Caltrain tending to be higher income than other public transit options, serving more wealthy areas of the bay, we should look at different avenues of funding.

5. Do you support funding to complete a valley to valley connection through high speed rail?

Oppose

Air travel is very carbon intensive and pollutes our city. Localized air pollution effects primarily lower income neighborhoods and families. We need highspeed rail as part of a California wide decarbonization travel plan. With traffic times only expected to get worse, we are losing our family members to their commutes and the result negatively impacts the time people have to get involved in their community. California is decades behind on Highspeed rail and we need to get on par with countries all over the world.

6. Would you support a measure dedicated to build and operate a world class, seamless integrated transit system to better serve Bay Area residents, funded through a one cent sales tax, to better serve the transit dependent and those of us still in our cars?

Oppose

I am in full support of a large scale transformative transportation measure but am hesitant to support a regressive tax as the funding mechanism without understanding the allocation of funds to lower income communities and environmental improvements. Our car primary system will not serve our communities much longer and we need to focus funding to mass transit and walkable and bikable cities. It is certainly important to maintain our roads, keeping them in safe operating conditions but car users shouldn't be the focus of this project money unless we decide to change to a progressive tax in order to pay for it.

I hope that this money goes to upgrading our electric bus system, creating smart light systems that improve the efficiency of our bus systems. We need bus only lanes on more streets and more frequent operation if we are going to compete with carbon intensive transportation vehicles.

7. Do you support Google's plans for the Diridon Station Area?

Support

I support this project but with many reservations. Having attended community meetings on the project, there is significant excitement about the ability to build a cohesive, vibrant and transit centric village at the Diridon Station Area. The proposal by google for usable green space, revitalizing historic buildings, and bringing more art to the area show how the company has listened to constituents. What I also noticed however, was the sense of fear in the room. Community members are almost in a space of begging for what they need in this space, rather than being able to hold strong demanding that google be a good neighbor. That power dynamic is critical to ensuring that we as a community get a space that serves everyone in our city, not just the interest of the company and I am waiting to see how Google plans to build that trust back with the community. Commercial linkage fees are a good step and so is the commitment to 25% affordable housing, but unfortunately affordable housing is supposed to be set aside for someone making 120% of the area median income, meaning that over 50% of the population will be battling for 25% of the home opportunities. We need more long term commitments from Google as well that show their continued investment in mitigating displacement.

8. Do you support any revenue generating vehicles (please be specific) to build more affordable homes?

Support

I am supportive of a real estate transfer tax, with exceptions for first time home buyers.

I am supportive of a commercial-only parcel tax and a vacant land tax.

I would have to see more data around a general parcel tax, the history of a parcel tax being used to justify raising rent on occupants who may already be struggle to pay rent. If the revenue from the parcel tax doesn't offset the increased need for more affordable housing, this may be a good option.

9. Are you in favor of a ballot measure that will prohibit campaign contributions from advocates for development and tie the San Jose Mayoral term to the Presidential Election Cycle?

Support

I am supportive of removing the ability for some residential and commercial developers, landlords, and lobbyists from donating to political campaigns. We must remove the influence of money in politics if we are ever going to build a system that truly represents our community and

its values. I am rejecting all corporate and super PAC donations in my own campaign as well. Labor donations influential in campaigns as well but since the money is fully transparent and comes from dues paying members who all have a say in the endorsement process of the organization, there is more community support in this type of campaign donation. Limits on independent expenditures would go a long way to evening the playing field for candidates and the organizations that support them. There are many cities moving to different publicly funded election models that would further reduce the influence of money in politics and I am generally in support of such models.

I am also supportive of changing the Mayoral election to align with the presidential elections. Voter turnout is the only true way to measure the health of a democracy and we need to implement policy where we can that ensures the highest participation in our city governance. I am confident our community can handle the time and energy needed to make an informed decision on both the presidential candidate, the mayoral election and the rest of the down ballot races and measures.

10. Do you support requiring all new buses purchased with federal funds be zero-emission beginning on October 1, 2029 (which is California's deadline for transitioning all transit bus purchases to zero-emission buses)?

Support

The climate crisis is the most complex problem of our time and we need bold action to raise to the challenge. I am fully supportive of a zero emission public transit system, integrated electric vehicle infrastructure and complete streets improvements that create accessible, walkable and bikeable neighborhoods. We should be implementing this policy in 2020, not in 2029.

11. Will you work with the Silicon Valley Leadership Group to secure additional funding to protect our region and help advance a common vision for a healthy and resilient SF Bay?

Support

We must look at addressing the climate crisis through an equity lens. The responsibility to decarbonize falls on all of us and we need to make sure we are looking at mitigation solutions as well that will protect all communities. New funding mechanisms are a must.

12. Do you support or oppose a proposed amendment to Proposition 13?

Support

A split role for commercial and industrial properties is needed to address very needed underfunding issues for our local cities and schools. This also disincentives land grabs by companies and would lead to increased flexibility for cities to promote the types of projects we need like affordable housing, sustainable transportation and community building. I am confident that the language of the amendment would allow for reasonable predictions of increased taxes on businesses and that our businesses are capable of projecting their future taxes. With the increased tax revenue from the amendment, cities will be able to provide other relief opportunities to small businesses that may be struggling.

13. If a public charter school's petition is approved to operate within your local school district, meaning their proposal meets key pupil outcomes as indicated by state law, would you

approve the school's bid to rent or build facilities beyond those already owned by the district?

Oppose

I am in current support of AB 1507 which amends current state law to require a charter school operate within the district that approves it. I am also supportive of AB 1508 which would allow local school boards to consider facilities, fiscal, and academic impacts on the district when considering new charter school petitions. Without these two tools, our approval of Charter Schools does not fall into a fair and transparent assessment of the community impact and local control.

I understand that Charter Schools can and do serve unmet community needs but there are also many examples of schools have negative impacts on the local public schools and are not meeting the acceptance standards off our children based on race, income and special education requirements.

14. Tell us about a time when you were opposed to a position of one of your major supporters. What was the issue? How did you handle this situation?

Not having been an elected official, I am going to use a more personal story. I have been advocate for months asking for the county of Santa Clara to reject the proposal for a sand and gravel quarry on Amah Mutsun sacred land on what is currently known as Sargent Ranch, but that is known as Juristac to the tribal band. A family friend of mine works in construction and is feeling the effects of the building materials become more scarce are environmental protection becomes more mainstream with the current climate crisis.

The two sides were simplistically set. My reasoning, indigenous peoples rights to their sacred land must be respected, we have spent hundreds of years killing and enslaving local indigenous tribes in the state of California. The opposing viewpoint, is that we are in an affordable housing crisis and a challenging economic time for construction businesses.

My first step in this situation was to listen. People have so many valuable viewpoints to learn from and with more details, we can develop plans that address both concerns. As my family friend discussed more about the challenges of raw material acquisition, showing clear understanding and concern that he wished there was a better way than to damage a religious and environmental site, we turned the conversation to innovative alternatives. Recycled plastic and rubber for roads, carbon capture cement for buildings, Hempcrete and even environmental design that reduce the percentages of extractive material additives are all ways to creatively reduce the demand for material that is environmentally harmful and destructive. Necessity is the mother of invention and between just the two of us, we had ideas that could move the industry forward while keeping Juristac as a protected place for the Amah Mutsun.