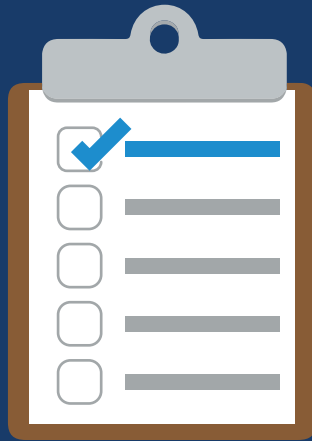


2020 CANDIDATE QUESTIONNAIRE



Candidate Questionnaire Summary

Twenty-nine candidates running in 10 different races responded to our March 2020 Primary Candidate Questionnaire this year, answering questions relevant to the Silicon Valley Leadership Group's policy priorities.

The races were among the most prominent in the Silicon Valley region.

A few notes to make the most out of the responses:

- Questions have been shortened to save resources and to make the responses easier to go through. The questions in their entirety have been included at the end.
- Responses are unedited for spelling, grammar, and format, and are exactly as the candidates submitted them
- At the top of each submission, under the candidate's name, is the position they are running for followed by their current occupation

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San Jose

Sergio Jimenez

San Jose City Council, District 2

Councilmember/Incumbent

Top 3 priorities citywide

1. Housing & Homelessness Crisis. We need across the board housing solutions for our most vulnerable to new couple just starting out. This is our most prescient issue.
2. Enhancing neighborhood safety and community services - City Hall's first responsibility is our safety.
3. Tackle our infrastructure needs to improve our quality of life, like reducing traffic congestion. You can read more about the work we have already done on these issues and more online at VoteSJ.com/accomplishments

1. Who is your Campaign Manager?

Maribel Villareal

2. What is your Campaign Budget?

The fundraising period for San Jose City Council begins on September 5, 2019, 180 days prior to the Election. In order to deliver our message and a successful campaign in the March 2020 Primary I will need to raise at least \$100,000.

3. Please share your Top Ten Endorsements:

Zoe Lofgren & Ro Khanna, US Congress; Jim Beall & Bill Monning, CA State Senators; Mark Stone, CA Assemblymember; Malia Cohen, CA Board of Equalization Member; Chappie Jones, San Jose Vice Mayor, Raul Peralez, Magdalena Carassco & Maya Esparza, San Jose City Councilmembers

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

Support

I believe Caltrain provides crucial service to a vital corridor of the Bay Area. Additionally, South San José and South County generally lack a sufficient amount of service and I expect that any measure would be conducive to producing more service to these otherwise starved areas.

My reservations come from resident concerns around tax fatigue and the sincere concern that our corporate partners along the Caltrain corridor can do more to help subsidize Caltrain as it provides crucial transportation options for the workforce of these corporate partners.

Additionally, we need to think thoroughly about how this tax measure will facilitate increased usage from less affluent residents who utilize a higher percentage of their income to ride the same trains as more affluent riders.

I would need more information on what role our corporate partners will play in solving these long standing issues. I have been supportive of Caltrain as Councilmember and will continue to do so. We have to support our public transit services even through a sales tax measure.

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

Support

I support sustainable, long-term funding because too much has already been spent and committed to turn back now. However the project proceeds, it needs to be done thoughtfully and with an eye to fiscal prudence. It also needs to include grade separations, and have the least amount of impact on our local community.

High Speed Rail should already be an option for residents to travel to the Central Valley and beyond. I want to see stronger action on this issue.

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?

Support

I want us to dream big and I want us to work together to see big ideas become real, but my time on Council has shown me that we need a plan. I support this idea in theory, but without a concise vision for what a major transportation overhaul would like, I do not want us to continue to rely on sales tax increases to fund all of our projects. Tax fatigue is a very real concern for the 100,000 plus residents I represent. Residents continue to ask what corporate partners are doing to help solve our transportation issues and feel that time and again they are looked to in solving our areas vast transportation challenges. I would need more information on what role our corporate partners will play in solving these long standing issues. We can make big things happen, but we should not always rely on taxes to make them happen.

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

Support

When this project came before us on Council, I voted in support, but I am also very concerned about what the realization of this project will look like, and approaching this with cautious optimism. I am supportive of the Google project because I believe it will bring much needed jobs and tax revenue to our city. However, I do believe that Google will have a very real impact on our local housing market and it can and will potentially exacerbate an already out of reach housing market for far too many residents.

We need to make certain Google does their part in making San José a city for everyone, irrespective of whether you work in a kitchen or in the tech sector. I look forward to continuing to work on this project and hold all partners accountable to make sure this project is a success and is not harmful to our working families and the generations of residents that have made San Jose the wonderful community that I am proud to serve.

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

Support

I support a tiered commercial-only parcel tax because I and many residents think our corporate partners can do more to help solve our housing crisis.

I support a vacant land tax because we need to “incentivize” folks to rent/sell their properties so they aren’t sitting vacant while residents go without shelter or new businesses struggle to survive. Anything that can bring more supply on line will only have a positive impact on the current state of rents.

I am supportive of a review our real estate transfer tax, especially as other Bay Area cities look to increase this to directly provide funds for affordable housing. If a small increase to this item does not harm our families looking to own a home in our community, I am open to consideration.

I oppose a general parcel tax because there is tax fatigue among my residents and I don’t want to exacerbate their precarious housing situations by adding more taxes.

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 wholeheartedly supportive of this measure and expect it will receive enough signatures to go before the voters. The most important component of this measure, in my mind, is the change of the mayoral election. I do not buy for one second that changing the mayor election to be aligned with the presidential election is a bad for San Jose voters. We should all desire higher turnout in every election.

As a political scientists commented during a recent debate on the topic, the current cycle is not a-political. We have the current cycle in place because it naturally depresses the votes of certain populations and this naturally favors certain segments of our community. This must end.

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

This is crucial if we are to meet our state and city’s ambitious climate goals. On Council, I supported the purchaser of electric buses for our airport, and I hope that we are able to have an all electric fleet and work to make this a reality before 2029. We need to take action on the small things and the big ones if we are going to address the impacts of climate change. Our public transit should be as carbon neutral as possible.

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

In the face of sea level rise, we have to take steps together to mitigate these dangers. The waters of the SF Bay give life to our community, and if they are not healthy, resilient and protected, that will reflect and hurt our communities and our future. This matter is too big for any one city to solve alone, and has to be done together. Environmental protection is a major concern for me, and I am committed to protecting our land, like Coyote Valley in my district, our air and our water.

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

Support

Changes to Prop 13 are a long time coming, and I would hope that we can solve this matter in 2020, otherwise we will see this fight continue at the ballot box. There are many corporations that are not paying their fair share and this is crucial to bring about equitable contributions to our state's tax base. The estimated revenue cities expect to receive from this change is crucial if we are to continue to provide and potentially expand services to our residents who consistently demand more from their local government. On Council, I see the limits that constrain us because we do not have the resources to provide the services the residents in Northern California's largest city deserve.

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

In my District 2 there are families with children in our public schools and families with children in charter schools, no matter where they go, every child deserves a quality education and safe spaces to learn, grow and play. We do best when we are providing the best for our youth.

My children all attend local public schools and my wife and I are both public school graduates. I am proud graduate of Independence High School and San Jose State University.

Authorization, allowances and oversight of our Charter schools is not one of my responsibilities on City Council, but land use decisions are. I have been able to work with local school board members to help our students and will continue to do so. However, as student enrollments continue to decline and districts are facing school closures, I am not ready to see us turn over more land or facilities for Charter schools.

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?

My support for the Google project has been a challenging matter for several of my supporters, several of which are in direct opposition to the project because of their real concerns about displacement and the potential for increasing the inequity of our neighborhoods.

My first term on Council has seen times when I have received affirmation from my allies and opposition as well. In every case I make it a priority to meet and listen to the concerns residents have, and I always take their concerns into consideration as their representative. While supporters of mine may not always agree with my votes, they respect my approach and work. They know I will be diligent in doing my homework and be tough in holding everyone accountable.

San Jose

Jonathan Fleming

San José City Councilmember, District 2
Mechanical Engineer/Small Business Owner

Top 3 priorities citywide

1. Public Safety
2. Improve Trust in Our City Council and Local Governments
3. Infrastructure and Transportation

1. Who is your Campaign Manager?

Brenda Gisi

2. What is your Campaign Budget?

\$120,000.00

3. Please share your Top Ten Endorsements:

Johnny Khamis, San José City Councilmember, Chuck Reed, San José Mayor (former), Debbie Giordano, Milpitas City Councilmember (former), Michael Snyder, President of the Governing Board and Trustee, Campbell Union School District, Robert Varich, Trustee, Campbell Union High School District, Van Le, School Board Trustee, East Side Union High School District, Gino Borgioli, School Board Trustee, Morgan Hill Unified School District, Chris Le, Vice Chair of the Santa Clara County Libertarian Party, Shane Patrick Connolly, Chair of the Santa Clara County Republican Party, Park Peace Officer's Association of San José

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

Oppose

I do not support any new taxes since San José and California are heavily overtaxed with many residents and companies leaving and moving to other states.

Many of our taxes do not result in what was promised the voters and are almost always over budget, have massive time delays, and frequently require another tax or taxes to complete. Last election, Regional Measure 3 was approved by the voters which secured funding for CalTrain improvements and now they are asking for another tax.

Regional public transit is a Federal and State responsibility. There are existing sources of funding available at the State and Federal level which we need to actively seek and acquire, just as BART has time and time again - most recently with its \$125 Million grant awarded to complete its expansion through downtown San José.

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

Oppose

I support large project studies because they help our representatives and voters make better fiscally responsible decisions. The studies will help us understand why High Speed Rail's projected total cost was significantly understated to voters. We have seen almost all California transit and transportation projects are extremely over budget and suffer massive time delays. We do not have any assurances that this project will be any different and a study is warranted.

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

No. There have been many attempts in Northern California to form an integrated transit system to better serve Bay Area residents and all have resulted in failure. Before any tax is even discussed, we need all parties involved including our politicians, labor union leaders, transit authorities, and more to agree on a solution first. Without that, there is no sense in discussing another tax where taxpayer dollars will be washed into a general fund and then diverted into a project they did not vote for.

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

Support

Yes. I support Google and our joint vision for a better San José.

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

Oppose

No. We are overtaxed already and I will not support another tax in the area until we start seeing results from the taxes we have already levied.

Affordable housing is usually the term for homeless housing or subsidized housing and this tax will increase liability for new developments, thus exacerbating our existing housing supply crisis. What San José needs to do is eliminate the tedious regulations and delays housing developers face and address soaring labor costs to make housing projects viable at all income levels which will increase supply and thus lower demand and costs.

By forcing another tax on residents and businesses you increase the floor costs for the cheapest housing options, making them even less attainable to our poorest residents without increased subsidy. The result is a middle class who becomes poor and a poor class who becomes completely dependent on the government.

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?*

Oppose

If the bill is to truly eliminate special interests than all union backed dollars and all special interest dollars should also be eliminated. Only private citizens should be able to contribute to a campaign and all lobbying power of all groups to influence private citizens donations would also need to be eliminated. This will never happen. Furthermore, keeping the Mayoral race with the odd districts makes sense as it increases turnout in districts with low voter turnout, specifically 5 and 7.

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

I support as long as the total costs are near or better than our current buses. Reliability, maintenance, range, and efficiency also need to be improved.

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

I will always have my door open to the Silicon Valley Leadership Group, just as I will all organizations and persons, to listen to their proposals and work together toward making a better future for us all.

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

Oppose

Businesses and jobs will leave the state of California and our economy and quality of life, including emergency services, will quickly deteriorate. This is already happening due to the massive amount of taxes levied against our residents and businesses and this will make things much worse. This policy is fiscally irresponsible.

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?

Support

The San José City Council does not make policy decisions for School Districts and this question is not applicable. This is a question for a school board trustee.

I entered an answer of support because I cannot complete this questionnaire without choosing an option above due to Google Form requirements. The support answer above is not an indication of my position on this question.

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?

Members of the group San José Action were adamantly against the Senior housing facility for homeless and low income seniors proposed at Blossom Hill and Snell. They have worked two years to stop the project. I felt the project was a good project as long as certain criteria were met to keep our neighborhoods safe. At first they were hesitant to listen to my proposal, but by further listening and allowing my supporters to vocalize their concerns, we were able to develop a proposal to make the development work and get those people housed while maintaining the safety and integrity of our neighborhood. We turned this into a win-win workable solution for our Community!

Treat people with respect, listen to their concerns, and lead through action.

San Jose

David Cohen

San Jose City Council, District 4

Senior Manager, Lam Research - Berryessa School Board Member

Top 3 priorities citywide

1. Sustainable Development in along transit corridors in North San Jose
2. Building Affordable Housing and Reducing Homelessness
3. Safe, Clean, and Livable Neighborhoods

1. Who is your Campaign Manager?

Johnson Tran

2. What is your Campaign Budget?

Historically, successful campaigns for this seat have raised over \$100,000. I plan to raise the necessary funds to be competitive in the race.

3. Please share your Top Ten Endorsements:

Senator Beall, Senator Wieckowski, SCC Assessor Larry Stone, State Controller Betty Yee, Ron Gonzales, County Board of Education members Joe DiSalvo, Grace Mah, Anna Song, Assemblymember Mark Stone, 8 current and former Berryessa School Board members, Neighborhood Assn President John Semanik, dozens of District 4 residents

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

Support

I would support a measure to fund Caltrain operations. The peninsula needs Caltrain at a greater frequency in order to meet the capacity requirements of that corridor. Being able to accommodate a large increase in ridership will serve to ease traffic congestion and reduce travel time along the peninsula. The long term viability of transportation between San Jose and San Francisco depends on it.

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

Support

Yes. I am a strong advocate for high speed rail because it provides an alternative to gas-powered vehicles and provides an economic boost to the Central Valley that will include thousands of middle-class jobs. I believe strongly that we need to catch up to the rest of the world. I have ridden high speed rail in Europe and Japan and it is necessary that we begin to connect our cities the way these other countries have. I believe California has a unique opportunity to be a leader of high speed rail in the United States.

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?*

Support

Yes. We need to do a better job making our region more transit-friendly and public transportation more convenient in order to increase ridership, reduce travel time, reduce traffic congestion, and minimize pollution.

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

Support

Yes, I think it's a great opportunity for San Jose and, if done right, it can be a transformative project for our city. The plan will bring more affordable housing into the downtown core and strengthen local business. I also believe it's important that we hold Google accountable for the promises they have made to our community and ensure the benefits are felt by families throughout San Jose, not just Google's high tech workforce. I look forward to a long and lucrative partnership between San Jose and Google.

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

Support

San Jose unsuccessfully tried to pass a bond last year to fill the \$500 million gap in funding needed to reach the city's affordable housing targets. An additional \$500 million, combined with funds from Santa Clara County Measure A and other sources, will allow us to make a significant dent in the region's homelessness problem. I support finding alternative funding mechanisms that don't harm existing homeowners or working families and don't disincentivize thoughtful, affordable new construction.

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

To be clear, I am actually not completely supportive or opposed to this measure as it is currently worded. There are many goals in the proposal that I support.

I have always believed that we should limit the impact of big money on politics. I'm happy with the contribution limits for San Jose campaigns. That limits the amount of influence that any one entity can have on an election. However, with the exception of regulating lobbyists, I am wary of laws to cherry-pick where we protect the freedom of participation for workers and where we don't. Limits on contributions based on where an individual works can be a dangerous limit on free speech, and open the potential for limits to workers in industries I support – like educators, nurses and others. I cite the exception of lobbyists because I believe that the public has a right to know how our elected officials interact with those whose job it is to influence them. DC and Sacramento already have laws governing interactions between lobbyists and federal and state elected officials and I'm open to measures that would provide an additional layer of transparency for local jurisdictions.

I am in favor of moving the Mayoral election to presidential years in order to increase turnout for the city-wide race, strengthening our democracy. Many cities and school districts hold their elections during presidential election years and they successfully engage their voters. We want as many people as possible voicing their opinion on who should steer the ship in San Jose.

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

Yes. I support purchasing zero emission buses immediately and would aim to meet this goal well ahead of California's deadline 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

Mitigating the effects of climate change, particularly sea level rise, is one of the most important issues of our time. As a PhD engineer working in high tech, I know that we must understand the science behind any policies we implement. Regional solutions are particularly important. We must work regionally to fund robust and technically sound solutions to protect our region. We should also look to find ways to harness wave energy as another source of clean, GHG-free energy.

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

Support

As someone who both works in tech and sees the bottom line in school district budgets as a school board member, I understand the tension between our limited resources and the needs of our community. While I understand the concerns of those opposed to the measure, I believe we must amend Proposition 13. In order for businesses to continue to thrive in our area, we need an educated workforce and our schools need adequate funding to provide one.

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 support parents who are seeking the best possible education for their children. I'm a parent myself and creating stronger public schools is what drove me to run for school board, and it's why I've continued serving our local public schools for the past 13 years. We do need to offer every opportunity to our students. I have worked to bring a variety of programs into our traditional public schools. I also understand budget constraints that are only exacerbated by charter campuses. We shouldn't accept the status quo for our public schools, but siphoning money from an already underfunded system is not the way to meet this challenge.

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?

I was supported by the California Teachers Association for my first election to the School Board. During that term, our CTA chapter didn't see eye to eye with the Superintendent on a few issues and the members took a vote of no confidence against him. I stood behind the Superintendent and his vision for the district. As a result, CTA didn't support my reelection in 2010. I continued to meet with members of CTAB and found ways to work with them on issues of importance to the district. Eventually, we moved beyond the disagreement and have had a good relationship ever since, regaining their support for my subsequent campaigns. I take the same approach whenever I find myself casting a vote on something controversial. I invite those on the other side of the issue to meet with me so that we can understand each other's position better and establish a dialogue.

San Jose

Lan Diep

San Jose City Council, District 4

San Jose City Councilmember

Top 3 priorities citywide

1. Job creation
2. More workforce housing
3. Alleviation of traffic congestion

1. Who is your Campaign Manager?

David Gomez

2. What is your Campaign Budget?

100,000+

3. Please share your Top Ten Endorsements:

Mayor Sam Liccardo, Vice Mayor Chappie Jones, Councilmember Dev Davis, Councilmember Pam Foley, Councilmember Johnny Khams, The SVO, The San Jose Business Chamber PAC, California Apartment Association, former Mayor Chuck Reed, former Assemblymember Jim Cunneen

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

Support

Better public transportation is the key to the future growth of the Bay Area.

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

Support

High Speed Rail to San Jose Diridon Station is vital to our city's future. It is the draw of companies like Google. It will allow us to tap a new workforce that can afford to live hours away. It will help the world finally know where San Jose is.

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?

Support

What LA did was genius. The Bay Area needs a sustainable funding mechanism to build and sustain an integrated transit system.

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

Support

Much of downtown San Jose is in an opportunity zone, which means it is underdeveloped and in need of new investment. Google is that major investment, and will serve as a magnet attracting much more needed development to San Jose. We need to shore up our finances to provide the services our residents expect and deserve.

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

Oppose

I am open to funding new sources of revenue, especially when polls have shown that residents are willing to support some taxes. We must study every possibility. However, I agree that in recent years, voters have been overtaxed. Given what is happening Bay Area wide, I would prefer to support that tax for regional transportation over a local tax for affordable housing. Together, it would be too much and may harm the chances of either succeeding.

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

There is no reason not to support this.

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

There is no reason not to support such an idea.

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

I represent the community of Alviso, which is 13 feet under water. I know first hand the threat of sea level rise.

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

Oppose

I believe Prop 13 is a problem and needs to be fixed. But I fear a half-measure like split-roll will be viewed as a complete fix and CA will be stuck with this regime for decades to come. We need a comprehensive solution for Prop 13 that includes both commercial and residential properties. I will not support a half-measure. Further, split-roll would make it harder to attract businesses to San Jose and fixing the jobs-to-employed-resident ratio is important to me.

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?*

Support

Public schools struggle to innovate. I have visited many charter schools and feel that they are doing excellent work. The key is to ensure that the innovation of charter schools makes it to public schools as well.

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?

I have always voted my conscience and do not keep track of when I break with my supporters. However, I won my seat without any institutional support and pride myself on my independence.

San Jose

Huy Tran

San Jose City Council, District 4

Partner, Justice at Work Law Group, LLP

Top 3 priorities citywide

1. **Affordable Housing.** There is no doubt that we are in a housing crisis, but what often is not mentioned is that the City is meeting all of its goals in the development of market rate housing. Where the City is failing is in building affordable housing. I want to see resources invested directly towards this goal by increasing the revenue going towards the construction of affordable housing, studying the issue of vacancy, and promoting targeted developments geared towards impacted professions such as teachers and emergency responders.
2. **Homelessness.** This issue is personal to me because I have been homeless, or more accurately, one of the working unhoused. What got me out of this cycle was the compassion of others, like Ash Kalra, who gave me a place to stay without question or need for compensation. This gave me the opportunity to get back on track, and that opportunity, along with encouragement from Ash, got me to law school. I want to devote additional resources to preventing homelessness by increasing funding towards programs that keep families on the brink in their homes, and towards the development of housing and services models such as Second Street Studios. Because we are in a crisis, we must also put temporary relief solutions on the table, such as sanctioned encampments and safe parking sites.
3. **Strengthening and Improving City Services.** Ultimately, what the City provides to its residents are services, and the people who deliver these services are the workers who were unjustly targeted by Measure B in 2012. While there have been some steps to rebuild the city's workforce, there are still 600 positions that are unfulfilled. While there have been steps to rebuild trust with the officers at SJPd, we cannot retain the officers we train and hire. While the City has made some investments in our firefighters, there are no plans to bring on more even though the City is planning to bring in another 8000 housing units in the North 1st Corridor alone. We must stop lollygagging with the unfilled positions, ensure that we provide competitive pay and benefits to attract talent, and keep our promises to retain the veterans who have dedicated years of service to the City.

1. Who is your Campaign Manager?

Huong Nguyen

2. What is your Campaign Budget?

City regulations prevent the fundraising period to begin until September 5, 2019. My goal is to raise at least \$100,000 for the March 3 Primary.

3. Please share your Top Ten Endorsements:

Ash Kalra, Assembly member Sally Lieber, Former Assembly Member Paul Fong, Former Assembly Member Magdalena Carrasco, San Jose Councilwoman Don Rocha, Former Councilman Rich Tran, Milpitas Mayor Karina Dominguez, Milpitas Vice Mayor Claudia Rossi, Santa Clara County Board of Education Peter Ortiz, Santa Clara County Board of Education Martha O'Connell, Golden State Manufactured Home Owners League, GSMOL A more complete list of support is available online at www.huytran4sanjose.com/endorse

4. Would you support or oppose a 3 county ballot initiative for a permanent ⅛ cent sales tax to fund Caltrain?

Support

Caltrain electrification is a big upgrade that is long overdue, but I am cautious to commit to more sales tax increases in order to fund our services and needs. The objective of providing financial support for the electrification and expansion of Caltrain is truly worthy of investment, but we are potentially facing several measures to increase our sales taxes, which places financial burdens on lower-income families, many of whom may not actually use Caltrain. We are in a very tender situation right now as a single person making \$66,000 annually is considered low-income, and each time we squeeze more of those dollars away, we make it harder to thrive in San José.

On City Council, I will work with our transit agencies and partners to find the financial means to support Caltrain. I know many community leaders have looked elsewhere, but resources are available, we just need someone with the energy to actually secure them. The cause is just and important enough to consider a sales tax, but we must be tender in light of multiple potential efforts to raise the sales tax so that we do not create an additional burden on our working families.

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

Support

As San José grows, so grows our need for fundamental resources such as housing and services such as public transit. San José is becoming a center of economic growth with Google coming in and massive development being planned, particularly in North San José. With this growth, it is incredibly unlikely that San Jose alone will build enough housing to meet the demand that comes with our growth.

For a long time, San José was the suburb to our neighboring cities, which is shown in the jobs to housing deficit that we currently face. One of the best solutions to this is connecting San José with other parts of our region and state that have more land and more affordable costs where housing can be built. Expanding the ability of people to reach San José from south county, along the 152, and into the Central Valley creates an outlet for the housing demand that can be met in those areas rather than in the limited development sites that we have in San José.

The irony in the delays to completing High Speed Rail is that HSR can be one of the most environmentally friendly and safe modes of transportation in our toolkit. It is certainly better than

having over 100,000 super commuters on the freeways that create massive traffic congestion and dangerous driving conditions on top of the environmental damage.

On City Council, I will focus on our responsibility to continue building housing, particularly for those families who fall in the low-income to extremely low-income range of wage earners. I will fight to prevent San José from having to continue to bear the burden of housing the workforce for the Bay Area. Our neighbors need to play a role in this, and if we can finally bring High Speed Rail to Silicon Valley, we will be able to create a new corridor and new partners in solving our biggest challenges.

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

The entire Bay Area is growing, and the ability to commute from where people live to where they work is being stretched to its limits. The advent of the supercommuter phenomenon shows how we struggle with this. My own brother was a supercommuter for years, commuting from Richmond to Woodside until he could not bear it anymore. He joined the countless families fleeing the Bay Area and in the summer of 2019 transferred his job to Dallas.

Truly, we need a big solution to this problem because the massive number of people on the freeways is dangerous for our planet and dangerous for the drivers. I believe that we must transform our transportation infrastructure and how we think about commuting. However, I hesitate on this for the same reason I hesitate with any proposal for a sales tax increase - we are making it very hard for working families to stay here in San José.

On City Council, I will explore various means to fund our transit needs and see what we can do with community partners to make these big dreams real. I want to protect our families from bearing this burden through a sales tax increase, but I am supportive of putting this measure on the ballot to let the voters make the ultimate decision.

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

Support

Google has so far shown itself to be a willing partner, and that makes me optimistic that the net effect of Google moving into San José will be positive. The fears that many have is that we will see the uprooting of the families that have been in these neighborhoods for generations and the project will only worsen the housing crisis due to the increased demand that comes from their workforce.

These concerns are valid. Creating 20,000+ new jobs would result in a lot more economic activity that benefits the City as an entity, but that begs the question of what a "city" is. Is San José just a measure of the dollars that flows in and out of our local economy? Is it just the buildings that will transform our skyline over the next decade? For me, San Jose is the people it serves. It is the communities that have been here for decades and the new families that want to

be part of it, not take advantage of it. It is the Berryessa Flea Market, where immigrant families found opportunities to open their first businesses. It is the culture that was created when working families bought their first home in Berryessa and opened their new schools.

Google has become the face of displacement because the question that looms for people who fear it is whether San José will include them in the transformation that is beginning right now, or if the new San José forces families to leave the homes that they have known to make room for potentially 25,000 people who come in to work for Google. This new San José must find solutions the 6500 homeless and unhoused residents, 83% of whose last address was in Santa Clara County.

On City Council, I will be supportive of companies, organizations and people that want to invest in San José, but I will always protect the families that are here because we cannot displace our community in favor of economic advantages for a select few. I will be transparent about this project and make sure we do it right. I am excited about this opportunity, because we have a chance to build one of the world's most premier downtowns and transit hub. The result will only be a hit if includes the families that have made San José the community these major companies want to be in.

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

Support

Each proposal is addressed separately:

I support a marginal increase in the real estate transfer tax. The average price of a home in Berryessa is close to \$1,200,000. The ability to buy a home in Berryessa at this point really belongs to those individuals or families that earn over \$250,000 per year. A fractional increase in the real estate transfer tax that brings our rate more in line with the rates set/or in effort to set by other cities such as San Francisco and Oakland can provide much needed resources towards addressing our housing and homelessness crisis. While I have not seen any formal proposal yet, I support an increase in the real estate transfer tax to help us address the housing crisis. These dollars can make a difference.

I do not support a commercial-only or general parcel tax at this time. Right now, the better approach would be to support the Split Roll initiative, rather than have the city assess its own parcel taxes. Prop 13 has been a systemic restriction on public funding that has impacted not just cities, but schools and counties as well. The initiative that is currently being proposed for the 2020 election splits commercial properties from the Prop 13 limits and allows commercial properties to be taxed at their true value. It also includes provisions that exempt small businesses to keep cost projections more predictable for the mom and pop entities. I am not in opposition to a commercial-only or general parcel tax entirely, but I believe that a better option is already being presented.

I support a vacant land tax, if we do it right. Land is an incredible commodity right now, and its cost is one of the biggest barriers to development. We need to make use of the land that we have available within our urban growth boundary, and having empty units for commerce or housing is a waste. I support this in concept currently because the struggles that Oakland is having show how hard it is to define “use” and implementation of this fee.

On a related note, I believe that vacancy itself is an issue that must be studied. As of 2017, there were 11,000 residential vacancies in San José, 4000 of which have no clear reason as to why. Ryan Jasinsky, my former colleague on the San José Housing Commission representing mobile home park owners, informed me that even a fraction of these homes coming on the market can have an immediate impact on prices. The same potential applies to commercial vacancies as well.

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

Each issue is addressed separately:

I fully support shifting the mayoral elections, and have already submitted public comments in support of this. I quote that statement here:

“The strength of a democracy is measured in how its people participate. The multitude of voices representing every walk of life in a community is what makes a democracy strong. San José should be given the right to decide on how to elect the person that serves as the representative of the entire city.

There is only one elected representative at City Hall who is chosen by and accountable to every resident in San José, and that is our Mayor. San José’s Mayor is empowered with unique responsibilities, duties, and abilities because they represent our all of us. Our city should ensure that voting for mayor is done with the greatest participation, and because of this, I urge the Council to bring forward a ballot measure to let residents decide when we should elect our mayor.”

“While this may not be the biggest issue before us, it has been shocking to hear what those opposed to this change are saying. The most troubling argument has been that voters should not be presented with this choice because “people who care vote,” as presented in Councilmember Diep’s memo. It is deeply concerning to hear any government official, elected or not, make such a dismissive statement and suggest that presidential cycle voters are chaotic and random. San José is a welcoming diverse community where every voice should matter. We cannot dismiss our own residents because we don’t agree with their decisions.”

(full statement at <https://www.huytran4sanjose.com/mayoralcycle>)

I stand by this because I believe in democracy. Greater participation in who elects our mayor gives that person a stronger mandate to make the tough decisions for the benefit of our city. We should not fear or dismiss presidential cycle voters as people who do not care.

I am supportive but hold reservations with the limitations of contributions. In a democracy, the loudest voice must be of voters themselves, and not the money that is spent to buy influence or airtime. A lot of “dark money” is spent by PACs and locally as Independent Expenditure Committees to win elections so that they may control or influence policy to the benefit of profits and cronyism. Some of the individuals and interests that would be limited are many of the people already with a seat at the table or have major influence at City Hall, sometimes not for the benefit of the people.

This general desire to see the influence of money reduced in elections is tempered on this specific issue because of my profession as an attorney. I am hesitant on this issue because it may not be the best way to address campaign finance reform and transparency as it will face challenges in court and could be overturned.

There are other options that I believe would pass legal muster, such as public financing of campaigns, or vouchers that can be provided to residents to contribute to their candidate of choice, such as Seattle does with its democracy vouchers.

On City Council, I will always work to expand our democracy. There will be times that I am extremely supportive of a ballot measure and others when I will be opposed. I will always do my homework, and believe that presenting these issues to you is one of the best tools we have to ensure the voice of the people is heard. The more votes cast the stronger the push to advocate change.

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

I fully support this, but I would hope we could meet the zero-emission goal sooner. Climate change is a self-inflicted wound, one that has slowly bled for decades. However, when Greenland, Alaska, Siberia, and the Amazon are literally on fire, and when Iceland has lost one of its iconic glaciers, we must realize that we are fast approaching the precipice of a global catastrophe.

On City Council, I will embrace zero-emission programs and investments. I will look beyond just beyond busses and seek various ways to reduce our carbon footprint. Of particular note is how we manage our growth and development. I will advocate for a “green building code” to ensure that our new developments are catered to the technologies that are environmentally friendly and that we manage our growth to expand our public transit options and reduce our reliance on cars.

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

One of the areas most at risk to the rise of our sea waters is Alviso, the northern tip of San José that has been neglected. Alviso is one of our hidden gems due to its natural beauty and juxtaposition to one of the most ecologically diverse habitats in the world. It is also the part of San José that will suffer the most if sea levels continue to rise.

Climate change is a global threat, and one that requires global attention. While that is unlikely to happen right now, we can still do our part regionally by working together to address the consequences of our long neglect. It is our duty to collaborate on how we address climate change and the consequences of climate change.

It would be a privilege to work with the Silicon Valley Leadership Group on this and any other matter of public importance, regardless of what title I have.

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

Support

The services that we take for granted and the infrastructure that we rely on in our daily lives requires funding. Our ability to respond to the housing and homelessness crisis requires funding. Expanding our vital systems to accommodate for commercial and residential growth over the next decade requires funding. Our safety, schools and so many other public goods require funding. Funding can come from a variety of sources, but one of the biggest sources was cut off when Prop 13 was enacted. This has left our public services and public infrastructure struggling to find ways to make up for the revenue it has lost. Schools have levied parcel taxes, we have enacted multiple bond measures to fund projects locally and across the state, and we look for ways to draw revenue from every other part of our lives, from toll bridges to sales taxes. We need to restore this as one of the avenues to generate revenue to give us another means to fund critical support for our schools, roads, and services.

On City Council, I will be laser focused to ensure tax dollars are spent wisely and we remain fiscally prudent so that we invest in the needs of the community. Residents work hard to earn their wages, and I will respect the dollars that are taken through taxes and fees. I will be willing to take bold leadership to present policies that will lift up our families in this new economy.

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 oppose this mainly because I do not believe it is the role of City Hall to turn over land when our school boards should be leading the efforts to assess these locations.

Speaking generally, my view of charter schools is that they may operate freely so long as they do not draw resources away from our public schools, and meet the outcomes they promise. Charter schools are very prominent in San José and have been an alternative for many families to do best for their children's learning, but charter schools are struggling to prove their overall effectiveness and ability to meet the standards that we expect of traditional schools.

Public education is the great equalizer for our society and lifts people up that otherwise would not have the resources to get a quality education. Our public schools truly are our most important investment. I believe that the grand vision of the American education system was to give every person the same starting point. Each child should have access to education to help them mature and grow into responsible adults. We are far from achieving such a system, but we cannot abandon the idea that every child deserves the same access and the same opportunity.

On City Council, I will be a passionate advocate for our youth. If the next generation starts steps behind because we were unwilling to support them, we are failing in our work. My entire academic career before law school was in public schools staffed by caring teachers and support that believed in supporting our youth, I was able to graduate from SJSU and start on a path that has led me to earn my law degree, co-found a law firm, be appointed to a city commission, and co-found and serve as President of the Vietnamese American Roundtable, a group of San José's younger Vietnamese-American generation, to develop a community to support each other and our city.

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?

I have been fortunate to maintain open dialogues and positive relationships with a full spectrum of individuals and organizations. I believe in earning respect is incredibly important, even with those that you may disagree, especially if you are neighbors seeking to work together for the advancement of our community.

Many of the differences that exist with my allies and supporters are usually based in approach or strategy rather than objective. I often support a strong and direct approach. I care very much about the issues and I know my passion is recognized by community members, that is why many of them encouraged me to run. Some issues call for bold action and some call for a more nuanced approach, I am thankful to have a network of supporters that share similar goals and values, and it's a network that continues to grow with the more people I connect with.

San Jose

Andrew Boone

San Jose City Council, District 6

Stagehand

Top 3 priorities citywide

1. Affordable Housing for Everyone – Expand Navigation Centers to serve all unhoused residents with housing and social services, reduce rents by building housing we can actually afford – and by building a lot of housing especially near public transit stations.
2. Safe and Affordable Transportation for Everyone – Eliminate all transit fares, establish world-class extensive, fast, and frequent bus and rail services throughout San Jose and beyond, re-design all public streets as Complete Streets safe and convenient for people of all ages and abilities using any mode of transportation including walking, skating, scootering, and cycling.
3. Prosperity for Everyone – Raise the Minimum Wage to \$25/hour, Rent Control with maximum annual rent increases of 1% with duplexes, triplexes, quadriplexes, and Accessory Dwelling Units included. Universal Health Care: Tax Corporations to provide high-quality health care to all San Jose residents. Climate Change – Slash Greenhouse Gas Emissions in San Jose: 50% by 2025, 80% by 2030.

1. Who is your Campaign Manager?

Myself

2. What is your Campaign Budget?

\$5,000

3. Please share your Top Ten Endorsements:

Monica Mallon

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

Oppose

I do not and will not support any proposed sales tax for Caltrain. In fact I founded and direct the only existing opposition campaign dedicated to defeating this specific sales tax, called Vote NO Caltrain Sales Tax 2020 (nocaltraintax.org). The proposed tax is damaging for many reasons, most importantly because sales taxes are the most regressive tax we can possibly choose to fund better transit service. Sales taxes disproportionately burden our lowest-income residents, and are already over 9 percent in the Bay Area and could exceed 10 percent after the 2020 elections. Taxing large corporations and wealthy property owners instead is a far fairer and more economically productive policy, because it both frees up money for residents who will spend it immediately on the necessities of life and finances public services with funds from those whose operations will be least affected by a tax – the wealthy.

Another problem with the Caltrain Sales Tax is that it is only “necessary” because Caltrain/SamTrans/San Mateo County Transportation Authority continues to pursue a long-outdated and spectacularly-damaging policy of spending hundreds of millions of taxpayer dollars annually on highway traffic capacity expansion projects. For example, 14 miles of Highway 101 in San Mateo County are now being widened from 8 to 10 lanes with new toll lanes for around \$600 million – the same amount as would be generated in six years by the proposed new Caltrain Sales Tax. The tax proposal provides zero reform of the agency's dysfunctional governance structure, in which only local elected officials are eligible to be appointed as members of the Boards of Directors, rather than being directly elected by voters and therefore accountable to residents. The lack of any democratic governance structure is exactly what allows Caltrain and other local transportation agencies including the Valley Transportation Agency to continue funneling billions of taxpayer dollars into highway expansion projects rather than better public transit against public will.

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

Oppose

I do support California High Speed Rail in concept but do not support prioritizing this high-cost project above other more critically-needed transportation needs such as local bus service. High Speed Rail will serve only California's relatively wealthier residents, and will not be affordable for low-income residents to use regularly or at all. Our poorest neighbors cannot even afford to ride the bus across the city for \$2, let alone a super-fancy new train to the Central Valley for \$100. We need to fund local bus and rail services that expand work and education opportunities for many more people than the small segment of the population doing inter-regional mega-commutes, a type of commute that we should not be encouraging anyway. I support constructing California High Speed Rail after investing adequately in our local bus, rail, bicycling, walking, scooting, and other active transportation systems, and the immense \$70+ billion cost of the new rail system would go a very long way if spent instead on low-cost, high-benefit services such as buses and bicycles.

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 do not support and will continue to strongly and stridently oppose the proposed “Faster Bay Area” Mega Tax – a one percent sales tax hike for the entire San Francisco Bay Area that is by far the most damaging and ill-conceived of any transportation tax ever proposed for the region. In fact I founded and direct the only currently-existing opposition campaign to ensure this tax is not approved: Vote NO Mega Tax November 3, 2020 (nomegatax.org). This tax would entrench our home the beautiful Bay Area even further into dependence on automobiles, dysfunctional public transit, and continued high per-capita greenhouse gas emissions. Why? Because spending 20 to 30 percent of \$100 billion in estimated revenues on expanding highways for more rush-hour car traffic by building new highway interchanges and widening highways with new lanes – exactly what every recent transportation sales tax in the region (2014 Alameda

County Measure BB, 2016 Santa Clara County Measure B, 2018 San Mateo County Measure W, and 2018 Regional Measure 3) has done – will result in exactly that – more car traffic. Build it and they will come. Dedicating such high levels of funding (20 to 30 percent) to highway expansion means that public transit service is starved for funding by that same amount – possibly up to \$30 billion over 40 years in this case. Build transit service NOT highways!

I would support a tax measure that is NOT a sales tax dedicated to build and operate a world-class, seamless integrated transit system to better serve Bay Area residents. But I do not support taxes to build bigger traffic jams and mega-transit project boondoggles like extending BART from the San Jose Diridon Caltrain Station to the Santa Clara Caltrain Station, a segment already served by Caltrain and VTA buses 522 and 22! I especially do not support new taxes for which public opinion and input is simply ignored by corporate interests whose leaders foolishly seek to keep destroying nature by maximizing greenhouse gas emissions from automobiles and highway construction projects. This is insane and must end. The extinction of life on Planet Earth is now occurring faster than ever before with millions of species at risk of extinction including human beings due to catastrophic climate change - and it is exactly these transportation taxes that dump tens of billions of dollars into highway expansions that are a major cause. Expanding highways to place even more cars on them and on all our other streets instead of investing in an expansion of our public bus and rail transit services is one of the worst decisions we can possibly make in 2020. Vote NO Mega Tax for Highways by November 3, 2020!

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

Oppose

I do support the development of vacant land in the Diridon Station Area with housing, businesses, parks, schools, public art, and more, especially on land immediately adjacent to the station and to SAP Center which is currently only being used as surface car parking lots. I do support the vision established by San Jose's 2014 Diridon Station Area Plan to provide enough jobs and housing to create a vibrant walking-oriented fun and beautiful urban community in which thousands of people can thrive without cars, as downtown San Jose already is just blocks to the east.

However, neither City of San Jose nor Google have considered our pleas to develop an adequate amount of housing along with the Diridon Googleplex to avoid pushing rents even higher and displacing thousands of city residents. The jobs-housing balance is WAY off with this project: 20,000 high-paying jobs and perhaps even 10,000 more not-so-well-paying-jobs but only 3,000 – 5,000 new housing units. Such a massive imbalance along with the exorbitant salaries paid by Google to its mostly male workforce is a powerful engine for the displacement of lower-income families, and as such should have been the first problem addressed with Google's project. Instead the San Jose City Council has turned a blind eye to the need for affordable housing development to be integrated in the Diridon Googleplex. I would consider supporting the Google project if the housing issues were addressed and Google agrees to hiring union labor for the construction work and guaranteeing that the jobs created are also unionized from the beginning.

Another major risk of Google's Diridon development is that it could bring an even bigger glut of killer car traffic to downtown San Jose than we already suffer from. City of San Jose and especially SAP Center have poor records regarding land use development and street design policies and are not likely to support any truly transformational type of development strategy such as a "Car-Free Diridon Station Area" or "World-Class VTA Bus Service To and From the Diridon Station Area". The Diridon Station Area must be developed in such a way that reduces motor vehicle use and enables thousands of residents to live care-free and car-free lives. When and if Google's Diridon project achieves these aims, I will consider supporting it.

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

Support

I support all four of these taxes – real estate transfer tax, commercial-only parcel tax, general parcel tax, and vacant land tax – because they are paid by our relatively wealthiest residents, not our poorest residents. Only residents who own or are buying LAND would pay these taxes, so we are taking about people in far better financial situations than most residents who cannot even dream of ever owning real property in San Jose. The city council's discussion of these taxes on June 4, 2019 was productive and interesting.

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

Absolutely YES I am in favor of the proposed San Jose Fair Elections Initiative filed by a coalition of social justice groups including the Asian Law Alliance and Silicon Valley Rising and I will be actively campaigning door-to-door for the measure and collecting signatures for it. I have supported the reform to re-schedule future San Jose Mayoral elections to U.S. Presidential election years (2020, 2024...) since 2014, when it was clear that a gross miscarriage of democracy occurred with the election of Sam Liccardo as Mayor. The margin of victory was so narrow that Liccardo would not have gained this public office and its massive power had the election simply occurred in 2012 or 2016 instead, when more residents voted. This event made painfully clear how far from democracy we still remain in San Jose, simply due to outdated election rules intentionally written to keep political elites and corporate interests in power and block policies that truly serve the public interest from being enacted.

It is absurd to label labor unions as “special interests” that “negatively impact” elections and it's disappointing to continue seeing such sophomoric name-calling in our local public discourse. Labor unions represent workers and their families, negotiating with the owners of businesses in order to secure fair wages and working conditions. These are not a “special interest” - labor unions are in the general interest, the interest of everyone. What is not in the interest of everyone are the policies pushed by corporations and landowners – and these special interests are much stronger when fewer people vote. Yes, Mayor Liccardo says holding elections for San Jose Mayor at the same time as U.S. President will “distract” from the Mayoral election and somehow negatively impact them. Sigh. Both data and simple observation prove the Mayor's

assertion nonsensical. More people would vote for Mayor during U.S. Presidential elections than during the current mid-term elections. More people voting means more people are engaged and interested in the election, not fewer. Also during Presidential elections there is more discussion and interest in elections at all levels – including state and local – and there are advertisements on television, radio, newspapers, and online. It is simply a part of American political culture that interest in elections peaks during presidential election years. The proposed Fair Elections Initiative recognizes this and its passage is critical to San Jose's future.

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

Yes. In fact I support that only electric buses are purchased from now on starting in 2019 by local transportation agencies such as the Valley Transportation Authority (VTA). Shanghai is already operating 100 percent electric buses for its public bus fleet – over 16,000 electric buses – there's no reason VTA can't purchase and operate just 500 electric buses. If they cost more just don't build highways and/or tax corporations. Problem solved.

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

I do not favor building ever-higher sea walls and levees to keep out the advancing seas as our only or primary strategy. Wetland restoration must be done first, as wetlands naturally provide a major defense to storm surges and rising seas. We must also enact sensible land use practices that include a gradual retreat from the San Francisco Bay and Pacific Ocean to higher elevations. In the simplest sense this means at least not building new commercial or residential buildings in areas next to the Bay that we know will experience ever-increasing flooding in coming decades and eventually will go under water permanently. Just don't build there. Build close to public transit stations which is what we should be doing anyway. Of even greater importance than how to protect ourselves from rising sea levels is slashing greenhouse gases to nearly zero as soon as physically possible so that the seas don't rise as much in the first place. Treat the cause not just the symptoms.

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

Support

Absolutely YES I support this Property 13 Amendment. Corporations have benefited excessively from this tax loophole for decades and caused irreparable damage especially to public education due to the resulting under-funding of all types of public services statewide. Reforming Property 13 is extremely important to California's future and I will work to inform as many voters as possible as I canvass during my own campaign for San Jose City Council.

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

Probably not. I do not understand the details of this proposal enough to make an informed decision. But since public charter schools are being promoted here by the Silicon Valley Leadership Group, they're probably a bad idea. Change my mind. What's wrong with traditional public schools again?

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?

Pass.

San Jose

Devora Davis

San Jose City Council District 6

District 6 Councilmember

Top 3 priorities citywide

1. Expand core services - police, fire, roads, parks, libraries
2. Bring more jobs to the city
3. Build more housing

1. Who is your Campaign Manager?

Pending

2. What is your Campaign Budget?

Enough to ensure a strong victory

3. Please share your Top Ten Endorsements:

Mayor Sam Liccardo, Vice Mayor Chappie Jones, former Mayor Chuck Reed, CM Lan Diep, CM Pam Foley, CM Johnny Khamis, Carl Guardino, SVO PAC, San Jose Business Chamber PAC, California Apartment Association

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

Support

Caltrain currently relies on three other transit agencies to subsidize its service beyond its best-in-the-nation farebox recovery rate of over 70 percent. To make the investments in capital and staff required for the expansion that will help our region grow economically without worsening our traffic, Caltrain needs a reliable source of funding.

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

Oppose

I support further investments in regional rail, which will provide more service where it is already needed. When there is sufficient demand for a valley-to-valley connection, I would support it.

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?

Support

I support this measure in theory, since the details are not yet worked out. We desperately need a seamless transit system in the Bay Area, so that people can travel more quickly and with less stress across our region.

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

Support

Google will bring much-needed economic vitality to the Diridon Station Area and to the downtown as a whole. Even the prospect of Google coming to San Jose has sparked renewed interest in downtown high-rise commercial development. Further, Google has worked hard to listen to the community and incorporate that feedback into their project.

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

Oppose

I supported Measure V in 2018, which would have provided this funding. However, not enough voters supported Measure V. Although we need more affordable housing, we do currently have unused Measure A funds to use. I think we need to do more outreach to our community about this issue rather than to go back to them with another tax increase for housing in 2020.

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?

Oppose

Half of the City Council district elections are in gubernatorial election years. It's important to have a citywide election in that same cycle, both to increase turnout for those district elections and also to give city issues the attention they deserve. As someone whose district election is on the presidential cycle, I can attest that the local and national issues get conflated in conversations with voters even though I only make decisions on a local level.

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

To meet San Jose's Climate Smart goals, which I support, we have to tackle transportation emissions. Zero-emissions buses will help meet our goal of reducing our carbon footprint in line with the Paris Accord.

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

As we experience more extreme weather events due to climate change, floods and droughts are becoming more common. We need to take measures to protect our region, and it needs to be a coordinated effort because we all share the same bay.

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

Oppose

The proposed measure completely eliminates the property tax increase cap for businesses, which I do not support. We do not need to give businesses any more reasons to leave California.

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?

Support

Charter schools provide options for families whose children are not succeeding in the traditional district school environment and who cannot afford private school.

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?

Multiple supporters have contacted me about building in North Coyote Valley. However, I support conserving that land for flood control, wildlife migration, and other environmental reasons, which does not please these supporters.

San Jose

Jake Tonkel

San Jose City Council, District 6

Sr. R&D Engineer, Relign Corporation

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 disincentivizes 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.

San Jose

Sylvia Arenas

San Jose Councilmember, District 8

San Jose Councilmember, District 8

Top 3 priorities citywide

1. Making our community more friendly for families and our city services more accessible
2. Improving public safety and improving systems to combat crimes against women and children
3. Expand economic development in District 8, including adding additional retail, housing, and mass transit along the Capital Expressway corridor.

1. Who is your Campaign Manager?

Jasmine Gallegos

2. What is your Campaign Budget?

100,000

3. Please share your Top Ten Endorsements:

State Senator Jim Beall, State Assemblymember Ash Kalra, Santa Clara County Supervisor Dave Cortese, Fm Santa Clara County Supervisor and Board President Blanca Alvarado, San Jose Vice Mayor Chappie Jones, San Jose City Councilmember Magdalena Carrasco, San Jose City Councilmember Raul Peralez, Evergreen Elementary School Board President Bonnie Mace, East Side Union High School District President Pattie Cortese, Evergreen Elementary School Board President Pro-Tem Leila Welch

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

Support

The future of Silicon Valley and the Bay Area are a future that revolves around dense transit oriented development and expanded and improved mass transit. That means BART expansion thorough San Jose, and it also means continued improvements around Caltrain like those that would be possible if this measure passes.

Highways 280 and 101 can only absorb so much traffic, and we are approaching that limit. Dedicated transit lines like Caltrain, BART and VTA light rail are the future for our community, but they require that we continue the investments that we've been making.

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

Support

I strongly support a Valley to Valley connection for High Speed Rail. Too many families who lived in the South Bay for generations are currently living in the Central Valley and driving endless commutes to support their families and keep a roof over their heads. We need a regional and state rail system that brings communities together and enables fast transportation. High Speed rail is expensive and it isn't easy, but it's vital for the success of our region and for

our families. It's not a cure-all, but it's a key and irreplaceable ingredient in a bright future for California.

Additionally, expanding rail is a key strategy to combat climate change, an issue that is already starting to make a really devastating impact on California communities.

Last, for local rail systems, like Caltrain and BART to be successful they need two key things: 1) Land use decisions that support transit, and 2) effective rail connections so that people can rely on rail from end-to-end. Bringing High Speed Rail from the Central Valley to Silicon Valley is key to the long term success of the entire project.

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?*

Support

I would strongly support a measure based on LA's Measure M, because, as I stated above, it's vital that the Bay Area's transit be well integrated, systematic, and robust. There are so many projects that we know would vastly improve the lives of Bay Area residents: From adding two more rail crossings of the Bay, to extending Caltrain's electrification south of the current project, to bringing light rail to San Jose Airport, to modernizing rail cars and buses, to expanding Bus Rapid Transit and other new technologies. And building a new Diridon Station to match San Jose's future needs.

For my own district, Evergreen is currently preparing for the Eastridge to BART Light Rail Expansion, which will connect my residents, for the first time, into the regional rail system. Their counting on that project delivering better access to jobs, entertainment, and regional travel -- so I'm highly motivated to help win a regional measure to support the next steps that we want to see Evergreen and the East Side have access to.

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

Support

I support Google's plans for the Diridon Station Area, because San Jose families need more good jobs to be based inside our city and we need a robust downtown core. I've been proud to work with the Mayor on fleshing out those housing requirements -- I helped author and signed the council memo on the 25% affordable homes in the area -- and I'm glad to see the progress that Google has made with starting to envision how they will invest in our community.

And even beyond the direct investments, Google's addition to the tax base in our community (compounded by the additional tax base from companies now following them into our downtown) will dramatically change the financial picture of our city government, and affect everything from our ability to keep our pension fund solvent to our ability to provide services for our residents.

There are critical details still left to review, and no specific project has yet come to the Council. But if we continue to do this project correctly, we will dramatically improve our city and the lives of our residents.

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

Support

I support putting an affordable homes measure on the ballot and am looking forward to seeing the research on the potential measure come back from the City Administration. When we saw it last at Council, many of my colleagues were dubious about individual methods, but I believe that as a Council we needed more information about what the voters want us to do to solve this crisis. I hope we will find broad-based solutions that fairly shares the burden between residents and businesses. I have concerns about proposals that specifically put the tax burden on any one group -- such as the commercial-only parcel tax.

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?

Oppose

I'm conflicted on this measure, because I support efforts that bring more people into the democratic process and one part of this measure does that, while the other part does the opposite. I've expressed my concerns to the sponsors of the measure and let them know that I currently can't support the measure as written. While I do not foresee formally opposing the measure, I have not endorsed it.

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

Making future bus purchases be zero-emissions buses is a smart step to move forward on combating climate change. It's also an effective way to bring the cost down, as the scale of everyone shifting their purchases over should have a positive effect. The transportation sector will be one of the hardest places to make the level of reductions to greenhouse gasses that we need, so it's vital that the public sector provide leadership with our own fleets.

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

I thank the SVLG for their leadership on promoting a regional common vision on this issue. When one municipality addresses it alone and negatively impacts others, too often the others affected are low income communities, and often people of color. Building regional partnerships

on this issue that value all communities is the solution, and I thank SVLG for their determined commitment to that approach.

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

Oppose

While I do believe that we need to reform Prop 13, I have serious concerns about the details of the measure currently placed on the ballot -- chiefly about the effects that it will have on small businesses. I'm also concerned with how high the costs would be to administer it. That said, the current system puts way too much of the property tax burden on young people trying to buy their first home, which is another major factor in our housing crisis.

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?

Support

As a member of the City Council, my role in reviewing the building of facilities is a land-use decision. That's a critical role of the council, and one I do not take lightly. If a charter school comes before the City Council with a land use proposal, my role is to review the proposal from the same criteria I would apply to any school expansion.

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?

Last year, Measure B was on the ballot and it threatened to override San Jose's General Plan with a land use at the ballot box vote. Beyond the terrible precedent, the initiative was filled with specific loopholes and would have been a blank check for the proponent. The measure not only targeted an industrial land in my district but would have converted much of the remaining industrial land to luxury housing across the city. Many of my supporters in the labor movement were initially planning on supporting the Measure, as it was expected to bring an influx of jobs in the field of construction and trades.

I had many conversations with those unions, who had also been approached by the developer and author of the Measure, and persuaded them that while initially the development of housing on industrial land would be beneficial to union members it would also bring long term tax burdens for residents. The high infrastructure costs of traditional high end single family detached homes aren't affordable nor congruent with our current general plan.

The unions involved agreed that the detrimental long term effects of the initiative outweighed the short term benefits of a job for their members. They agreed to not support the Measure.

San Jose

Jenny Higgins Bradanini

San José City Council, District 10 (open seat)

Director of Development, Women's March Foundation

Top 3 priorities citywide

1. The Housing Crisis - affordability and rising homelessness. No issue is more important than this one right now. With the rate of homelessness and displacement on the rise and with housing costs continuing to skyrocket, this is not just an imperative for our community, but a moral imperative for how we as a community care for one another. We need more affordable housing options and we need to rescue our neighbors living on the streets or in their cars.
2. Community Safety - City Hall's first responsibility is the safety of our neighborhoods. After years of in-fighting and political divisions, we are working together but still struggling to rebuild our departments and provide the safety, protection and justice that our community deserves. Petty theft and stolen vehicles remain a concern, but domestic violence is now on the rise, and we need the resources and staff to face these head on. We must also see beyond the badges and do the little things that keep our community safe - like providing safe spaces and alternatives for our youth.
3. Investments, upgrades and improvements in key city services to spur economic growth, support our families and opening access to a strong quality of life and opportunity for every resident. San José is an amazing community but inequity is causing major rifts in our community. With all the big changes happening around San José, City Hall must be guiding us on a path that lifts up our residents and improves the quality of life for every family. You can read more about my vision on how to tackle this issue and others online at VoteJenny.org/issues

1. Who is your Campaign Manager?

Allie Hughes

2. What is your Campaign Budget?

City regulations prevent the fundraising period to begin until September 5, 2019. My goal is to raise at least \$100,000 for the March 3 primary and we will be utilizing these funds to connect with the community through grassroots organizing - door to door canvassing and embracing technology's advancement in voter engagement through online and text connections. I have been fortunate to build strong relationships in District 10. I raised my family and thrive in my profession here, so I have an energized network of volunteers who support me and are ready to deliver our message to the residents.

3. Please share your Top Ten Endorsements:

Fiona Ma, CA State Treasurer; Cindy Chavez, Santa Clara County Supervisor; Sergio Jimenez, San José City Councilmember; Don Rocha, Former San José City Councilmember; Karina

Dominguez, Milpitas Vice Mayor; Claudia Rossi, Santa Clara County School Board Trustee; Carla Collins, Teresa Castellanos, & Brian Wheatley, SJUSD School Board Trustees; San José Teachers Association

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

Support

Our rail lines will be the major mode of transportation for our future if we make the right investments now. Electrification of Caltrain is an exciting realization that will help us address our environmental sustainability and deliver better quality of service to one of the Bay Area's most important transit corridors. It is important that the Bay Area is a leader in developing and implementing innovative solutions to our transit needs.

Each day we hear about new efforts and ideas in green and sustainable energy, yet if we are not making upgrades like electrification to Caltrain a priority, we limit the opportunities of the future. Cities and startups across America are reimagining how we get around, and our rail lines play an integral role. We are seeing solutions to close the "last mile" gap, and trains are becoming a viable solution for work or play within our communities and the Bay Area at-large.

BART stations will soon open in San José, Caltrain is undergoing enhancements, VTA Light Rail is expanding to Evergreen and High Speed Rail moves closer to becoming a reality. All of these transit changes are happening because the people are demanding it but more importantly because of the imperative to curb carbon emissions and greenhouse gases. We need sustainable funding for our public transit systems and a measure across three counties is a potential mechanism for doing so.

As Councilmember, I will make funding our public transit a priority. We need support from the federal to local level, and we need to find solutions that go beyond a sales tax.

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

Support

Four times. That's the return for each dollar invested in public transit, and there is not a project that could make a bigger impact for transit and mitigating climate impacts like High Speed Rail, HSR. In 2019 as many other parts of the world have long upgraded their rail connectivity, we are still without big advancements. California must be the leader on this and end the frivolous lawsuits and political fights that prevent us from cutting down on carbon emissions and the dangerous traffic congestion that is now spreading into the Central Valley. We cannot continue to let oil-company interests influence policy that limits our ability to improve transit and protect our environment. It is time to connect Silicon Valley to the Central Valley and beyond via HSR.

This matter is all the more prescient as we seem families fleeing San José for the Central Valley and disconnecting friends and family. Worse, many of our neighbors leaving still work here, endeavoring on too far of a commute each day, time that could be spent with family or at recreation, or living in the community they work in.

As Councilmember, I will champion big ideas like High Speed Rail and work with regional partners to make them a reality now. San José will soon be connected to the Bay Area by BART, we should be celebrating this achievement by connecting with more of California and I will advocate for HSR to our state leadership and end the delay for this project to break ground.

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?*

Support

The Los Angeles County 2016 ballot measure M is an excellent example of an innovative, thoughtful and detailed major transportation renovation plan for one of the nation's most congested areas. LA county voters overwhelmingly passed Measure M acknowledging the status quo was not a solution to their transportation woes and because they were presented with a complete plan.

I support a transportation plan that is funded by a one cent sales tax Measure if developed in a fair and equitable way, taking into account the diverse needs of all our Bay Area residents, ensuring adequate funding for public transportation and highways, as well as providing improvements in active transportation and goods movement, which will increase the economic vitality of our region. If we hope to mitigate the impacts of climate change, we can not wait, we need funding now to make our commute greener, safer, shorter and more efficient.

As Councilmember, I will fight the status quo and turn big ideas into real actions. I will fight for a multimodal transportation program that will address the mobility needs of today and lay a strong foundation for future generations. I will also ensure that transportation upgrades are equitable, and we ensure our low-income residents and working families have access to all modes of transportation. These improvements are the chance to lift people up and create new opportunities, and will only be successful if they help the entire community.

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

Support

If we hope to see big ideas become reality, especially to improve our transportation and address the housing crisis, we have to work with community partners to get it done. Google's interest in revitalizing and reimagining our downtown provides us a great opportunity to make a once in a lifetime investment in our community and our future. However, San José can not be another in a long list of cities that have offered up and given away too much in order to spur growth, only to be left short on the promises made. Google's commitment of \$1 billion in funds for housing will be a major boost, but as they seek to bring 25,000 additional jobs to the area that amount will not be enough. Getting this project right is imperative, not for Google's success but for the residents of San José. I am excited for what's to come for the future of San José but we must get it right. It is easy to fall for think tank talking points about how amazing this opportunity is, but this is too big of a project to not demand it be the best and the people of San José our

counting on City Hall to make sure they are not an afterthought. We must care more for the people than for corporate profits.

As Councilmember, I will be diligent and transparent on all major developments project and ensure our tax dollars are not subsidizing corporate growth. Benefits must outweigh the impacts of years of construction. BART is already coming to our downtown and with the addition of Google we can make San José shine as a world class city and the true capital of Silicon Valley. I will do my part to create solutions by providing an opportunity through an open process that brings City Hall, labor, businesses and community partners together. When we search for answers to our toughest challenges, I know that Google has the capabilities to help us find the best results.

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

Support

We cannot tax our way into solutions to the housing crisis, but we can level the playing field so that affordable units are built and the resources needed are available to make it possible to do so. For the proposed suggestions my stances are as follows:

Real estate transfer tax - currently the \$3.30 per \$1,000 transfer tax funds our libraries and fire departments, an increase in this amount would bring us closer to matching other major cities' figures; SF is at \$5 per and Oakland at \$10. Projections suggest that a small increase to the current rate could generate more than \$50 million annually to directly support housing for our homeless and vulnerable populations. I am supportive of exploring this option of updating our rates that would provide resources to be used solely for housing. Though, I am leery of making it harder for people to own homes in San José, especially for new couples starting out and looking to start a family.

Commercial-only parcel tax or general parcel tax - Our school districts often utilize parcel taxes to help support various projects or programs. I supported Measure Y in 2016, San José Unified's parcel tax, but as the results showed, it was a very slim margin of support. I think a commercial-only tax is likely to face major opposition and could find us spending more money fighting at the ballot box instead of investing in solutions. I am supportive of these ideas in concept, but I am hesitant to give full support without seeing all the numbers. I do my homework before making decisions and until we have a full financial plan, that includes oversight of these funds, I am not ready to commit to these tax increases.

Vacant land tax - Oakland is currently navigating their way through passage of a vacant property tax that passed in 2018, and along with San Francisco, San José is considering this option as well. When people live on the streets or in their cars, and when new small businesses struggle to survive because of limited options, it is both confusing and disheartening to know units remain vacant. I do not believe that City Hall should force property owners to sell, rent or lease their properties, but when we are in a housing crisis and our jobs to housing numbers are not in balance, we have to consider steps to do something. I am supportive of a vacant land tax,

but if we hope it will be successful, we need to provide the proper exemptions to avoid harm and also provide a clear definition of “use” so we aren't caught up spending more time fighting and enforcing than getting residents or business owners into units.

As Councilmember, I will work to find sustainable financial solutions to our housing and service needs. I know that we can balance incentives and fees so we spur growth and solve our major problems. The cost of living in San José is already incredibly high, and we must be intentional about not taxing our residents just to solve the problems that City Hall should already be leading action on.

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

Residents of San José deserve clean elections that provide for as many voters to be engaged as possible. Final ballot language is extremely important when making a decision on supporting important and impactful choices. I look forward to seeing the final language of the measure once these items are on our ballots.

Switching the Mayoral election cycle continues to be a challenging point of discussion. I am supportive of removing any obstacles to voting, and want to improve San José's partnership with the County to increase voter engagement and turnout. Though if the Mayoral cycle is aligned with the Presidential, more votes will be cast. I support bringing this before the voters because they should be the ultimate decision maker on this. We face a unique challenge in getting this one right because we will end up with a two-year term for our next Mayor and then back to the voting booth.

Limiting the contributions will be the more divisive and fought over portion of this measure, and why I would not want to see these items combined under the same measure. The city already has strong limits on individual donor amounts and strict allowances on when candidates can raise funds and prevents our Councilmembers from continuing to engage in political fundraising once in office. Additionally, cardroom owners and staff are already barred from contributing to eliminate undue influence that could change city policies to work in their favor. I am in support of strengthening the limitations of corporate and outside interest's influences on all elections. We often hear politicians say “contributions do not buy access or votes” however we should not be so callous in our approach and voters deserve more than promises. We need to have a policy in place to prevent unjust influences by those who seek to make profits and gain power through city policies.

I find the attacks against labor organizations to be shortsighted, through the years we have seen that labor organizations investments pale in comparison to the corporate investments in our elections. The monies spent by labor organizations come from the workers, not from corporate coffers, attempts to conflate the workers donations as equal to corporate spending is dismissive of the workers and their rights.

As Councilmember, I will support bringing forward options on our ballots to increase voter participation and fair campaign finance reform. If the people make the decisions then we are fully utilizing democracy. It is my responsibility to see City Hall as a body working for the people.

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

It takes time to upgrade an entire fleet of buses, but I do not believe we should wait until 2029 to implement this change. Climate change is our most prescient issue, and we need to make bold decisions to mitigate the impacts of carbon emissions and greenhouse gases. Public transit is the big solution to getting people out of their cars but if our buses are contributing to our pollution, the gains are limited.

As Councilmember, I will pursue every option available to make our City carbon neutral, embrace green technology and alternative energy sources to power our future without sacrificing our quality of life. Solutions are before us, we just need the right energy to make it happen.

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

Climate change does not hurt one community and spare another, we are all impacted and we all need to play a role in solving this issue. San José is an incredibly vulnerable place to flooding and sea level rise. We are the only city to have a professional indoor hockey game postponed due to weather, when the rain flooded the Guadalupe River in 1995. Then in 2017, we saw flooding cause severe damage in the downtown area again and the Alviso neighborhood in North San José, which rests about a dozen feet below sea level, has a history of flooding disasters that has limited access to one of the most beautiful spots in our city. I would be excited to work the Silicon Valley Leadership Group and other regional partners to address sea level rise and flooding.

As Councilmember, I will fight to protect our communities from climate change's impacts and ensure we have a warning system in place so our residents are safe during an emergency or disaster. It is only a matter of time before our homes and families face the next major incident, and I must do my job to make sure we are protected, prepared and safe, and that every Bay Area city is working together on this, because this concerns all of us.

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

Support

It is time to update Proposition 13. The new economy and our future cannot continue to be constricted by a policy enacted forty years ago. Many families have been able to stay in their homes and pass a house along from one generation to the next thanks to Prop 13, but it has

also been a major loophole to skirt financial responsibilities and deny cities the resources needed to provide services. Prop 13 will eventually be amended, and if not in 2020, then perhaps in 2022 or 2024. We need to work together to make changes instead of spending millions to fight one another and let this issue linger on.

Splitting roll for different assessments may cause short-term disruptions to our commerce, and it is likely that businesses will threaten to pass these costs onto the consumer. We cannot be afraid to make bold changes because of this. I know many within the business community that are prepared and willing to be good community partners and welcome this change. Corporate altruism is not a myth, and I believe that with good leadership, we can connect with the business community to mitigate the impacts while also recognizing the need for their fair contribution to lift up our entire community.

As Councilmember, I will always pursue solutions that provide financial stability so City Hall can provide the opportunities and services our residents deserve. Our housing choices and ways of life are much different than they were in 1978, and we need state laws that allow cities to have the resources our residents need instead of expecting new results from outdated solutions. I am ready to rattle the status quo to help our families and our future.

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

City Hall does not have jurisdiction to approve charter school's petitions but City Hall does have jurisdiction on land use. Charter schools have helped bring new ideas and innovation to education, but their record of successes is also filled with stumbles and broken promises. We must do what's in the best interest of our students, and only with accountability and a rigorous approval processes can we ensure the education of our youth is done with their consideration in mind. The success of their learning is top priority, not profits or land grabs.

Student enrollments are on the decline in San José, public schools face closure and are facing huge economic hits. The housing crisis is hurting our children too. I do not believe it is in our best interest to building or opening more charter school facilities that would divert our tax dollars from our public schools. I want charter school students to have access to facilities, but not at the detriment of public school students. I will work with all education partners to see that our facilities are open and used. It is easy to level attacks against our public schools and use flowery language that appeals to parent's concerns, but education should not be a for-profit industry and our children should not be test subjects for what "new ideas" work and those that do not. The California legislature put this issue under the spotlight with a slew of proposed bills, many of which I support, especially AB 1505, to address the negative impacts caused by Charter schools, including their lack of proper credentials and certifications for the educators they put in the classrooms.

As Councilmember, I will be a leading advocate for our youth and schools. Starting on the first day that my daughter started Kindergarten at Los Alamitos Elementary, of the San José Unified School District, I was in the classroom volunteering with the students and working with other parents to ensure that all of our children had access to the best education possible. I know the challenges our schools are facing, and I have been fortunate to work with many education heroes that continue to do great things for our students and schools. Respect for our educators is also a must, that is why I also provided support to our teachers as much as possible, often helping them organize assignments, monitoring assistance during recess and organizing donations drives because of the high need for classroom supplies. In 2010, I was recognized for my work as the San José School District's Volunteer of the Year. My daughter is now in her sophomore year in college and my son is in his senior year at Pioneer where I am still an active volunteer and a PTSA Boardmember.

Providing good quality education to every child is not an easy task, like they say it takes a village. As Councilmember, I will work with educators, parents and school boards to make sure every child has a safe space to learn and grow. Our public schools are vital to the success of our community, now and for the future, I will make sure City Hall is playing its part to lift up our youth and providing them a strong village of support.

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?

Since my community participation has been focused on direct action, I have not been embroiled in many of the political fights and divisions that would cause my network or friends to be in opposition with me. Though as President of Women's March Bay, a non partisan women-led 501(c)(3), I was often the facilitator of meetings with board members, women's organizations and community members who were often opposed to each other positions. I learned years ago from a mentor that setting "ground rules" was the quickest way to successful productive conversations that lead to resolutions and/or solutions. Listening, respect and clear communication are some of the most basic ground rules I have employed, and something that we certainly need more of from City Hall. If I am elected City Council, I will have many opportunities to apply these ground rules when I am meeting with constituents, supporters, staff, electeds and while on the Dias:

-Show up and CHOOSE to be present. Treat your participation as the most important conversation you can be in, we cannot have productive conversations if we are distracted by our phones or technology.

-"Why am I talking (WAIT)?" Thoughtful consideration makes what we share more powerful. Repeating what has already been said, straying off topic or cold body language does not provide for full engagement. Others notice if you are paying attention, time is valuable and we must use it wisely.

-Share your experience, not others. We do best when we speak about our own situations instead of speaking on behalf of others, especially if they also have a seat at the table. When

we know and become familiar with the experiences of those we work with, we make more informed decisions.

-State your “headline” first. Being clear and concise on your goals or concerns allows for clarity and direction of purpose or action.

-Listen. It’s the only way to understand, and inquire (ask) before you advocate (persuade).

-Seek unity not separation; critique ideas not people; use thoughtful language; listen to understand; and establish spaces to speak your truth without blame or judgement; ask what is possible not wrong; and accept good intentions. These are the key factors in providing respectful conversations and dialogues.

Most importantly the golden rule still applies: treat others with an expectation with how you wish to be treated. Conflicts and disagreements are inevitable, but they do not have to be violent, abusive, or rude. I will keep my door open to our community and meet with everyone. Even with friends and allies, there are times we agree and times we disagree, but the ability to communicate and work together is the only way to solve problems and help our community. I want people to be passionate and strong, but civility is key and goes a long way to getting things done.

San Jose

Matt Mahan

San Jose City Council District 10

CEO of Brigade

Top 3 priorities citywide

1. Ensuring City Hall effectively and efficiently delivers core services to our neighborhoods: public safety, road and park maintenance, trash removal, programming at libraries and community centers. If city government can't consistently provide these basic services at a high quality level, residents will not trust us to use their tax dollars to tackle bigger and more complex problems, such as reducing homelessness and upgrading our transportation infrastructure. I believe that we must be "brilliant at the basics" to build trust with residents and taxpayers.
2. Support ongoing economic growth in San Jose that attracts employers, creates middle-class jobs, and improves the city's weak 0.8 jobs-to-housing ratio. This priority supports #1 and helps unlock #3 by improving the City's fiscal position.
3. Make strategic public investments that promote economic mobility and quality of life for most San Joseans, including transportation infrastructure upgrades, facilities that enable our homeless population to transition off the streets, and targeted afterschool and summer programs for young people.

1. Who is your Campaign Manager?

Matthew Quevedo

2. What is your Campaign Budget?

\$150,000 in the Primary

3. Please share your Top Ten Endorsements:

Mayor Sam Liccardo, former Mayor Chuck Reed, former Mayor Ron Gonzales and former Mayor Tom McEnery; Vice Mayor Chappie Jones, Councilmember Foley and Councilmember Diep, former Assemblymember Jim Cunneen, former Councilmember Nancy Pyle, State Senator Scott Weiner and the Silicon Valley Organization PAC. You can view my full endorsement list here: <https://mahanforsanjose.com/endorsements/>

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

Support

In 2018, I proudly added my name to a long and distinguished list of Leadership Group member company CEOs who called on Secretary of Transportation Elaine Chao to approve federal funding for Caltrain electrification because, as a daily Caltrain commuter at the time (Diridon to 4th & King), I understood the unique value of Caltrain as well as how much more it could do for our region. In 2020, I will be proud again to support a Caltrain funding measure as a smart investment in our region's transportation capacity. I believe that one of government's core

responsibilities is transportation infrastructure, and Caltrain expansion deserves to be prioritized given its excellent performance and relatively small burden on taxpayers.

Caltrain is one of the most successful commuter trains in the United States. It runs through the heart of Silicon Valley, from Gilroy to San Francisco, taking tens of thousands of cars off our freeways and roads each day. The system currently operates at 125% of capacity during rush hour and recovers approximately 70% of its operating costs via fares, far exceeding the performance of most public transit agencies. On top of the obvious public demand for Caltrain's service, I am encouraged to know that the money generated by this measure would be restricted and overseen by a citizens' oversight committee. This revenue will help build Caltrain into a world-class commuter rail system, which will benefit residents across San Jose, including those who board at Diridon, Tamien, Capitol, and Blossom Hill.

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

Like many Californians, I have serious concerns about the projected cost of high-speed rail in California, which has ballooned over the years from an initial estimate of \$33B (with only \$9B needed from taxpayers) to somewhere between \$60B and \$100B (without significant non-taxpayer funding mechanisms identified). I have not seen plans for tackling growing costs or generating the funding required to complete the route. I'm also cognizant that mobility technology--from autonomy and electrification to even more innovative concepts like hyperloop--is rapidly evolving and may obviate the HSR approach.

All of that said, if one segment of HSR makes sense to boost our state's economy and as a test case of the system's viability, I believe it is the Valley-to-Valley connection, which would link the Central Valley's residents with the jobs-rich and housing-poor Bay Area. Bringing HSR to Diridon would also bolster San Jose's position as the central transit hub for the entire Bay Area, a major advantage for attracting and retaining employers, which we continue to need in San Jose. For those reasons, I could support the Valley to Valley HSR connection, pending a better understanding of the costs, financing mechanism and oversight provisions.

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?
Support

Our region has experienced incredible economic growth in recent years and our population is projected to continue to grow rapidly in the decades ahead to 10 million or more residents. Residents already face daunting mobility challenges, commuting on average 73 minutes (according to the SVCIP) per day to get to work. To support our quality of life and our regional economy, we need to significantly upgrade our transportation infrastructure, as Los Angeles, Seattle and other cities experiencing similar growth are in the process of doing. For these reasons, I support a large, long-term investment in transportation infrastructure that significantly scales our ability to move around the Bay Area.

That said, I have a few concerns that I'd like to raise here and work with you to mitigate. First, the cost of building anything--houses, roads, bridges--in the Bay Area is astronomical. We must find ways to reduce costs through streamlined permitting processes, fewer fees and regulations, and greater investment in expanding our skilled workforce to overcome significant labor shortages. Otherwise, residents' hard-earned tax dollars simply will not buy the impact they would expect from a measure of this magnitude. Second, while many of the voters I'm meeting in District 10 are frustrated with traffic congestion, they are equally concerned about the growing cost of living and spate of recent bonds and tax increases approved at the ballot box. I'm sensing widespread "tax fatigue" within our community. To win the public's trust for such an ambitious measure, campaign leaders will need to communicate concrete projects the funding will enable and explain how those projects will directly and significantly benefit residents. The campaign should also commit to establishing a public oversight committee to engender trust. Finally, while I understand that businesses bear a significant sales tax burden (\$0.34 per dollar of sales tax revenue across the 9-county Bay Area), I'm also concerned that sales tax increases are hardest to bear for our low income residents. I'd like to see the campaign address the negative impact that a sales tax increase of this magnitude will have on our lowest income residents.

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

Support

I support the proposed Google project and have been an advocate for the project within the community. San Jose will benefit from this project in numerous ways. First, unlike many Bay Area cities, San Jose is "jobs poor" relative to our resident population, which translates into lower tax revenue per capita and a thinly staffed City Hall that struggles to deliver the level and quality of services our residents expect. Google's investment and ongoing operation in San Jose will generate tens of millions of dollars per year in tax revenue that the City can use to better support our neighborhoods. Second, while our economy is currently strong, San Jose should welcome high-skilled, high-paying jobs as we seek to remain a global leader in innovation. Cities are dynamic organisms; if they are not growing and staying economically competitive, they are declining (e.g. Detroit over the last fifty years). Third, the Google project, which will be built in an economically underutilized, non-residential stretch of land around Diridon Station, will bring significant investment and vitality to both Diridon Station and our Downtown core.

Over the coming years, San Jose has an opportunity to create a vibrant urban core that most residents have longed wished for--Google's commitment will give confidence to other investors who have, until recently, largely chosen to invest in other locations. Similarly, we have made a series of investments in expanding capacity at Diridon Station and the various systems that interface with the system, thanks largely to SVLG's leadership on numerous successful ballot measures. This past work has positioned Diridon to become the leading transit hub for our entire region, which will benefit all San Jose residents (both riders and those benefiting from less pressure on our roads). Google's new campus is a critical piece of the puzzle that will help cement the momentum at Diridon. Finally, Google is doing the right thing on housing (most

employers looking to expand their operations don't commit to building housing, and especially not at this scale and with such a high proportion restricted to be affordable).

All of that said, I believe we collectively have a responsibility to ensure that the benefits of this growth (Google, Diridon, Downtown in general) are widespread and shared in a meaningful way by San Jose residents of all backgrounds. My personal goal for Google's expansion into San Jose--and the expansion of other employers in San Jose--is to see these high-paying jobs filled by an ever larger proportion of our own residents, and especially residents living in our lower income neighborhoods. We need to dramatically improve our public education system, provide before, after-school and summer enrichment opportunities (such as the Coding 5K Challenge) and work with our local employers to nurture home-grown talent so that economic growth in San Jose is not a zero-sum game for our most vulnerable residents.

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

Support

We have a moral obligation to address the growing and intertwined crises of high housing costs and homelessness in our city and region. Given the scale of our housing shortfall and the fact that the private development market is unlikely to build housing that is affordable for our lowest income residents, I support an "all of the above" strategy that embraces both privately- and publicly-financed housing development. That said, the math surrounding this issue implies that the vast majority of the housing we will need to build will have to come from the private development market, which is currently broken and should be our top priority.

Regionally, we ended up in this position through a combination of rapid economic growth, overregulation of/barriers to local housing production and insufficient public investment in affordable housing and transportation infrastructure. While we have generally built the commercial real estate needed to support job growth, we have not built commensurate levels of workforce housing, creating a market imbalance that has led to rising rents, displacement of low-income residents and widespread economic anxiety.

Publicly subsidized housing is an important part of the solution, especially for our most vulnerable residents who have experienced or are at risk of experiencing homelessness. The County's Measure A affordable housing bond has already added 1,437 affordable units to the development pipeline and is on track to deliver the 4,000+ new units that was promised to voters in 2016. We will continue to need sources of public funding to support affordable housing construction in the future.

However, and unfortunately, the scale of our housing shortfall and the high cost of construction in the Bay Area means that the public subsidy portion of the solution--even at double or triple current public investment levels--will only address a small proportion of the true need. Even the City's goal of building 10,000 affordable units by 2023 is not large enough to bend the housing cost curve for most working and middle class families in San Jose.

To truly address the crisis, we also have to fix our housing production market, which isn't generating even close to the number of new homes needed to meet growing workforce demand. This is due to a variety of reasons, from the high cost of land, labor and materials in the Bay Area to overzealous CEQA challenges, slow permitting processes and city fees. This is what our elected officials at the state, county and local levels should be most focused on achieving. Until we get serious about reducing the cost of construction, increasing the speed of approvals, embracing much higher densities in our urban areas, and better connecting our regions with excellent transportation infrastructure, we will not solve this problem for the majority of our residents affected by high housing costs.

As for the revenue generating mechanisms mentioned above that could contribute to our affordable housing stock in San Jose, I am especially interested in a vacancy tax. District 10, like many parts of the city, has prominent retail space (e.g. Almaden Via Valiente Shopping Center's anchor tenant space) that has sat empty for years while owners hold the land for a future sale or land use conversion (e.g. commercial to residential). This land is providing no public benefit and obviously would not have been originally entitled by the City to sit empty, so I would like to study a vacancy tax that kicks in after a set vacancy period and then ramps up over time.

I have concerns about a transfer tax driving up home purchase costs for middle class homebuyers, but I would be open to studying a transfer tax with a high floor (well above the median home price to protect middle class families). I'm open to learning more about the parcel tax options, but I'm frankly concerned about these options because the cost of living and cost of doing business in California is already extremely high. To fully address our housing affordability problem, we have to reduce the cost of building housing and incentivize home building at massive scale, which will require private capital markets to invest in housing production for a return. Ultimately, we need state-level reforms to help create the necessary incentive structure for the housing production market to work again.

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?

Oppose

I oppose this measure on both points. We should have the same rules for everyone who participates in elections. The claim that certain types of businesses are special interests deserving of special restrictions, while other types of businesses and all labor unions are not special interests is illogical and indefensible. As for the Mayoral race, it is true that Presidential cycles generate greater enthusiasm and therefore higher turnout. However, it is also true that people tend to focus on the top of the ticket, which means that it is not clear that higher turnout in the Presidential race will translate into greater engagement or debate around the Mayoral race. It is equally likely or perhaps even more likely that moving the Mayoral race to the Presidential cycle would in fact draw attention away from local issues. The Presidential cycle and the Midterm cycle are both important election experiences, and each offers voters an opportunity to focus on slightly different sets of issues. I do not support further consolidation

around the Presidential race simply because turnout is higher. A better solution would be to invest in voter engagement and education, especially during the Midterm cycle.

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

Yes, absolutely. The clean energy transition is underway and I would like to see San Jose leverage its procurement process to hasten it. In fact, I believe that VTA and the City of San Jose are well-positioned for national leadership on fleet electrification. San Jose International has the largest ZEV bus fleet of any airport in the country and VTA recently purchased new ZEV's to test in its fleet. Moreover, most of our county's residents are now covered by Community Choice Energy programs (SVCE and SJCE, for which I serve as a commissioner), which could collaborate with VTA and the City of San Jose to support and help incentivize fleet electrification. Over time, ZEVs should become an important storage solution that helps us overcome the challenge of powering the grid with intermittent renewables. As Councilmember, I look forward to working with local, regional and state leaders to speed the process of fleet electrification and the broader transition to a cheaper and cleaner energy future.

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

Yes, absolutely. I'm grateful that the Leadership Group is convening leaders across the region to think and act collectively to address our growing extreme flood risk in the Bay Area. Our experience in policy areas like housing and transportation has shown that city-by-city approaches are hard to coordinate and scale; with climate risk, perhaps more than any other issue, we have to coordinate and act as a region.

Cities around the Bay should be especially concerned about future sea level rise. According to the USGS, the Bay Area will experience a two-foot rise in sea levels by 2050 and could see more than 5 feet by 2100. Our coastline is currently disappearing at a rate of 2 millimeters per year, but that rate is accelerating. In the long-run, thousands of residents, some of the most innovative companies in the world, and tens of billions of dollars worth of hard assets risk damage and displacement. Voters understand this risk and support action. San Francisco voters recently passed a \$425 million bond to strengthen the Embarcadero sea wall and Foster City voters overwhelmingly supported Measure P by 80.65% in 2018 to provide \$90 million to strengthen and improve their sea wall.

I look forward to working with the Leadership Group and local governments across the Bay Area to make our region resilient to sea level rise.

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

Oppose

I opposed the original concept for the split-roll amendment, which was recently pulled from the ballot by supporters. I was worried about the impact on small businesses as well as the overall business climate in California. Of course, if passed, businesses would try to pass on as much of the cost as possible to consumers, harming our middle class. California is already an expensive and difficult place to do business; we should be careful about increasing the costs on companies lest our efforts cost the state future jobs, R&D spending and tax revenue (not to mention driving up the cost of goods and services for consumers).

That said, I think it actually may hurt economic competitiveness for legacy companies to pay property taxes that have not kept up with inflation (and are therefore significantly lower than newer competitors' property taxes) simply because they've been in existence longer than newer market entrants. I'm open to studying this dynamic and considering a fix that addresses that imbalance by allowing legacy property taxes to slowly catch up over time. I support the fundamental intent of Prop 13 to restrict rapid and unreasonable increases in property taxes that might displace businesses (or residents), but I also want to see greater fairness for newer market entrants.

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?

Support

I would support a public charter school's bid to rent or build facilities outside of those owned by the district in order to enable the school to open its doors to the community. As a former public school teacher, parent and taxpayer, I am a strong supporter of our public education system. I also believe it is in need of deep, foundational reform. Every student, regardless of circumstances, should have access to a high-quality, publicly-funded education. Unfortunately, many of our public schools today do not meet a sufficient quality bar, especially for our students of color, who are significantly less likely to be prepared for college upon completing high school. This situation is unjust and it perpetuates cycles of poverty and marginalization that prevent far too many people from achieving their potential and pursuing their happiness.

Our public education system surely needs more funding per pupil, particularly dedicated to teacher salaries (to help attract and retain the very best teachers society can provide), but also for upgrading facilities and incorporating technology. But we also need to rethink the structure of the school day and the school year, the training and support teachers require to be successful, and the potential for modern performance management techniques to enhance school operations. This is where public charter schools provide unique value. Public charters have greater flexibility to customize their approach to serving the community, which is especially important in communities that have been consistently underserved by traditional public schools. Public charters like Gilroy Prep and KIPP Heartwood demonstrate that greater flexibility can enhance innovation and more importantly, outcomes, for our most disadvantaged students. We can embrace positive change and innovation in our public education system without sacrificing the value of universal, publicly funded education for all children.

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?

In recent months, I've had conversations with land owners and developers who generally support my vision for San Jose and my campaign platform, but would prefer to maintain the current General Plan assumptions for Coyote Valley, which includes 30,000 new jobs. They've made reasonable arguments related to property rights, the City's need for more jobs to expand our tax base, and the value of creating a counter-commute traffic flow rather than intensifying the existing commute pattern on highways 101, 85 and 87. In the abstract, I find these to be compelling principles that I would apply in many circumstances.

However, I believe that Coyote Valley is a unique and irreplaceable asset for our community and the larger ecosystem upon which we depend, which has led me to support significant changes to the General Plan's earlier vision. To name just a couple of the environmental benefits, Coyote Valley provides groundwater recharge and important wildlife crossings between the Santa Cruz and Diablo mountain ranges. It is also the last significant open space remaining on our Valley floor, which we should preserve for future generations to enjoy. Rather than develop Coyote Valley according to the General Plan's current land use designations, I would like to see a new vision for a mixture of open space preserve and agriculture/agri-tourism. I believe future development in Coyote Valley should be limited and should support a new vision for the area remaining primarily undeveloped while still economically viable, closer to what has been achieved in parts of the Sonoma and Napa valleys, with their farms, vineyards, campgrounds, hiking trails, and so forth.

In all, I think I've been able to listen and understand the perspective of those who support the current plan, but ultimately stand for something I believe in, communicate my reasoning effectively, and maintain the support of those who may disagree with me on this issue.

San Jose

Helen Wang

city council D 10

retire RN administrator

Top 3 priorities citywide

1. Protect & enhance D10's quality of life in terms of its property values and open spaces
2. Protect & enhance D10's safety
3. Protect & enhance D10's publican services

1. Who is your Campaign Manager?

Jeff Wang Chinese American, Nancy KieuNga Avila Vietnamese American, Allie Lopez Filipino American

2. What is your Campaign Budget?

100K

3. Please share your Top Ten Endorsements:

Former US Cogressman/Seantor Tom Campbell, Former Insurance Commissioner Steve Poizner, Former Assembly Catherine, Former Mayor Saratoga Aileen Kao, Milpitas Councilmember Bob Munez & Anthony Phan, Fremont Mayor Lily Mei, San Leandro Councilmember Benny Lee, Milpitas School Board Michael Tsai, New Haven Unify School Board Jeff Wang, Senator LingLing Chang

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

Support

In general I support increased transportation capacity in the Bay Area, which is long over due, very inadequate, and will only get worse. Basic infrastructure augmentation, especially mass transportation that is convenient and user friendly is essential for the growth we expect and desire in Silicon Valley .

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

Oppose

The High Speed Rail focus appears to be wasteful, poorly conceived, opposed by many in the Central Valley, and will detract from the more desirable Bay Area connectivity.

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 could support this if economically feasible, environmentally defensible and affordable to the area tax payers.

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

Support

Economic growth and expansion of technological capabilities are inevitable in this county, this state.... and the center is Silicon Valley. If it does not happen here, it will happen elsewhere. San Francisco, New York City and London are centers of world finance. Silicon Valley must maintain its dominance as the world's center of technological excellence, and this is a great opportunity to help us do so.

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

Support

We must provide affordable housing for our residents and workers to reduce commute problems, preserve livable space, and promote comfortable and safe living conditions. This should be accomplished through a variety of ways that keep housing plentiful and affordable to our residents and economically affordable to those of us who could be unfairly burdened by irresponsible or fiscally unfeasible programs (that often turn out to be actually UNAFFORDABLE). ADU's, decreased development costs, greater ease of our permitting processes, and "High Density Urban Villages" should all be utilized maximally.

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?

Oppose

It makes little sense to change the mayoral election year to "decrease the influence of special interest groups." Everyone has "special interests," even labor unions. This measure could be expensive, is unnecessary, and would benefit only the proponents of this measure, if anyone. I would almost certainly be rejected by the voters.

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 first to be required to adhere to these policy changes should be government vehicles (and building and other projects).

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

This must be a regional, Bay Area project conducted with rigorous scientific evidence, fiscal responsibility and with State and Federal assistance.

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

Oppose

The addition of commercial and industrial properties to the original Prop 13 was an afterthought. Any change must have a thorough examination of the economic consequences, and can not be used punitively against corporate, entrepreneurial and successful enterprise, especially small business, a backbone of our society. Is this the nose of the camel under the tent? (It should go without saying that the original Prop 13 concerning residential property remains sacrosanct.)

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?

Support

Within limits. I support educational choice, but there are standards that must be met.

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?

N/A

Santa Clara County Board of Supervisors

Kansen Chu

Santa Clara County Supervisor District 3
State Assemblymember

Top 3 priorities citywide

1. Housing/transportation
2. Social Services
3. Mental Health/health

1. Who is your Campaign Manager?

Daisy Chu

2. What is your Campaign Budget?

\$250,000

3. Please share your Top Ten Endorsements:

Assembly Speaker Rendon, Treasurer Fiona Ma, Congressmember Ro Khanna, Sheriff Laurie Smith, Milpitas Mayor Tran, Santa Clara Mayor Gillmor, fmr Sunnyvale Mayor Dean Chu, Fmr Sunnyvale Mayor Julia Miller, Alameda County County Scott Haggerty, John Vidovich, Assemblymember Ash Kalra, Assemblymember David Chiu, Senator Scott Wiener, Assemblymember Phil TinglargertyMef

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

Support

I supported in Assembly Transportation Committee. It will greatly reduce traffic congestion and CO2 emission in the environment.

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

Support

It will reduce the housing pressure in Silicon Valley. I have also supported BART to Tracy proposal.

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?

Support

Transportation issue is hand in hand with the housing issue! They are regional issues, they need regional solutions! Just like the discussion we had on RM3 in the State Legislators, I want to have proportionate funding for Santa Clara County. We need to address 880/101 intersection, 101/Trimble road intersection, BART to Santa Clara, 880/680 connection near Mission Blvd, complete street design on our local streets....

7. Would you support using County land for housing and affordable housing, including the former San Jose City Hall land and the County Fairgrounds?

Support

we have a lot of working poor in the region. We need to build more affordable housing throughout the County and near where people works. I have been a principal co-author of all important Housing Bills.

8. Do you support the general principle of employers needing to fully mitigate/build the housing for all the jobs they produce?

Support

This could be a City by City issue. For cities where day-time population is much higher than their night-time population, this policy may help solving the housing/job imbalance issue. It's not a bad policy for the companies to recruit and retain quality workers. This is similar to teacher's housing on school district's property.

9. Would you support a measure, such as Measure F, that regulates the amount that health care providers may charge for services?

Oppose

Philosophically I do support measure to contain the escalating cost of health care. However, I am not sure that 115% is the right number and capping the cost to patient is the best solution.

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

I am a firm believer of global warming.

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

Many area such as Alviso are below sea level. we need to protect those business's and residents from sea level rise.

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

Oppose

This proposal was meant to be on the ballot for 2018 general election. It has many holes in it. I am hoping the legislators will come up with a more comprehensive solution to address some

loopholes on Prop. 13 to have a more stable funding source (property tax) for education and local government services.

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?

Support

Local control. Leave the State government out of it.

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?

When Newby Island landfill (a long term supporter of my campaign) was causing odor issues in N. San Jose, Milpitas areas, I introduced a Bill to contain the air quality issue and give neighboring cities a voice at the table.

Santa Clara County Board of Supervisors

Otto Lee

Santa Clara County Supervisor, District 3 (open seat)

Founder & Lead Attorney at IPLG, LLC and CA DNC Member

Top 3 priorities citywide

1. Housing Affordability. The cost of housing is hurting our young families, seniors and veterans. We need to do more to create more affordable housing, especially for our most vulnerable populations.
2. Homelessness & our unhoused neighbors. The growing number of people forced to live on our streets, creekside and in their cars is unacceptable. We need to get people off the streets and into temporary and permanent housing.
3. Infrastructure investments, maintenance, upgrades and improvements. You can read more about my priorities and plans to address them online at OttoLee.org/issues

1. Who is your Campaign Manager?

Mark Tiernan

2. What is your Campaign Budget?

County regulations limit fundraising to \$250,000. We already have over \$220,000 in funds for our campaign. Supervisor is a serious role, and it is important to have the funds necessary to deliver our campaign message to the district.

3. Please share your Top Ten Endorsements:

Anna Eshoo, US Congress, CA-18 Norman Mineta, Fmr. US Secretary of Transportation and San José Mayor Mike Honda, Fmr. US Congress, CA-17 Ted Lieu, US Congress, CA-33 Betty Yee, State Controller Fiona Ma, State Treasurer John Chiang, Fmr. State Treasurer & Controller Rod Diridon, Sr., Fmr. Santa Clara County Supervisor Pete McHugh, Fmr. Santa Clara County Supervisor Dianne McKenna, Fmr. Santa Clara County Supervisor Liz Kniss, Fmr. Santa Clara County Supervisor A more complete list of support is available online at OttoLee.org/endorsements

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

Support

Investments in public transit, especially electrified rail lines, will be the biggest factor in curbing CO2 emissions and the impacts of climate change. The Bay Area must be a leader on this and I will absolutely support a measure that will provide permanent funding to improve Caltrain frequency and reliability. The Caltrain corridor is more than just a daily commute for riders, but an access line for commerce, entertainment and recreation from Gilroy to San Francisco.

Whenever I have to commute to San Francisco for work or fun, Caltrain is always my first consideration. The more efficient and more frequent service options are available for riders, the

greater the chance for increasing ridership and getting people out of their cars. As Supervisor, I will work to strongly support Caltrain and find ways to see ridership hit 200,000 before 2040.

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

Support

Having traveled on High Speed Rail across the world, I know firsthand how efficient and necessary it is as a mode of transit. High Speed Rail (HSR) should already be here. I support the funding and construction of HSR, not just from Silicon Valley to the Central Valley but to the San Fernando Valley. Political divisions, frivolous lawsuits and a lack of bold leadership and vision have delayed this project, allowing costs to rise drastically and leaving thousands of people in limbo about a hopeful opportunity that can connect so many of us.

After returning from service in 2012 I made a lot of great connections and relationships in the Central Valley and know how much of a boost HSR can be for our families. This boost is incredibly prescient as displacement is causing many of Santa Clara County's families to flee to the Central Valley. The long drive disconnects families, and for many it is still their commute for work, leaving before the sun rises and home after the sun sets, generating tons of greenhouse gases daily.

Like Caltrain, BART and VTA's Light Rail, High Speed Rail has to be one of the public transit options we embrace if we are going to take climate change seriously. Every dollar we invest in public transit has a 4x return rate. We need national and state leadership willing to make the commitment.

As Supervisor, I want to be on the platform with my colleagues and other community leaders as we cut the ribbon opening Silicon Valley's HSR station.

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?

Support

Los Angeles County provided a plan that included major light rail expansions, creation of new bike and pedestrian pathways, major freeway and road maintenance plans and so much more. I believe that Silicon Valley is in need of a major update and upgrade to our transit lines, but as VTA is extending Light Rail to Evergreen, we are also seeing cutbacks in services. Public transit has been a piece by piece approach, it is time for a major and massive review and creation for a plan to make the hub of innovation and technology the home to transit solutions.

As Supervisor, I will guide visionary ideas to become real solutions that we can take to improve our transportation. I also want to see us make this investment now. For residents in LA County, Measure M will increase to 1% in 2039, while this provides for funding stability, it also means the changes that people paying for now will not be realized for more than a decade. I don't believe we can wait, we need to take action now.

7. Would you support using County land for housing and affordable housing, including the former San Jose City Hall land and the County Fairgrounds?

Support

The old San José City Hall continues to be a discussion point for housing and I think the Board of Supervisors has a real chance to do something positive with this land. The Santa Clara County Fairgrounds is another potential site for discussion, and while I am open to utilizing some of this space, all housing solutions need to be thoughtful in their connection to public transit, parks and green spaces and near the services and commerce that allow for healthy neighborhoods.

As Supervisor, I will seek to review all land options and find viable areas that we can utilize to address the housing crisis, and to ensure we protect our open spaces.

8. Do you support the general principle of employers needing to fully mitigate/build the housing for all the jobs they produce?

Oppose

Changes to our economy have put Silicon Valley into a difficult position to provide both stable jobs to housing balance and enough housing for the persistent need. Cities are now pushing companies and major employers to step in or be held accountable for the needs of our community. However, it is simply not practical to expect all employers to provide housing solutions for all of their workers.

As Supervisor, I will work with our business partners to create solutions to our housing needs. Companies know that if the cost of living is too extreme and if housing options or quality of life is limited, then eventually these impacts hurt the workforce and hiring. I know that we can work together to invest so that the working families of Silicon Valley work in the communities they live and we provide sustainable jobs to housing balance. As I grew up in Hong Kong, I strongly believe smart growth and building high density housing in downtown areas and along major transportation hubs will be our best way to solve this problem.

9. Would you support a measure, such as Measure F, that regulates the amount that health care providers may charge for services?

Oppose

I am thankful that our friends at SEIU-UHW are leading the fight in California to control health care costs and ensure that everyone has access to affordable care. While I am supportive of the intentions of Measure F, it is a piecemeal approach to a health care system that needs a full overhaul. We need to work to mitigate health care costs as they rise and access becomes more limited, but thankful Covered California is providing care to many residents that had none prior.

As Supervisor, I will work to expand health care services at County hospitals and facilities and reduce costs so everyone is provided care. One of the County's major responsibilities is the health and well-being of the residents, and I am committed to delivering the best quality service to anyone that walks into our hospitals.

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

In China today, every city bus is electric, already! We have fallen behind significantly and it is imperative that our replacement vehicles are zero-emission. I look forward to seeing this change occur so that Silicon Valley is a leader in addressing the impacts of climate change, but we should not wait until 2029 to upgrade our fleet.

As the Mayor of Sunnyvale I put forward and passed several major green initiatives, including plastic bag ban, solar panel installations on city building and signing onto the 2007 US Conference of Mayors Climate Agreement, to push national leadership to take action on climate change. In addition, I have pushed commercial developers to build green, resulting in LEED gold and platinum certifications building across Sunnyvale.

As Supervisor, I will lead the fight for making our County and our 15 cities toward carbon neutral and providing services in the most efficient and green ways possible.

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

Supervisory District 3 includes some of the most vulnerable areas to sea level rise in the Bay Area. The neighborhoods of North San José, especially Alviso, have a history of flooding and rising sea level will only make this worse, hurting one of the oldest communities in the South Bay. It is imperative that we lobby hard for additional funding to protect our region.

As Supervisor, I will be persistent in my efforts to protect our homes and families from flooding. When Downtown San José flooded in 2017, a failure of communication prevented many families protecting their homes, vehicles and belongings. Effective warning systems and safe locations are a must, as is ensuring that every resident is informed and prepared.

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

Support

For years Proposition 13 has been the target and blame for many of California's financial and economic struggles. I am proud of my fiscally prudent record as Mayor, our balanced budgets and labor peace with our city departments, and additional funding available from commercial properties at fair market value will help the community and schools, especially those that are falling behind.

As Supervisor, I will seek to find solutions to provide financial stability to our residents and businesses. Sometimes the tough decisions make the biggest differences. I will also meet with the full spectrum of community partners and work to make decisions to do the most good, no matter how difficult it may be. Times call for us to rise above the status quo and put the needs of the people first.

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

When it comes to education, I believe in doing what is best for our students. Charter schools have helped to bring new ideas and innovation to the way our children learn, but some have also misused tax dollars and not fulfilled on the big promises they made to students and families, and with less accountability, resulting in students falling behind in their learning.

Pupil outcomes are measured after programs are implemented and properly assessed, and when a Charter School seeks to purchase land that is not owned by a district, they have to be provided allowance first from their local Planning Commission, especially if the land is not zoned for such use. Districts do not have the ability to offer anything beyond anything they own.

As Supervisor, I will fight for our youth and ensure they have the options and the access needed to learn and earn a quality education. I am proud to have graduated from public high school and earned my Bachelors and Juris Doctorate from California's public university system. I will work with our school boards and parents to improve our public schools and ensure the next generation has all the tools and resources needed for success.

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?

When one of my major supporters, a developer, proposed to build large office buildings by Moffett Field using traditional (non-green) building method, beyond the amount of office space allowance in the City's general plan, there were substantial oppositions. I pushed the developer to revise the plan to make the project into green buildings with LEED Silver and higher certifications. This was not agreed to initially, but after some hard work with our City's Planning Staff it turned out the additional construction costs incorporating these sustainable features and practices only raised it by less than 3%. The developer eventually agreed, and those are the very buildings housing some of the most successful companies today. These green buildings were very sought-after right after the last recession, because they had the highest LEED certification. The operating costs are also substantially less for green buildings, giving the developers and property owners extra incentive whilst using less energy and reducing greenhouse gas emissions.

Santa Clara County Board of Supervisors

Magdalena Carrasco

Supervisor, District 3

Councilmembers, City of San Jose

Top 3 priorities citywide

1. Public Safety
2. Health care
3. Affordable Housing/Transportation

1. Who is your Campaign Manager?

Campaign Consultants: Michael Terris/Alex Macapinlac/Terris, Barnes & Walters

2. What is your Campaign Budget?

\$250,000 (Primary)

3. Please share your Top Ten Endorsements:

Kevin de Leon, Former President Pro Tem, State Senate Supervisor Cindy Chavez, County of Santa Clara, District 2 Assemblymember Ash Kalra, Assembly District 27 Senator Bob Wieckowski, Senate District 10 Senator Jim Beall, Senate District 15 Councilmember Raul Peralez, City of San Jose, District 3 Councilmember Sylvia Arenas, City of San Jose, District 8 Councilmember Bob Nuñez, City of Milpitas Councilmember Carmen Montañó, City of Milpitas Peter Ortiz, Trustee, Santa Clara County Board of Education, District 6

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

Support

I would support the measure if placed on the November 2022 ballot. Caltrain is a vital public transportation option for daily commuters and people who live in Gilroy, San Jose, the Peninsula and San Francisco. With an expected influx of riders, there needs to be secure funding in place to upgrade the trains, put more trains into service during high commute hours and expand weekend and evening service. The burden cannot continue to go on the rider in the form of fare increases. If you price out young people, seniors and low-income people you risk losing riders. The more people willing to take public transportation eases the number of cars on the road, leading to less traffic congestion and lower pollution emissions.

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

Support

I support the high speed rail but it needs to be handled in a fiscally responsible manner – and as voters had intended. Having a connector throughout our Valley and the Bay Area would help get cars off the road and encourage more people to take public transportation. We do however,

need to make sure that our communities are not affected in the building of the rail and that community outreach is done far in advance to be responsive to residents' concerns.

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?*

Support

Yes, I would be open to supporting a nine-county measure. I would want to ensure that in the planning process that Santa Clara County and disenfranchised communities get their fair share of the funding and projects. Connectivity of our public transit system needs to be better in order to get people out of their cars and into transit, and for those that still need to drive we need to ensure that gridlock becomes a thing of the past. As a member of the Valley Transportation Authority (VTA), I worked to help get light rail to East San Jose. Residents in East San Jose had very few options to take public transportation. The light rail will help reduce traffic and help connect East San Jose to the rest of the Bay Area. The same goes for BART to San Jose and the improvements at Diridon Station. The Silicon Valley and Bay Area lead the world in innovation and it is time that we have a transit system that reflects that same know-how.

7. *Would you support using County land for housing and affordable housing, including the former San Jose City Hall land and the County Fairgrounds?*

Support

I support exploring any idea that will help build more affordable housing. The average apartment rent is over \$2,000 a month in the Silicon Valley. People can no longer afford to live in the area, and many have moved away. Others work multiple jobs or work paycheck-to-paycheck to make rent or pay their mortgage. The reality is that at any moment members of vulnerable communities could become homeless because of the skyrocketing rents. If the County has usable land then we must do everything to try and turn it into housing. We cannot wait any longer to build housing. We need creative solutions that help get families and children off the streets and into homes.

8. *Do you support the general principle of employers needing to fully mitigate/build the housing for all the jobs they produce?*

Support

I support the idea of everyone pitching in to help solve the housing crisis, but I do not support it being on just on the businesses and private sector entirely. Together, I think we can work together to find a way to find partnerships and places we can collaborate to build more housing and continue to create jobs.

9. *Would you support a measure, such as Measure F, that regulates the amount that health care providers may charge for services?*

Oppose

I am not familiar with Measure F but I am interested in learning more before taking a position. I am open to meeting with all stakeholders before making a decision.

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

I do support requiring all new buses purchased with federal funds be zero-emission beginning in October 2029. We cannot wait any longer to get pollutants out of our air which are caused by outdated buses. Clean energy makes an immediate impact on our communities. Buses are also very important to the public transportation system so we should look for ways to continue to provide service but at a healthy cleaner rate to our environment.

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

I support taking coordinated action against floods and sea level rise across the entire Bay Area. Locally, East San Jose was flooded due to the overflowing of the creek that runs through local neighborhoods. Hundreds of people lost their homes and belongings because of inadequate planning. Partnering locally, regionally and statewide to protect us from floods and other natural disasters is vital to the safety of residents.

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

Support

I am not 100% familiar with the Prop 13 amendment but I am interested in learning more before taking a position. However we know our urban schools have suffered since the implementation of Prop 13 in the 1970s. A one prestigious system is now in the bottom 40's in the nation. However, property taxes fund schools, so we must balance the needs of the sixth largest economy and our struggling public education system. I am open to meeting with all stakeholders before making a firm decision.

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?

Support

As a parent of children who attended charter schools and traditional public schools and a former School Board Trustee, I know the amount of decision making by local districts it takes to approve a charter school application. I do think that if the charter school meets all the requirements and is approved by the local board then they should be able to utilize areas of land or buildings that are up to code to build a school as long as the chartering district approves it. Traditional public schools deserve to be fully funded. We cannot give up on students and families that do not attend charters.

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?

I respectfully disagreed with the Realtors not long ago. CRA supported my campaign in 2014, we parted ways during the rent control and tenant protection policy changes. I did so because I represent an immigrant and Latino district, many are affected by the surging rents and the rapid gentrification happening the neighborhoods they have called home for decades. It was sworn duty to protect them from becoming homeless. However, I continue to meet with CRA on numerous housing issues in our Valley, we must all work together to make sure everyone has a home under their head.

Santa Clara County Board of Supervisors

John S. Leyba

Santa Clara County Board of Supervisors District 3
Manager, Electric Business Operations, PG&E

Top 3 priorities citywide

1. Housing Affordability
2. Address Homelessness
3. Cleanup Traffic Congestion

1. Who is your Campaign Manager?

James Rincon

2. What is your Campaign Budget?

\$150,000

3. Please share your Top Ten Endorsements:

Chuck Reed, Dev Davis, Debbie Giordano, Denise Belisle

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

Oppose

I rode Caltrain for almost 4 years as part of my daily commute. Caltrain's ridership skews affluent vs the general population, but sales taxes are highly regressive and paid by everyone with proportionately greater impact on low income families. It is not equitable that residents of Milpitas, Los Gatos, or Half Moon Bay, miles from the Caltrain corridor and unlikely to use it, should pay an ongoing sales tax to support it on every taxable item they buy.

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

Oppose

I previously supported High Speed Rail but have watched as the CHSRA has blown budgets, reduced expectations (not meeting its original Proposition 1A mandates), and continued to run roughshod over neighborhoods and communities both in the Central Valley and Silicon Valley. Rail is a 19th Century solution to the 21st Century problems of residential development restrictions, unbalanced growth, and Climate Change, which is going to require far more than expensive commuter train service to be solved.

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?

Support

In contrast to my earlier answer about Caltrain, I believe that transit systems that serve everyone can be paid for by everyone. Integrated, seamless systems work around the world, even in sprawling world cities like Mexico City and Berlin. Part of what does not work here is our disjointed, poor service that does not serve everyone and leaves whole neighborhoods underserved or unserved. The fact that it takes less time to sit in our terrible traffic than it does to take transit is a testament to local transit ineffectiveness.

Nearly 20 years ago, when I was a college student on language study in Berlin, I became a frequent rider of the BVG – Berlin’s integrated system of busses, subway, trains, and trams. The system was interoperable, used the same passes and fare structures (zones), and provided good service all over both the east and west parts of the city. Berlin is a city of interconnected villages and the BVG moved Berliners around the city very effectively, at commute time as well as off-peak and on weekends.

7. Would you support using County land for housing and affordable housing, including the former San Jose City Hall land and the County Fairgrounds?

Support

The County needs to use every opportunity at its disposal to develop both emergency as well as permanent housing on sites it already owns.

8. Do you support the general principle of employers needing to fully mitigate/build the housing for all the jobs they produce?

Support

First, the public sector does NOT traditionally “build the community’s housing.” The public sector zones parcels and permits private landowners and developers to build a community’s housing. The problem in Silicon Valley is that many cities in the West Valley have approved millions of square feet of office space and significant industrial expansion while discouraging development (or disallowing rezoning of commercial / industrial lands as San Jose has done to excess over a 30-year period.) This has resulted in an imbalance of commercial to residential capacities in these areas. Notable exceptions include the cities I seek to represent, Sunnyvale and Milpitas, which have met recent RHNA goals. Although San Jose has “underproduced” housing in recent years, it has served as Silicon Valley’s bedroom for decades and is over-housed versus its commercial capacity compared to other local cities.

Regarding Stanford: The University is a special case given their status as a non-profit institution of higher education but also an economic engine incubating technology, talent, and organizations that then drive commercial growth for the full region. As an educational campus, Stanford is in a unique position to be able to grow in a somewhat self-contained manner and should do so. Its neighboring communities are already overbuilt from a commercial standpoint and will be unlikely to grow significantly to accommodate the residential growth to meet Stanford’s needs, so Stanford must balance growth on campus lest they exacerbate regional traffic conditions and the housing shortage.

9. *Would you support a measure, such as Measure F, that regulates the amount that health care providers may charge for services?*

Oppose

Regulating health care is not the role of local government. This is a role best left to federal or state authorities, such as the US Department of Health and Human Services, the Food and Drug Administration, and the California Department of Insurance.

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

Zero-emission busses are a scalable, cost-effective means of public transportation. Removing diesel particulates (PM 2.5, etc.) from the air is an improvement in public health and a way for us to lead as the entire vehicle fleet is electrified over coming decades.

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

The health of the Bay is central to the health of our entire Bay Area ecosystem. It is important that we address sea level change carefully, ensure the safety of all communities, and protect (or improve) the natural environment, in a fiscally responsible manner.

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

Oppose

Split Roll is the wrong way to reform Prop 13 and will drive unintended consequences that will be hard to correct:

1) Despite small business exemptions, many small businesses will see large tax increases as triple-net leases allow the pass-through of property taxes from REIT landlords to small business tenants.

2) Split roll further fiscalizes land use, exacerbating the problem of Silicon Valley cities that eschew housing with high service costs and low revenues, for commercial / industrial intensification with low service costs and even HIGHER revenues... which will skyrocket if a split roll is passed.

3) Anyone facing an increased assessment has an automatic incentive to appeal the assessment, backing up requests in an already understaffed government function.

4) The mark-to-market nature of using current assessments will cause even wilder revenue oscillations at the state and local levels across each business cycle, already a problem with a state whose budget is largely dependent on capital gains and income tax influxes from waves of IPOs.

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?

Support

Charter schools and school district operations are not under the jurisdiction of the SCC Board of Supervisors. They are overseen by the Santa Clara County Office of Education, an agency which stands apart from the County of Santa Clara.

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?

As a San Jose Planning Commissioner, I supported development, including multi-family and mixed-use facilities. Recently, one community group with which I often agree believed that the Bascom Gateway Station project should have included more units and affordable units on site than planned. I was excited to see 590 new units and 200,000 sf commercial built in San Jose, the most intensive project to date, for that part of town. The community group was technically correct: the project site could have been maximized and developed in a more intensive manner.

However, in accordance with the local Urban Village Plan, the project applied step-back and set-back provisions so as to not overwhelm the existing multi-family development immediately to the north, which was “only” four stories tall compared to the Bascom Gateway eight-story residential building. As a commissioner, I explained that we need to allow “good projects” to advance which are not perfect in everyone’s eyes but strike a balance among competing interests, while providing homes and employment capacity for the next generation.

State Assembly/Senate

Alex Lee

State Assembly - District 25

Legislative Policy Advisor

Top 3 priorities citywide

1. Fixing the Housing Crisis
2. Reinvesting in Education
3. Eliminating Traffic Via Transit Infrastructure

1. Who is your Campaign Manager?

Michelle Hua

2. What is your Campaign Budget?

126,000

3. Please share your Top Ten Endorsements:

Jorge Pacheco Jr Trustee, Oak Grove School District; Kalen Gallagher Trustee, Campbell Union High School District; Kristiina Arrasmith Trustee, Campbell Union High School District; Stacey Brown Trustee, Campbell Union High School District

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

Support

Our transportation infrastructure is far behind other developed Metropolitan areas in the world. Increased South Bay - Peninsula Transit is one vital step we must take to curb carbon emissions and take cars off the road. I'd of course support this measure

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

Support

Yes, we need HSR to connect our major population centers. Californians deserve to have freedom of mobility across the state in a convenient and sustainable manner. HSR will undoubtedly transform our economy and society for the better and I will be a fierce advocate for its completion and connection with the Bay Area.

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?

Support

Yes we need a seamless, integrated transit system across the Bay Area. Our piecemeal approach is frustrating and lacking for every day riders.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

Yes, I support such legislation and would co-author legislation similar to SB 50. In fact, I live exactly in a TOD zone (currently a single family suburb next to light rail in San Jose) and can speak more to my constituents about the myths and fears perpetuated by SB50 opposition. We need more housing and we need to be building for the future in dense, sustainable ways.

8. *Do you support reform of CEQA?*

Support

I suppose common sense CEQA reform. CEQA has been a great tool to bring transparency, public input, and of course environmental protections for CA. However, I think there is room for commonsense reform - especially if a project is incredibly beneficial to the community and has a lot of affordable units.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

Yes; at a time when healthcare costs are bankrupting our communities for life-saving treatment AND healthcare industry is making incredible profits - we have to assert that human life is more important than money. The Dialysis industry is infamously terrible and manipulative as well. DaVita itself poured \$67 million against Prop 8 (more than 3x the total budget for the Yes campaign). I also voted yes in 2018 for this ballot measure.

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

Yes, but in fact I think we need to be really moving faster with our time table of zero-emissions improvements. By 2029 our mitigation efforts may be way too little, too late.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

Yes, sea level rise is an unfortunate reality we must confront. AD25 itself is vulnerable along our coasts in Alameda and Santa Clara county, so I will be a strong advocate for sea-level rise mitigation efforts.

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

Support

I wouldn't say the taxes would become "unpredictable" since it's being reassessed at market value every 3 years (from the last briefing I had on this). It's definitely not fair that business/industrial properties enjoy the benefit of a blanket protection designed to keep seniors and families in their homes. We need Prop 13 reform and this is a good first step to help rebalance tax revenues for local jurisdictions.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

Yes, CA's reliance on income tax is incredibly volatile and puts us at risk in the next economic downturn. I would want us to talk about tax reform now and looking at other structures and systems of tax while the economy is doing well. We have to learn from other countries and states and do better.

14. Do you support the creation of a statewide student longitudinal data system?

Support

If we value student success, using empirical data from all the collection we use over a student's academic career seems common sense to me

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

Absolutely yes; I will be fighting for higher education opportunities for all Californians and fighting for tuition-free college. Too many people try to get educated and come out saddled with terrible debt - debt that often is a deciding factor in whether they stay home in CA or leave for good. I will be fighting to expand access to our colleges while also holding those institutions accountable for student success.

16. 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?

A lot of conflict comes from fear and misunderstanding. When some of my supporters disagreed with my position on housing, I accept their real grievances with more development as valid. They are indeed real problems, but I also point to the common ground of problems that get worse from inaction. I've learned that having genuine conversations (even if they are uncomfortable) is best to actually learn about each other's perspectives.

State Assembly/Senate

Anna Song

State Assembly District 25

Trustee, Santa Clara County Board of Education

Top 3 priorities citywide

1. Education
2. Housing & Transportation
3. Women's issues

1. Who is your Campaign Manager?

Frank Biehl

2. What is your Campaign Budget?

\$200,000

3. Please share your Top Ten Endorsements:

Asian Pacific Islanders Legislative Caucus (API Caucus); California Federation of Teachers (CFT); Korean American Political Alliance of Silicon Valley (KAPA-SV); Delaine Eastin, California State Superintendent of Instruction (Ret.); Mike Honda, Member, U.S. House of Representatives (Ret.); Lorena Gonzales, California State Assembly Member; David Chiu, California State Assembly Member; Phil Ting, California State Assembly Member; Rob Bonta, California State Assembly Member; Rosemary Kamei, President, Santa Clara County Board of Education

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

Support

Caltrain is a significant link in providing public transportation around the bay. It currently does not have an independent source of funding. This modest sales tax increase would provide the financial base need to continue and expand service.

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

Support

Linking the two valleys is essential for the continued economic viability of our community. Because of lower land cost, high density housing development at transit stations in the Central Valley would provide a needed source of lower cost housing for employees in Silicon Valley.

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?

Support

I'm inclined to support but would like to more before committing to a 1% increase in the sales tax. Will the funds be used for infrastructure investment or operational expenses? What is the ration of funding between regional and local projects; transit and automobile related improvements etc.? What is the time frame for the tax? How will this affect the ability of other local government entities to raise funds for their needed public investments? Have other sources of funds or taxing mechanisms been explored?

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

We need to adjust our housing patterns to meet the needs of the 21st century. One solution that will permit lower cost housing and lower carbon emissions is higher density development around fixed rail transit stations. State legislation will be required to overcome NIMBY opposition.

8. *Do you support reform of CEQA?*

Support

I support reform where all parties affected by the legislation are given the opportunity to participate in the discussion and drafting of new legislation.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

While I would need to review the specifics of any future proposals before arriving at a decision, I support a general concept of regulating current healthcare cost that is out of control.

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

We need to rapidly move away from carbon-based transportation. This is one important step.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

This is a regional issue that requires a regional solution and I would very much appreciate SVLG's leadership and its convening power. When I'm elected, I promise to work with SVLG along with Bay Area state legislative colleagues.

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

Support

I understand that a new ballot initiative is being written and will shortly be circulated. I'll need to review that proposal before making a commitment. That being said I think there is a need for reform in this area and I would be looking to support a reform that is practical and implementable.

13. Will you support legislation that reduces the volatility of the California tax system?

Oppose

California's system of taxation is volatile because it relies primarily on income and sales tax, not because it's progressive. Both income and sales tax are volatile because in the "good times," an economic expansion, they produce well but in the "bad times," a recession, they produce poorly. Other states have tax systems that are less volatile because they rely more on property taxes which remain relatively stable in both expanding and receding economic periods. Tax reform is a very challenging issue and will require the building of a broad consensus in order to bring about reform. I'm willing to enter the conversation.

14. Do you support the creation of a statewide student longitudinal data system?

Support

Long overdue. Santa Clara County Office of Education has been championing a similar data system. The challenge is getting it right. I'll support appropriate funding.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

We need to develop an education system that provides training for the jobs that exist in California. This will require an increased emphasis on STEM, starting in elementary school. But we also must provide equitable funding to assure that all California students are offered the same opportunities.

16. 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?

It was regarding a certain charter school renewal which their data did not reflect their promise to serve the demographics of the nearby districts. I challenged their assertions and it created community dialogue including the stakeholders from local school districts. I believe it forced an exclusive community to become more open to the nearby school districts and encouraged collaboration.

State Assembly/Senate

Michael Brownrigg

State Senate District 13

Social Impact Investor; City Councilman

Top 3 priorities citywide

1. Affordability -- our communities are eroding out from under us. This is mainly about housing but not only that, it is also affordable and accessible childcare and better and more affordable transit, to name just two key factors. I want to boost housing in partnership with our city leaders aggressively, provide more childcare, and increase rail frequency up/down the Peninsula and around/across the bay.
2. Climate -- we need to pull carbon out of the energy stream much more rapidly; we also need to prepare our very threatened Peninsula for higher sea levels. Waste reduction is also urgent and I have been a regional leader in innovative technology and financing to reduce organic waste in San Mateo County. I want to build on that leadership in Sacramento. I will be announcing more detailed plans on all this by end of August.
3. Education -- we need to bolster resources in our K-12 and significantly increase services in 0-5 age group on a means-tested basis. I also want to bring a 4 year public degree granting institution to San Mateo County as a 2 year add on to our community college program.

1. Who is your Campaign Manager?

Katie Merrill and Duane Baughman

2. What is your Campaign Budget?

\$930k for the Primary, and General will be determined depending on competition. I am prepared to invest in my campaign.

3. Please share your Top Ten Endorsements:

All of my city council colleagues; four out of five Hillsborough council people; Supervisor David Canepa; San Carlos Mayor Mark Olbert; South SF Councilmen Mark Addiego and Rich Garbarino; Belmont councilman Doug Kim; San Bruno Council member Laura Davis; San Mateo Councilman Joe Goethals; 650 ordinary voters who have endorsed me online or in one of our 42 house parties in 20 cities.

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

Support

Our Bay Area deserves much better rapid transit, and that mainly means rail and shuttle services. (Buses play a role but will be more useful for point to point corporate traffic over time.) I am a Peninsula kid born and raised, and for most of my life, we in northern Santa Clara county and San Mateo County have thought of ourselves as bedroom communities. Suburbs are OK

with one train an hour, a couple of buses. But as the twin job-creating universes -- SF and Silicon Valley -- grew they essentially merged over the last 20 years, and so we become one single universe, and San Mateo County and N Santa Clara are smack in the middle. That is the transition we are all going through here on the Peninsula. So we are becoming a single city (with 25 jurisdictions). That can work OK for a lot of things -- I have thoughts on that -- but not transit. Our "city" needs the same kind of rapid transit service that other cities have and expect. I have lived around the world and I know lots of folks will take transit as opposed to driving PROVIDED the service comes frequently -- enough so you don't have to wait 45 minutes if you miss a train -- and provided it is not much more expensive than driving. With those thoughts in mind, I am 100% in favor of aggressively investing in our rail infrastructure ASAP, Caltrain and BART. The other benefit will be that the housing units which we all must deliver for the SF/SV/Peninsula job machine can be spread over a wider geographic area if we have rapid, frequent rail transit. We need to both bolster resources and cut red tape on these transit infrastructure projects, in my view. The downside to not doing so is not just a hit to our commercial and innovation sectors, but I believe it threatens the very fabrics of our communities, as I alluded to in the Affordability answer above. As for the ballot measure referenced, I have been a public supporter and champion of each of our recent transit taxes, such as RM3 and Measure W.

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

This is a more nuanced answer, to be honest, not really yes/no. I am a practical person and what I want to achieve is better rail transit for our metro areas (Bay Area and LA) and to build out from there, rather than starting in the Central Valley and building inwards. Candidly, I wonder about the HSR investment: for me, in addition to 30 years of public service experience I also have 20 years in the private sector, the first decade as a pure venture capitalist, the last decade as a social impact investor, so I am very familiar with risk-taking and have some scar tissue from investments that didn't work out. High Speed Rail feels to me like a venture investment that missed, and as Reid Hoffman and so many others teach us, when things miss, fail fast. Looking at the practical travel times from Bakersfield to Mountain View, if one assumes one has to connect in Merced to a regular train, seems appallingly long. My conclusion is that we should stop trying to save Bakersfield-Merced HSR, at least for now. I support a pivot: redirect that massive HSR rail investment and energy into substantial upgrades to the Bay Area and LA metro areas. Then build OUTWARD from the Bay Area into southern and eastern counties. We would not reach Bakersfield for a long time perhaps but we would create a lot more useful bedroom communities and affordable housing options in the near term at less expense and with shorter commutes for workers. HSR/Bakersfield can remain a long term goal. I completely understand the desire not to create a stranded asset -- how embarrassing -- but this is where we in Silicon Valley ought to help the Legislature and Governor get over it and make the next \$20 billion count much more in terms of our transit infrastructure and ROI. So, yes, we should bring better rail service to our far flung counties and create more housing options in that fashion (like Shinkansen did for Tokyo) but let's do it the practical and common sense way, by building outward.

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?*

Support

1000%. See my answers above. We have to do this. The only question is how best to pay for it. I support the measure described above, I would support any number of other fiscal measures too. The vision of "a world class, seamless integrated transit system to better serve Bay Area residents" is a MUST HAVE for our communities, for lots of reasons. I am a champion from City Council and would be an even bigger one in the State Senate.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Oppose

This is another nuanced answer, not really yes/no. I agree wholeheartedly with the premise: we have a housing crisis that is eroding our communities. This is my top priority in the campaign and it resonates everywhere I speak. There is almost no style of housing we don't need. This is the central issue for my Senate Campaign and I am fully committed to get housing built and de facto affordable housing preserved. Unlike other candidates, I have a track record to prove it. I am proud that in Burlingame, we are going to break ground this fall on a 5 story building in the heart of our downtown for affordable units, 54 for low income seniors and 78 for workforce families. If you had asked anyone in my city 5 years ago whether that would be possible, you would have been laughed out of the room. But not just one project: we have adopted a new General Plan that envisions growing our total housing units by 20% in 10 years -- for a city that has grown at 1/4 of 1% a year for the last 40 years! And I led the way 10 years ago to raise the heights in our downtown to 55' for mixed use developments. I pushed hard for these outcomes and worked to bring our community along on a vision that not everyone shared at first. And I know our General Plan will be transformative because before the ink was dry we already had a developer at our door with a project for 260 units, 38 of which will be affordable. And a lot other land has changed hands into those willing to take risk and do the development -- so we are going to see real production. I am proud of these accomplishments. So why do I answer "no" above, which is basically a reference to SB50? Because I believe many cities on the Peninsula are creating density, but in ways that comport with their city's layouts. In our case, we rezoned a light industrial area (that happens to be very near BART and Caltrain) for 6 story housing; SB50 would not have made that happen, it only requires cities to remove height limits where housing is already permitted. Instead of SB50's top down, one-size-fits-all mandates, I propose insisting that every city produce a plan that a 3rd party auditor and real estate expert certifies is likely to yield real production increases of 20-25% in a reasonable period of time, to be monitored every 24 months for progress. If we did that in San Mateo County, we would generate 60,000 more housing units, a huge number that would put a real dent in demand. Finally, it is really important to remember that most of the land in our cities is privately held. It is not enough to change height limits in single family home neighborhoods and expect redevelopment given the price of land. I truly fear that we could adopt SB50 and not a single project would get built, because the land price, aggregation, construction costs and risks would make deter or slow actual

redevelopment. I like TOD development, but mostly, in the face of this crisis, I like development, near transit or not. City leadership knows best where development can occur in ways that work for them and work for the developers and GETS STUFF BUILT. As for streamlining, I have long favored streamlining by government for everything, provided that there is a true planning process that occurs. I support any effort to make sure that "housing delayed" does not become "housing denied," but on the other hand developers need to be responsive to reasonable city input and requests.

8. Do you support reform of CEQA?

Support

This is very delicate, but after 8 years on Planning Commission and 10 years on City Council, I believe I have seen the CEQA process abused in some cases not for valid environmental purposes but to try and slow or deter the completion of a reasonable project because someone did not like it. I think there must be ways to ensure a project's valid CEQA environmental concerns are addressed and mitigated (if any) without becoming a substantial tax and sometimes veto to a good project overall. I don't know what those changes look like exactly but I would support common sense CEQA reform, provided environmental vigilance is thoroughly retained.

9. Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?

Oppose

I champion the goals of reducing health care costs and improving health care delivery. The US spends more than almost all OECD nations on health yet get only average or even sub-average health outcomes, so clearly something is broken with our delivery and pricing of health care. In my private life, I have helped back health care investments in Africa, Asia and even in California; here in California we supported a wonderful social entrepreneur whose enterprise provides culturally-sensitive health care advice and services over mobile phones to non-English speaking residents (www.consejosano.com), improving health outcomes in numerous disadvantaged communities, and Consejo has also led an effort to promote the better use of health tech in Medicaid (see HT4M.org), to save money and improve outcomes. That said, I am not persuaded that the ballot box is the best way to strike legislative balances on complex issues like health care service pricing, not to mention that ballot measures require future ballot measures to adjust. This is a general bias of mine, against using ballot measures for complex items that ought to be handled by the Legislature. I certainly agree that if Dialysis centers have 60% NET profit margins ("profit is 115% of cost of service") then that is excessive. Why is competition not driving those margins down? Why are the insurers, who are supposed to police health costs, not negotiating these costs down? And if we get in the habit of setting prices at the ballot box, where does it stop? Should we ask voters whether to regulate a large tech company's pricing or biotech's pricing? My strong preference is to bring this kind of issue into the legislature and debate the matter transparently and robustly to get better outcomes. Needless to say, for this to work we must elect leaders who are willing to challenge special interests, set reimbursement rates that are rational, and legislate in the best interests of the

people of California. I am that person. My whole public career has been working toward what is best for the most number of people: I owe no one anything.

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

1000% support. Burlingame is headquarters to Proterra, so I know this segment especially well. But this is not about one company or our jobs, it is about our future. My campaign will be launching an ambitious vision to get us to Zero Carbon Electricity by 2035, with concrete proposals not just wishful targets, and electrifying the vehicle fleet is a crucial part of the pathway. So YES.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

YES. I have enthusiastically supported the creation of the new Flood and Sea Level Rise Agency in San Mateo County, an initiative spurred in part by Congresswoman Jackie Speier, in order to harmonize our County's activities and planning and give us more throw weight in Washington DC. Our County and Senate District 13 are flanked by the ocean and the Bay and therefore doubly at risk, making this especially urgent. Moreover, my own city of Burlingame is deeply threatened -- 1/3 of our General Fund revenues come from companies that are within a few feet of the Bay, so sea rise is an existential threat to us, as it is to so many sister communities around the bay. Needless to say, coordinated action makes even more sense at a Bay Area level, and the recent work of the SF Bay Estuary and SPUR ("The Bay Adaptation Atlas") is to my mind an excellent survey and starting point for regional defensive action plans. I would fully support and do all I can in the Senate to support SVLG to develop a Baylands Caucus and any additional efforts at coordination, planning and funding.

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

Support

This is a difficult subject. It is inevitably true that raising tax expenses on commercial property owners will filter through to higher business expenses in our economy, with consequential impacts on profitability and jobs. One cannot deny that. That said, I believe and have stated publicly that Split Roll is an appropriate reform to our tax code in my opinion, principally because we are so far behind on our education spending vs our history and vs our competing states. In a way, I think of Split Roll as creating a near term hit to California competitiveness to create a long term benefit to competitiveness by having better educated kids and therefore more trained and productive adults and workforce. With 6 millions kids in public k-12 schools and 2 million not a grade level, that is a sign that something is wrong in our school system and being under-resourced is part of that. So the stakes are real. Moreover, while there is never a good time to raise expenses for our great business sector, the recent federal tax code changes which reduced profit taxes will offset to some degree the increased property taxes for California

businesses. And of course, for enterprises that have more recently purchased their properties, then the adjustment will be modest. Having said all that, I strongly favor using the discretion in the ballot language to design a smooth and steady transition to market rate valuations, not a sudden one. One other observation: given that my main rationale for supporting Split Roll is to drive more resources into education, and given that the Ballot Language proposes taking 40% for education and the balance for the General Fund (mirroring Prop 98 I guess), I would strongly advocate taking ALL the early money from Split Roll and putting it into education, not starting with a 40/60 split. Indeed, I would even support dedicating 100% of the Prop 13 uplift (estimated at about \$10 billion when fully implemented) to go to Age 0-5 childcare and pre-K and k-12 education. We need to invest in our kids.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

California's boom/bust revenue cycles make it extremely hard to budget and plan, and social service agencies and education inevitably take it on the chin when our State budgets crater, as they did following market meltdowns in 2008/9 and in 2000/1. The reason our budgets are so volatile is exactly as you suggest: we take a large percentage of our income from the very wealthy, most of whose income comes from the stock market, and stock markets are volatile (which a lot of people seem to have forgotten as we head into Year 10 of the longest bull market in 100 years). The State rainy day funds are a good way to create additional stability, but I would certainly support finding ways to reduce volatility for State revenue. You can also see how I answered this question when asked on Pen TV here: <https://www.pentv.tv/2019/07/the-game-281-michael-brownrigg/> at minute 21.50. I am told the other candidates will also be asked this question by the moderators.

14. Do you support the creation of a statewide student longitudinal data system?

Support

You cannot manage what you cannot measure.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

I am 1000% behind this objective and approach. For over ten years I have served as a Board Member and Advisor to Foundation for College Education, whose mission is to help kids of color in East Palo Alto attend and succeed in college and get their degrees. FCE has been enormously successful, but I have seen up close how a support network -- which wealthy kids take for granted -- can make a huge difference for first gen students. I also attended the SVLG Education conference at NetApp recently and took away a number of other good ideas to make sure all of our kids, but especially our young women and kids of color, not only have the STEM door opened but are welcomed inside and encouraged throughout. One of my table mates who works with teenage moms to get them to go back to school and improve their skills said, "if your role models are all housekeepers and social workers, then that's all you think you can be." We need to do much better. One of my central education planks in my campaign is to ensure we bring a 4 year public degree granting institution onto the Peninsula (in a 2+2 format with one of

our excellent community colleges). Giving our working kids a chance to bolster their AD degree by converting it into a BA, in a local and affordable institution, is just a common sense way for us to improve our local human capital. I will certainly support SVLG and our other employers and educational leaders any way I can to support getting more kids into STEM.

16. 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?

It is happening right now -- there is a 9 acre public lands parcel controlled by State Lands in Burlingame, and there is a heated dispute about its disposition. A group of environmentalists want to turn it into a public park with wetlands by breaking our seawall and flooding a portion of the land to create marshes and wetlands. I am in favor of creating public open space on this parcel and have been for years, but I oppose this particular vision backed by a powerful local land owner and a local environmental NGO because I believe it is a huge mistake to break our sea wall, given the issue of sea rise and future adaptation. I am convinced we will need one day to build a higher sea wall, and breaking the wall today will lead to a much more expensive defense effort in the future. Our bayside lands hold companies that provide 1/3 of our city's revenue -- so losing the land is an existential threat. The details of all this are, needless to say, longer and more complex, but this is the gist of it. My position on the park has been mischaracterized and demagogued by a number of the interest groups involved, most recently at our Sunday Farmers Market, with the proponents telling people I am an obstacle to this great outcome. I have thus received numerous emails from people saying they have supported me in this campaign or in the past and are disillusioned etc. So I write back to these folks -- and whenever I do, they inevitably say that's not the info they got and based on my analysis and project history they are in my camp. But of course, for every one person who writes to me there are probably 10 people who heard this and simply believed it. Easiest thing in terms of my present campaign for Senate would be to go along with this flawed plan -- after all, it is State Lands who makes the final decision so I could wash my hands of responsibility -- but that would not be right. In sum, I have done my best to make my position clear to my friends and supporters -- I have met with the land owner and NGO to explain my concerns -- and I will continue to do my best to protect the near term and long term interests of my city. I am not just a fiduciary just for today, I have to be a fiduciary for the next generation too.

State Assembly/Senate

Josh Becker

CA State Senate D 13

Lex Machina, Chairman; Chief Mobilizer, Full Circle Fund,

Top 3 priorities citywide

1. Transportation/Traffic and Housing (which I believe are interrelated)
2. Climate change and the vulnerability of our Peninsula communities to Sea Level Rise
3. Education at all levels, starting with early childhood, K-12, and higher Ed, including STEM education as well as all means of Career Pathways (com college, apprenticeships, more funding for higher ed, etc)

1. Who is your Campaign Manager?

Ed McGovern

2. What is your Campaign Budget?

The maximum spending cap for the March Primary is \$930,000 – I plan to spend \$930,000 in the primary.

3. Please share your Top Ten Endorsements:

Governor Gavin Newsom; Congressman Ro Khanna; San Jose Mayor Sam Liccardo; Mountain View Mayor Lisa Matichak; Jeff Rosen, Santa Clara County District Attorney; Gary Kremen, Santa Clara Valley Water District Board Member; Maureen Freschet, Deputy Mayor City of San Mateo; Lenny Mendonca, Chief Economic and Business Advisor and Director of the State Office of Business and Economic Development; Jason Baker, former Mayor Campbell and Vice President Transportation, Housing & Community Development for the Silicon Valley Leadership Group; Anne Campbell, fmr San Mateo County Superintendent of Schools

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

Support

I support it

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

Support

For background, I was a Founding Trustee of UC Merced and have been on the Board for 15 years. I chaired the Board for 2 years and have been on the Executive Committee for 10 years. Currently I Chair an Executive Committee focused on entrepreneurship both out of the UC and also trying to get Silicon Valley companies to open up an office in the Central Valley. I have been actively involved in building business ties between Silicon Valley and the Central Valley. I support this so much that we actually have looked at running our own shuttle!

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?*

Support

I support. I have been actively talking about this from the start of my campaign.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I support facilitating and encouraging Transit Oriented Development

8. *Do you support reform of CEQA?*

Support

I have recently been looking into reports of abuse of CEQA for political reasons. I would want to play a role in ensuring we keep the important components of studying environmental impacts but we look at streamlining the law so that it does not become an impediment to new housing production.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

I will only support a measure in this area that I play a major role in helping to develop.

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

I support. I have a 7-part plan to reduce climate emissions and it includes leveraging government procurement to promote clean energy and EVs. Any reasonable ways to reduce our carbon footprint need to be implemented quickly.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

I will – it's a vital necessity.

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

Support

I understand the the initial measure is no longer being pursued. I am waiting to review the full text of the next version before fully committing support.

13. *Will you support legislation that reduces the volatility of the California tax system?*

Support

Having been a CEO I know how hard it is to run a business with a wildly fluctuating top line! We must get our long term budget in shape and not be subject to the the extreme volatility we've had over the last 20 years. And we all know budgets don't expand forever. We must prepare for any upcoming recessions -otherwise there will be dire consequences including layoffs again of teachers, nurses, public safety personnel and other important government jobs and cuts again to critical social services.

14. Do you support the creation of a statewide student longitudinal data system?

Support

I support

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

I will and have worked actively on this for the last 20 years, including currently teaching in our local Community Colleges, my work with UC Merced (the most diverse UC and 55% get STEM degrees), grants through Full Circle including Black Girls Code, Women's Audio Mission, and many others, and through my work the last six years on the California Workforce Development Board.

16. 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?

Since the beginning of my campaign I've talked about the idea of a 'mega-measure' – doing what LA and Seattle have done to raise around \$100B to create a world class transit system here in the Bay Area. I've had some of my supporters who have voiced concern to me about spending that amount of money for this cause. I've told them that we do need to make sure that the money is spent wisely, but explained to them why this is needed and why I'm pushing for it.

State Assembly/Senate

Shelly Masur

State Senate District 13

Redwood City Councilwoman; former CEO Californians Dedicated to Education Foundation

Top 3 priorities citywide

1. Public Education
2. Housing & Transportation
3. Access to high quality healthcare for all

1. Who is your Campaign Manager?

Barry Barnes

2. What is your Campaign Budget?

\$1,000,000+ for the primary and general

3. Please share your Top Ten Endorsements:

State Treasurer Fiona Ma; State Senator Connie Leyva; State Senator Scott Weiner; Assemblymember Marc Berman; Assemblymember Cecilia Aguiar-Curry; Supervisor Susan Ellenberg; Superintendent of Public Instruction Tom Torlakson (former); California Democratic Legislative Women's Caucus; Fund Her; Northern California Carpenters

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

Support

As a member of the Local Policymakers Group on Caltrain and High Speed Rail, I am very interested in increasing Caltrain Service, full implementation of electrification and have been advocating for that the board include language in its Business Plan that demonstrates a commitment to working toward the highest level of service. This also would require significant attention to the 42 at-grade crossings on the Caltrain corridor, all of which require funding. This question, however is highly reliant on Question 6. The viability of two transportation measures on the same ballot after recent increases in bridge tolls, passage of SB 2 and other regional measures, including local and countywide sales tax measures is connected to this potential measure as well and will require careful thought as we move into the 2020 election season.

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

Support

Given the urgency of the climate crisis and the need to decrease traffic. I believe we need to be studying all additional rail options. The State can and should be contributing and supporting, as they have done with the Stockton to Dublin rail line advocated for by Assemblymember Susan Eggman.

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?*

Support

The 2019 Urban Mobility Report ranked Bay Area traffic as the second worst in the nation, second only to Southern California. The average number of hours per commuter lost to traffic has nearly doubled from 55 to 103 at a cost of \$2.4 billion. Coupled with and connected to our housing crisis, this is simply not acceptable. As such, I applaud these three groups for working toward a regional solution to traffic woes. We've seen at the local level that local measures can only go so far especially when there's a lack of coordination between transit agencies. The result of all of this is more time wasted in traffic for our residents and less productive work and family lives. This said I have questions regarding what I have read so far and my questions would need to be answered before supporting. 1) given that a sales tax is regressive, how can we ensure that disadvantaged communities don't pay more than their fair share for the transit improvements? 2) how can we know that the improvements will benefit regional transportation across the Bay Area? 3) how do we ensure that local governments (who rely on sales tax for many vital needs) aren't negatively impacted by a large regional tax like this? I look forward to engaging with your groups and others to address these questions and create a win-win for our region and residents.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

As a Redwood City Councilwoman I have been a champion of building more housing near transit. In Redwood City we have build over 4,000 units of housing in the last 8 years and are continuing to approve new housing with over 500 units approved or under construction, the majority of those affordable and the majority near transit. I strongly support transit-oriented development and am on record as supporting modifications to recently proposed state legislation, which would give cities a window to create their own TOD plans and if they don't, they would need to follow state law. In addition, I would want to see no exemptions for counties with smaller populations. With this, I do understand that in order to advance a local plan we would need to have streamlining of CEQA specifically for TOD plans to meet state guidelines. I have discussed this modification with State Senator Scott Weiner, who proposed SB 50, and received his endorsement in my race.

8. *Do you support reform of CEQA?*

Support

The original intent of CEQA, to understand the environmental impacts of a project and to mitigate them so we are protecting our environment, is important, especially as we face a global climate crisis. However, In Redwood City, our Downtown Precise Plan, which allowed for the transformation of our downtown, went through years of litigation due to a citizen using CEQA to try to stop it. Recently a Habitat for Humanity project, which will provide 20 affordable for-purchase homes, took an extra year due to a CEQA lawsuit. A few areas that could address

challenges with its current implementation have been identified that I would support. 1. Disallow duplicative, serial lawsuits as long as the project has already completed the CEQA process, been litigated and the mitigation measures have been addressed. 2. Outlaw delay tactics that drag litigation beyond the goal of completion in nine months. 3. Ensure discretion for judges to require fixes to the EIR rather than a full decertification for deficiencies in certain cases. This last one has been litigated and found to be allowable in some instances and care would need to be taken to understand interrelated sections of the EIR.

9. Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?

Oppose

As a public health professional, access to high quality affordable health care is a key priority for me and something I would be very pleased to work on with SVLG. This ballot measure, however, does not advance that mission in a comprehensive way. I fully agree that we need to address high health care costs so that people don't have to choose between eating and going to the doctor, or paying rent and receiving medical care. Dialysis patients are particularly vulnerable due to the critical nature of this treatment. However, ballot measures that seek to cap profits over the cost of patient care are both challenging to enforce and difficult to measure. For example, what counts as the "cost of patient care". Patients certainly need doctors and nurses, but they also need clean beds and rooms. How is the cost of electricity to run a dialysis machine counted since clinics also need electricity to run an office? We may want to look at better regulations that address the issues related to high costs, but a ballot measure is too blunt of an instrument to address such a complex problem. We need real health care changes so everyone is able to afford healthcare, but this ballot measure offers a limited approach that doesn't address the real problem.

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

There is no question that we must do all we can to tackle GHG emissions. The State has taken steps through policy and funding to address this issue, and requiring zero-emission public transit is a critical piece of the puzzle.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

At the first meeting of Redwood City's Ad Hoc Committee on Sea Level Rise and Storm Water, of which I am a member, our committee just had a discussion about the importance of regional coordination for this issue for exactly the reasons stated in the question. How each of our cities addresses sea level rise impacts the other. How we address development along the Bay, how we seek funding and how we protect our infrastructure, including our highways must be addressed regionally. San Mateo County has recently formed a JPA, which Redwood City

supported and is contributing to, to begin to coordinate in San Mateo County. But with so many jurisdictions touching the Bay, working together, as we do with the San Francisco Bay Restoration Authority, is crucial. I sit on the SFBRA Advisory Committee and worked on the RFP for Measure AA funds so have seen individual good projects, but most frequently they are not connected and are solely focused on restoration. A regional vision, approach and coordinated funding will be needed to address another of the Bay Area's significant areas of challenge.

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

Support

I recognize that SVLG has taken an oppose position on the proposed Schools and Communities First Initiative. However, as a former school board member and advocate for public education funding, I have endorsed this measure which qualified for the ballot in 2020. That said, as SVLG members likely know, a new measure has been submitted to the Secretary of State and will be collecting signatures so what will appear on the ballot is in question. I see this as related to California's tax volatility, which is addressed in the subsequent question.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

California's reliance on personal income tax and capital gains tax means that during a recession, our state's budget suffers significantly. As such, services that rely on this revenue suffer. For example, local school districts had to make cuts of up to 20% during the last recession and have only just begun to recover despite a long period of economic expansion. This boom and bust cycle makes long-term planning difficult as well as creating situations where the most vulnerable populations that rely on state services, are negatively impacted. In addition, it makes it very challenging for the State to invest in infrastructure, housing, and transportation, all components of a thriving region. One committee I am interested in is the Senate Governance & Finance Committee, which has taxation in its jurisdiction. I would very much support legislation that addresses our volatile tax structure and would look forward to working with SVLG to do so.

14. Do you support the creation of a statewide student longitudinal data system?

Support

As the former CEO of Californians Dedicated to Education (CDE) Foundation, and a former Redwood City School Board member, I fully support the creation of a statewide student longitudinal data system. Not only would the system allow us to understand how we are serving students across our system, but it would significantly improve our ability to track mobile students across California, as well as better track students across systems, from pre-K to college. At the CDE Foundation we convened a task force, the Alliance for Continuous Improvement, which included education leaders from over 20 organizations. In 2018, the Alliance developed the California Education GPS, which included a recommendation for a statewide student data system that reflects my views and the views of the Alliance members: "Invest in developing a statewide system of data that connects relevant student data from pre-kindergarten through college, while safeguarding individual student privacy. This includes integrating CALPADs with

other data systems and taking advantage of technology that enables governments at all levels to better use the data they already collect. Such a system would improve our ability to measure the impact of policies and investments over time, and to help strengthen the alignment of pre-kindergarten and higher education with K-12.”

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

Also at CDE Foundation, one area of focus was STEM education and the STEM pipeline. CDE Foundation convenes the California STEM Symposium, a statewide conference of 3,000 educators that includes a focus on diversifying the STEM pipeline. We saw it as critical to the future of our state. To address this workforce issue, we must invest in our public schools, help students see themselves in STEM careers, and work to prepare them for higher education. Governor Newsom’s investment in two years of free community college offers an opportunity for students to enter the higher education system at a lower cost, which is a piece of the puzzle. We must also make our CSUs and UCs accessible through affordable tuition, increasing access to student aid, and ensuring students have access to the classes they need to graduate on time. Additionally, California’s new computer science standards and the relatively new Next Generation Science Standards are being implemented across the state, but teachers need support and training as well as strong curricula to realize the promise of these new standards.

16. 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?

As a local elected official over 14 years, there have been many situations where I have had to make a decision that some of my supporters have opposed. Especially during the recession, as we were making budget cuts in the Redwood City School District. Reducing the budget by 20% necessarily pitted different interests against each other and led to very challenging decisions. However, most recently two situations related to housing have come in front of the council where I took a different position than friends and supporters in the audience. The first, and most significant, related to increased housing supply. I was opposing a recommendation from our Planning Commission to reduce the size of our Accessory Dwelling Units over a detached structure from 700 square feet to 280 square feet. Given that our Redwood City Council identified housing as our number one priority, and as a member of the Strategic Plan Committee, recommended a goal to meet our production requirements for all levels of affordability, I simply could not support such a significant reduction in size. I was able to propose a compromise that 5 of my 6 colleagues supported. We went to 576 square feet, the size of a two-car garage. While I would have preferred a larger size, I felt that this was a solution that addressed some of the concerns while still creating housing at a size that was livable. Ultimately I had to do what I believed was right for the whole community and continue to advance policies that increased housing supply.

State Assembly/Senate

Annie Oliva

California State Senate District 13

Businesswoman/Millbrae City Councilwoman

Top 3 priorities citywide

1. **Housing and Homelessness:** The defining issue in our region and the state is housing affordability. I'm the only candidate in this race who works every day to help residents find homes and I understand in the deepest sense the economic and social benefits of helping families realize their dream of home ownership. Too many Californians can no longer afford to buy a home and housing costs are so high that many of our friends, family, and neighbors are being forced out. We need to build more housing by working with our local communities, incentivizing them, and holding them accountable. As we work to put more families into homes, we must also do more to help our homeless neighbors off the streets and into shelters, treatment facilities, and stable housing. And by "more" I mean much more than the often empty rhetoric we hear now. We need, as the Mayor of Sacramento has proposed, both the right to shelter and the requirement that individuals use that shelter if it is available. We need, as State Senator Scott Wiener and others have proposed, the ability to help those who are a danger to themselves or others by keeping them in treatment. We need, as the Governor has said many times, more than 3 million new homes in California. I will work to make these programs and goals a reality- as my very highest priorities.
2. **Traffic and Transportation:** The "super commutes" that have become all too common in the Bay Area are a threat to our environment and our quality of life. The transportation sector is responsible for 41% of greenhouse gas emissions and the Bay Area leads the nation with 120,000 people commuting three or more hours every day. We need to do a better job of investing in reliable public transportation and build housing near transit and job centers so people can work in the same communities they live in. I'll ensure we invest in safe and reliable public transportation up and down the Peninsula and help take cars off our freeways and halt the snarled traffic. We can start by making sure we have the reliable funding we need to build and maintain new transit, including electrified and frequent Caltrain service and BART to San Jose. We can continue by making sure that our various systems are fully coordinated and by making housing near transit our highest priority.
3. **Environmental Sustainability:** Climate change and the resulting sea level rise is a major threat to our neighborhoods and small businesses in communities throughout the Peninsula. Most scientists predict that within a matter of years many of our cities will experience flooding, including to our major infrastructure like San Francisco Airport. This district and Silicon Valley in particular will be some of the hardest hit communities in California – that's why we need to work the hardest right now to address the pressing issue of sea level rise.

1. *Who is your Campaign Manager?*

Kelly Bernal

2. What is your Campaign Budget?

I plan to accept voluntary spending limits and will raise the maximum \$930,000 in this race.

3. Please share your Top Ten Endorsements:

1. San Mateo County Treasurer Sandi Arnott 2. San Mateo County Supervisor David Canepa 3. Pacifica Mayor Sue Vaterlaus, 4. Former South San Francisco Police Chief Mark Raffaelli 5. Executive Director of San Francisco Unified School District Kim Coates 6. Former Mayor of Daly City Jim Tucker 7. Former Mayor of Millbrae Marge Colapietro, 8. Former Mayor of Millbrae Robert Goltschalk 9. Former Mayor of Millbrae Reuben Holober 10. Millbrae Planning Commissioner Cathy Quigg

4. Would you support or oppose a 3 county ballot initiative for a permanent ½ cent sales tax to fund Caltrain?

Support

Too many parents are spending time away from their families to sit in traffic along 280, 101, 680, 880, and other freeways stretching across the 9 Bay Area counties. We need reliable public transit running up and down the Peninsula, especially if we are going to convince the public to build more housing. But unlike other Bay Area transit systems, Caltrain does not have a designated permanent funding source. If such a measure - with support as high as 72% of likely voters - were to be included on the ballot, we would have the opportunity to make long overdue improvements to Caltrain and take tens of thousands of cars off our roads. This is so important because more than 41% of greenhouse gas emissions come from the transportation sector. Greater investments in Caltrain, along with transit-oriented development and innovative first/last mile solutions, will be key to tackling this challenge. I will also do all I can in the State Senate to see that the critical Caltrain electrification project is done as quickly and safely as possible.

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

Support

As I said above, to reduce transportation emissions, we need to invest in current transit systems and build more housing next to transit. That includes pursuing forms of transit like high-speed rail that not only reduce greenhouse gas emissions but power our local economies and enhance our quality of life. Given the potential benefits of high-speed rail for our community, we should pursue private and federal funding alternatives if state resources are focused elsewhere. I also believe we need to link the Central Valley to Silicon Valley— and that should be the start of high-speed rail, not Bakersfield to Merced. The plan is not complete and I don't support it. The Governor has said he is working on that key leg— the leg to Diridon Station in San Jose. And I wait that plan before I would give my support.

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?

Support

First of all, because over the long run this kind of fundamental investment in infrastructure more than pays for itself. We can't keep growing our economy if we are choking on traffic and the pollution that comes from traffic. We can't attract the very best and brightest workers from around the state, nation and world if they see that the must make terrible commutes to take jobs in our region. As a businesswoman I understand this – smart investments have strong Return on Investment and I will make sure to closely calculate the ROI on all the votes I take and polities I support.

Beyond our immediate economic need, we must do our part to lower climate-changing GHGs. And as noted, we are now seeing the plurality if not already the majority of our GHGs coming from transportation. July 2019 was the hottest July on record. The last five Julys are the five hottest Julys on record. We are in an era of change when empty words and token gestures are not enough. We need big solutions to address the interconnected challenges of housing and homelessness, transportation gridlock and climate change. We need to look at every transportation policy to make sure we are prioritizing those that are most effective. If local leaders determine that the most effective way to improve our transit systems, get tens of thousands of cars off the road, and dramatically reduce greenhouse gas emissions from transportation is to work together to build a world class, seamless integrated transit system for the Bay Area, then I support it.

7. Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?

Support

The affordable housing crisis in California can be felt more acutely in District 13 and throughout the Bay Area than nearly anywhere else in the state. Nowhere else are people regularly commuting hours one way to work and back home again and that trend is simply unsustainable. On the city council I championed smart growth policies that encouraged more mixed-use development. While I believe in local government continuing to make land use decisions, I absolutely support state policies that encourage building more affordable housing and transit-oriented development, especially for veterans and seniors. That said – the details matter. I think, for example, that SB50 has the right goal but needs to be modified so it is not a one-size fits all solution.

8. Do you support reform of CEQA?

Support

As a current Millbrae City Councilwoman, I understand firsthand the protection CEQA provides for local communities from environmental harm, particularly our communities of color. The public benefits greatly from the community meetings and notices the law requires and the level of sunshine it provides on projects. Californians have a right to understand the impacts development will have in their cities and towns.

I do think CEQA should be thoughtfully reformed – so it can't be abused and so we can build housing and transportation projects faster.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Oppose

Prop. 8 wasn't really about healthcare, it was about a fight between a union and an industry, so I don't take that as an example of a ballot initiative about healthcare. I take it as an example of partisanship and special interests hijacking our political system for their own specific needs. When people get sick, or when people lose their insurance, or can't afford insurance, they don't think of themselves as Democrats or Republicans, Moderates or Progressives, they are just people looking to get well. Healthcare is a human right – and I will treat it as such – not as a political football.

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

As we invest in improved public transit that will get tens of thousands of cars off the road, we can make our efforts more effective by emphasizing zero-emission public transit options. We should also continue to build out our EV charging network so electric vehicles are a logical and affordable choice for consumers.

Just as we need to encourage innovative new technologies in human transportation, we must invest in the development of cleaner transportation of goods throughout California. I support incentivizing the development of rail technologies that could help us lower the amount of goods moved by semi-trucks and other gas and diesel vehicles.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

We have long known that rising sea levels will endanger our wetlands and habitats, infrastructure, homes, and businesses all along the Peninsula. However, a recent study by the U.S. Geological Survey estimates that - once tides, storms, and erosion are accounted for - the damage could actually be triple what's been previously predicted.

In Sacramento, I will ensure we continue our efforts to protect and restore the Bay with a key focus on flood protection and mitigation projects across the nine county Bay Area. Of course, that will include working closely with my Bay Area colleagues in the state legislature to develop regional solutions to our shared challenges.

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

Oppose

I support closing the loopholes in Prop. 13 that are being used by large corporations to avoid reassessment when properties are sold or transferred.

I do not support the so-called split roll proposal. It is a massive tax increase – and rest assured, we will all pay the price. We should focus on raising revenues by growing our economy and creating middle-class jobs. And we should also focus on continued improvements in government efficiency – so we can deliver more services for each dollar. Now is not the time to be raising taxes.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

Our tax system is the result of decades of political and policy battles and it has become both too narrow, unwieldy and too often it favors the politically powerful instead of focusing on growing our economy fairly.

My highest priorities in terms of increasing our tax revenues are growing our economy collecting unpaid taxes. But this will also be a very high priority. Senator Bob Hertzberg is already doing good work on this issue – and while I don't necessarily agree with every one of his conclusions – I will work with him and others on fundamental tax reform.

14. Do you support the creation of a statewide student longitudinal data system?

Support

Not enough of our kids are graduating, especially among students of color.

Addressing disparities in our education system is one of the most important things we can do to fight inequality throughout our society. I believe it is critical we invest in our children at an early age so that every child has an opportunity to succeed. There is no excuse for California to lag behind other states when it comes to doing everything we can for our students. As the home of Silicon Valley, our state should be the leader in using data and technology to create the best environment for our students to succeed.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

California faces a gap in skilled workers. Estimates indicate that by 2030, if current trends continue, California will be 2.5 million short of workers with some postsecondary education. This is a huge hole in our workforce and in our ability to grow our economy. We need to do better in supporting career and technical education programs, as well as providing students and workers with the information needed to evaluate their educational choices, especially in an era when many will be challenged by the threat of job and career displacement due to the growth of Artificial Intelligence and other forms of technology.

But the path to higher education starts much earlier. So much of a child's future is determined by where they live, including what schools they attend. Therefore, we need to tackle California's housing crisis, and address persistent racial disparities in housing. Giving more kids a better head start in life - and breaking the school-to-prison pipeline - will help put more underrepresented students in a position to achieve.

16. 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?

This year, the California Association of Realtors sponsored SB 50 (Wiener) and I was opposed to the legislation. I am proud to be a realtor, have worked with CAR for many years and have served in leadership roles in the organization. I am very supportive of creating higher density housing along transit corridors in principle and I think each city should have control over the details of the projects, so the development fits the community. I was direct with CAR and described my opposition and the amendments needed for me to support the bill. In the State Senate I would look for ways the state can partner with cities and incentivize them to build more housing, and hold them accountable.

State Assembly/Senate

Sally Lieber

State Senate, District 13

Policy Consultant

Top 3 priorities citywide

1. Housing California's housing prices continue to escalate, while our population growth has slowed and even reduced. Too many people are living close to, if not over the line and into, homelessness. It's clear that new housing must be built proximate to transit and small businesses and that we need supply at all income levels with affordable options for families, seniors, young people and people in need of supportive housing, workforce housing, and specialized housing for people living with addictions. To achieve the housing we need, we must plan for more compact housing and utilize infill opportunities, including surplus properties and surface parking lots.
2. Environmental Protection Protecting our environment and addressing the climate crisis is the most pressing issue of our time. We must accelerate our transition to clean energy while working to reduce pollution and toxic chemicals that contaminate our air and water, and compromise the health of workers and the community overall. We need to reduce the use of plastics in packaging and single use plastic containers. And we must plan for a future of sea level, Bay level and even groundwater rise, and plan for future inundation and accelerated work through the Bay Restoration Authority, created through my legislation, and other environmental agencies.
3. A more complex future requires the highest quality education for every child in California. I support the Schools and Communities First Initiative to provide for reassessment of commercial properties under Prop 13 and other funding measures to provide high quality education and schools to move California's students forward.

1. Who is your Campaign Manager?

Jordan Eldridge

2. What is your Campaign Budget?

\$400,000 for the primary.

3. Please share your Top Ten Endorsements:

SEIU California; Faculty Association of California Community Colleges; Dolores Huerta, Activist and Union Organizer; Erin Brockovich, Consumer Advocate and Environmental Champion, Hon. Delaine Eastin, CA Supt of Public Instruction (Ret.); South Bay Progressive Alliance; Peninsula Progressives; Faculty Association of Foothill De Anza Community College District; Sunnyvale Democratic Club; Democratic Activists for Women Now (DAWN).

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

Support

I do support instituting a reliable, dedicated funding source for Caltrain, and believe that it should not simply be a sales tax, but should also have additional mechanisms for greater participation by businesses.

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

Oppose

A long anticipated high speed rail system for California is needed and could be beneficial for our State, yet the weight of many missteps in the process and gigantically ballooning costs have resulted in a serious deterioration of support among voters and the community overall and high speed rail up the Peninsula's very narrow corridor is not practical. We should focus on how to pay for the Peninsula's needed electrification and grade separations instead.

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?

Support

I strongly support addressing our transit needs through a regional measure, but believe that it should not simply be a sales tax, but should also have additional mechanisms for greater participation by businesses.

7. Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?

Support

I support facilitating and encouraging a mix of compact housing and small business development within range of transit, and the use of transit surface parking lots and surplus properties to meet housing needs.

8. Do you support reform of CEQA?

Oppose

I support preserving the public's right to access to the courts and public agencies' responsibility for transparency under CEQA.

9. Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?

Support

I support controlling the cost of care and 115% of the cost of patient care is certainly an adequate compensation. In this case, the for-profit dialysis industry undercut its position (that caps on profits would result in clinics closing), by spending more than \$111 million on the initiative.

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

Yes, this has been a goal of environmentalist for a very long time and now it is critically needed. We must do everything in our power to transition vehicles, machinery, and buildings, away from fossil fuels and to electric power from renewable sources.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

Yes. When I authored successful legislation to create the Bay Restoration Authority, few people had thought about the future impacts of sea level rise on the coast and Bay. Now thanks to the voters of the nine Bay Area counties, we will have \$550 million to provide local matches for federal monies and to have critically needed restoration projects done under Project Labor Agreements. We must also develop the leadership needed to plan for conservation of restorable Bay wetlands and prevent developments such as the Saltworks proposal in Redwood City.

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

Support

Avoiding reassessment of commercial properties has placed greater burdens on new and prospective homeowners in California. It is way past time for commercial property owners to step up to do more, with appropriate safeguards to preserve truly small businesses.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

Yes, absolutely. We need reform of the commercial side of Prop 13 and other progressive measures.

14. Do you support the creation of a statewide student longitudinal data system?

Support

A longitudinal data system could be used to inform teaching strategies and achieve better outcomes for students, but should be oriented toward a benefit for students and not just be allowed to be used as a political cudgel. If it deteriorates to that, then it's not worth having.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

We need tuition and fee-free education to fulfill California's potential. STEM education is needed for all students, but it should be recognized that we need more career ladders than just technology.

16. 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?

Representing the community in public office isn't easy--and you have to learn to face your friends' and supporters' disappointment with you when you vote in the community's interest rather than your own self-interest or your supporter's self interest. There have been many times when I had to do this--and I feel strongly that if someone isn't able to act in the public's best interest time after time, then they probably don't belong in public office. For me, the public's best interest, as well as you can interpret it, is a very bright line.

State Assembly/Senate

Johnny Khamis

State Senate District 15

San Jose City council member D10

Top 3 priorities citywide

1. Public Safety/crime
2. Homelessness
3. Funding for parks, streets

1. Who is your Campaign Manager?

Diane Mogannam Straetker

2. What is your Campaign Budget?

\$500K for the Primary

3. Please share your Top Ten Endorsements:

SVO (formerly the Silicon Valley Chamber of Commerce, San Jose Councilmember Dev Davis, San Jose District 6 Councilmember Pam Foley, San Jose District 9 Councilmember Chuck Reed, Former Mayor of San Jose Charles "Chappie" Jones, San Jose, Vice Mayor

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

Oppose

In the last 4 years we have passed with my support, several local statewide and regional tax measures. (SB1, VTA measure B, Regional measure 3, San Jose measure B .25c sales tax and Measure T infrastructure bond). I am worried that our tax paying public has become overburdened with taxes which make it harder to afford to live here. Further I am concern with the rise in labor costs. Over the past 4 years the minimum wage for the lowest rank pavement maintenance worker has risen from \$18 per hour to \$42. VTA labor unions are asking for huge increases in pay (13% annually each year for the next 3 years) which will render any new taxes insufficient to pay for any new services. Furthermore, the public has not seen much results from any of these measures. Its time to show the public that we can come through with projects before we ask for more money.

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

Oppose

At this time I cannot support further funding of this project. I have grave concerns about cost overruns and the reluctance to address audit recommendations to bring down costs and increase oversight and accountability.

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

Same as question 4

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I have supported many VTA projects near light rail and the new Google village. Further, I have submitted several priority memos to bring down fees for high density projects along transportation corridors in order to spur development.

8. *Do you support reform of CEQA?*

Support

I have seen abuse of CEQA laws first hand and I see how it has driven up the cost of housing and delayed good projects. I would support reforms for frivolous lawsuits and a streamlining of CEQA in high density infill areas.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

Depending on the details of the measure I may or may not support the measure. I pride myself on learning as much intended and unintended consequences before I make a decision.

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

I have been a supporter of cleaning up our bus fleet at VTA. I have voted to purchase such busses on VTA and for the San Jose Airport.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

I have supported a regional measure to fund projects all around the bay in 2016 and would work with leaders in the bay area to protect the bay lands.

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

Oppose

Any tax increases on employers will ultimately lead to higher costs for consumers. Business will be forced to either build smaller offices (less jobs), raise prices (hurts consumers) or leave the state. I support efforts to save for a rainy day. We need to look at spending and why CA can't seem to make ends meet even in the best of times.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

I support efforts to save for a rainy day. We need to look at spending and why CA can't seem to make ends meet even in the best of times.

14. Do you support the creation of a statewide student longitudinal data system?

Support

Education is the only way to lift people from poverty. Its important to understand opportunities, challenges that are data driven so we can better educate our students.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

As I said in my previous answer, education is the key to bridging the income divide. We need to harness the innovative power of our high tech companies to play a bigger role in education. We also need to work on more than STEM skills. We need to look at ways to train electricians, plumbers, roofers... These jobs cannot be outsourced and there are not enough people entering these fields to meet demands.

16. 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?

Although both mayor Liccardo and the SVO (local Chamber of commerce) who have supported me in the past, supported measure V (a 450 million dollar parcel tax to build housing) I opposed it. We had already passed a billion dollar county tax and we had 2 other statewide housing measures on the same ballot. In the end I explained to my supporters that our middle income earners are overly tax burdened and raising property taxes only increases the cost of living for owners and renters.

State Assembly/Senate

Dave Cortese

State Senate District 15

Member, Santa Clara County Board of Supervisors

Top 3 priorities citywide

1. Housing/homelessness
2. Infrastructure
3. Climate Change

1. Who is your Campaign Manager?

Alex Maykowski

2. What is your Campaign Budget?

\$930K

3. Please share your Top Ten Endorsements:

All of our endorsements are equally important. However, since you are asking for the top ten, we will list them according to highest office held: Former Secretary Norman Mineta, US Department of Transportation/US Department of Commerce; Rep Ro Khanna, US House of Representatives; Rep Jimmy Panetta, US House of Representatives; Former Rep John Burton, US House of Representatives; Former Rep Mike Honda, US House of Representatives; Former State Superintendent of Public Instruction Delaine Eastin; Senator Bill Dodd, California State Senate; Senator Bob Wieckowski, California State Senate; Senator Scott Wiener, California State Senate; Assemblymember Ash Kalra, California State Assembly

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

Support

I support this measure for all the reasons stated above in the question.

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

Support

I have long advocated for this project. I was instrumental in persuading the MTC to support the San Jose alignment.

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?

Support

I have met with representatives of SVLG regarding the proposed measure and have been briefed by the Metropolitan Transportation Commission administration. While many details are

still being explored and determined, it is clear we need a mega-measure to keep up with infrastructure needs.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I have been advocating for transit-oriented development for years and I've been very involved with current state and regional efforts in the area. My track record on this issue is clear.

8. *Do you support reform of CEQA?*

Support

I support CEQA reform for all the reasons stated above in the question.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Oppose

The cost factors involved in health care include insurance premiums, pharmaceuticals, health care provider services, hospitals, etc. My experience in Santa Clara County tells me that we need comprehensive and collaborative reform in all these areas, not just one. So I do support health care reform, however, I don't agree that singling out a specific segment of health care service is the right approach.

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

I have been a leader at VTA, MTC and Santa Clara County in supporting and requiring zero-emission vehicles. I was an early co-signer of Diesel-free by 33.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

I think the Baylands Caucus is a great idea. I have a strong track record regarding the issues of climate change/sea level rise and bay restoration. I was a charter member of the Bay Restoration Authority (ABAG) which put on a regional ballot measure to provide significant funding in this area. Additionally, I co-founded the Bay Area Regional Collaborative which brought together four regional agencies (Association of Bay Area Governments, Metropolitan Transportation Commission, Bay Area Air Quality Management District and the SF Bay Conservation and Development Commission) to address sea level rise. Since then, I created, in partnership with former Vice President Al Gore, the Counties Climate Coalition—a nationwide network of counties committed to becoming 100% renewable and to meeting the goals in the

Paris Agreement. Most recently, I authored the Santa Clara County Climate Emergency Declaration.

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

Oppose

Over the last several years I have steadfastly opposed a split role measure on the basis that in California and particularly in Santa Clara County much commercial real estate investment is structured around triple-net leases. This means commercial property owners are passing property tax increases to the tenants who then pass costs on to consumers, resulting in an indirect form of regressive taxation. I believe this would be an unintended consequence of such a measure based on the advocacy arguments I have heard so far. That said, in the event that other revenue measures do not materialize to address our housing crisis and our educational system deficits, I could be persuaded to support split role as a last resort.

Update: Supervisor Cortese announced at our candidate forum on September 27th that he has in fact altered his position most recently to ‘support’ split roll due to his concerns about a lack of sources of additional education funding. He added, “I’m more than happy to keep discussing the issue.”

13. Will you support legislation that reduces the volatility of the California tax system?

Support

I am open minded about tax code changes that would result in less volatility.

14. Do you support the creation of a statewide student longitudinal data system?

Support

I was a founding member of the advisory group that launched DataZone, the regional education data repository presently housed at the Santa Clara County Office of Education. DataZone has since been successfully connected to a program I spearheaded—School Linked Services, a school and county coordinated effort to provide mental health and other wellness services to support student success. This data system is now informing educators, social workers, clinicians and other professionals how to best care for several hundred thousand students. This data-driven work should be replicated throughout the state.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

I am committed to addressing the higher education opportunity gap for underrepresented students and increasing the number of graduates prepared for innovation economy careers based on all the reasons cited in the question above. I have a lengthy and accomplished track record of supporting STEM through my work as a school board member and as a city and county elected official. I was a co-chair in the Silicon Valley Education Foundation’s formal effort to get school districts to adopt A-G (the prerequisite courses required for admission to UC/CSU) as their default curriculum for ALL students, not just a select few who were deemed “college material.” The East Side Union High School District, which has had a history of

underrepresentation in our universities, was the first to adopt the standard. I have devoted much of my career to addressing the issue of underrepresentation in educational and economic opportunities and access as well as disproportionality in our correctional and dependency systems.

16. 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?

When I was on the San Jose City Council, I supported an RFP that would have allowed San Jose Water Company, a private entity, to provide potable water to 25,000 customers. The South Bay Labor Council (SBLC) opposed the issuance of the RFP on the basis that it might threaten public employee jobs. I supported the RFP because I felt the competition was necessary. The item passed on a 6-5 vote. The SBLC had been a major supporter of mine during that period of time.

State Assembly/Senate

Nora Campos

State Senate 15th District

Candidate State Senate 15th District

Top 3 priorities citywide

1. Housing/Transportation
2. Jobs Creation and Retention
3. Education

1. Who is your Campaign Manager?

Campaign consultant: Richie Ross

2. What is your Campaign Budget?

\$500,000

3. Please share your Top Ten Endorsements:

California Legislative Latino Caucus, Speaker of the Assembly Anthony Rendon, Assemblymember Lorena Gonzalez,

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

Support

If we are to meet our goals to achieve zero emissions by 2045, we can't afford to delay electrification of CalTrain. In addition, diverting 136,000 commuters to CalTrain from US101 and I280 not only relieves congestion, but plays a major role in achieving our emission elimination goals by California's timeline.

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

Support

As a member of the State Assembly, I supported high speed rail and continue to support a completed high speed rail system in California. Much of our workforce in Silicon Valley commute as much as 4 to 5 hours round trip to work and home, with the high cost of living in the Silicon Valley and the Bay Area and the need to meet our zero emissions goals, we must commit to complete this vital link to the Central Valley.

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?

Support

Silicon Valley is playing catch up when it comes to providing an efficient multi modal transportation system that meets the needs of our residents and our workforce. We need to fund it and build it before our region starts losing the industry that has committed to creating jobs that fuel this region and our economy.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I created legislation when I was in the Assembly (AB-2176), which allowed jurisdictions to declare a "shelter crisis" if the jurisdiction can provide certain findings. This law was a pilot for the City of San Jose and has since been used in other cities throughout California. I have experience passing legislation that provides pathways to create affordable housing. Requiring TOD within a half mile of a rail station and requiring minimum zoning standards and heights will ensure we provide the needed densities to meet our housing goals.

8. *Do you support reform of CEQA?*

Support

80% of CEQA lawsuits have been filed to stop affordable housing. We must end the abuse of CEQA to stop needed housing in our Valley and State.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

First of all, health care is basic human right. Many of my constituents in my Assembly and Council districts are in the unfortunate situation where their lives require that they have access to dialysis services. No one should ever be in a situation where they can't receive health care including dialysis services because they are struggling with the ability to pay for the service.

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

I would support all new buses including transportation agencies that serve our school districts transporting our students on a daily basis to become zero emissions. We can't piecemeal public policy on California's zero emissions goals and expect those goals to be achieved. Our entire public transportation system must get to zero emissions if we are to meet our goals expeditiously.

11. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Support

Climate change causing sea level rise is one of the largest threats to our Silicon Valley community and the Bay Area in general. It threatens our homes but it threatens our ability to

continue into the future as the center of innovation and the economic engine to the world. We must create solution to sea level rise that will benefit all jurisdiction in the Bay Area.

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

Oppose

Most jobs in our state and in my districts' are owned and operated by small business owners, with many of them being women and/or minority owned businesses. I won't support a tax that will unfairly place a burden on our small businesses including mom and pop shops. It would be a tax that would put many of them out of business. Many of these businesses are needed to support our everyday needs and provide vital support to our driving industries in Silicon Valley.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

I would support a more sensible tax system that emphasizes lower taxes on the working class. We must protect the average household so they can pay for basic needs in addition to having enough disposable income be active consumers and participants in our economy.

14. Do you support the creation of a statewide student longitudinal data system?

Support

I support a system that will finally "level the playing field" and provide real equity in the California public school system. The 15th Senate District is ethnically, economically and geographically diverse. All families must have the same opportunities for their children to be successful academically and prepared to make the career choices they dream of.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

California must prepare all students to enter the California economy and workforce to not only meet the projected needs of our driving industries, but to ensure we are not reliant on importing talent that should be provided by Californian's students.

16. 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?

When I fought to revitalize the King Road and Story Road business district, I didn't have support from Labor and some other prominent community members. I put the needs of my community first to revitalize this blighted retail district that also had a high a crime rate. I was able to secure over \$75M in redevelopment funds to leverage private investment that brought a Target store as the anchor which also brought 4 financial institutions (Bank of America, Wells Fargo, Chase and Patelco Credit Union) to this area which had been lacking such services for over 25 years. When this project was completed, my community benefited and those that were opposed realized the great investment that is was.

State Assembly/Senate

Tim Gildersleeve

California State Senate District 15

Paratransit Operator

Top 3 priorities citywide

1. Housing and Homelessness
2. Healthcare
3. Transportation

1. Who is your Campaign Manager?

Not Applicable

2. What is your Campaign Budget?

\$0 - I am taking no donations.

3. Please share your Top Ten Endorsements:

Not Applicable

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

Support

It is my belief that if we are going to solve many of the problems that our state and region face that we are going to have to take a more "communal" approach to distributing our resources. Increasing taxes is a mechanism to achieve this philosophy. Since transportation is a huge issue in the area, it makes logical sense to raise taxes so that all of us can gain some relief from the congested roads that we face.

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

Support

Similar to my answer in question #5. Many people are relocating to far reaching areas in order to have a place for housing. It is imperative that a faster means of transportation exists so that those who work in Silicon Valley can get to their workplaces faster from the outer areas of the region. I also believe that mental health is an important component to our individual and regional health. The stress of driving daily in highly congested traffic can wear on people mentally.

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?

Support

I absolutely support these ideas. It is important that we have all communities who have a stake in this concept involved. My answer to this question is also philosophically similar to how I have answered questions #5 and #6.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

However, I believe I have read that there is some opposition to this idea in some places. I have to listen to the opposing concerns and see if there would need to be some modifications to this concept.

The area and state are overdeveloped. We either build housing in our greenbelts or build in our city upward. If we continue to grow, then this idea makes sense.

An idea that I have been thinking about is the concept of assisting people to relocate to other states (or other countries). Housing is rapidly becoming not only a regional or state problem, but a national and global issue. In order to minimize impact in an overpopulated state or region, we could work with other states and countries that are less populated and assist people in a comfortable transition. Think globally!

8. *Do you support reform of CEQA?*

Support

I support reform. But if it waters down environmental protections then I would be against it. Yes, there have been abuses. If we can not maintain a high standard of environmental protection with reform, then I am willing to live with the abuses that the current legislation allows.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Oppose

I voted no on Proposition 8. Many of my customers are dialysis patients. They were against this proposition. My dialysis customers were concerned that the passage of this proposition would have negative effects on their healthcare. The dialysis clinicians that I am associated with also opposed this proposition.

In order for me to support such a proposition, there would have to be a broad consensus that would want something like this passed.

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

Based on the data that I have looked at and the large number of scientists that are saying that we have a climate change crisis, I support this idea.

I am concerned that there could be some "unintended consequences" as a result of using zero emission vehicles. We don't want to solve one environmental crisis only to create another one. We have to think about that.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

Yes. As climate change continues to impact the world, rising sea levels will become a major issue. Other areas of the world will have to address this. We will have to also.

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

Support

It is my belief that proposition 13 should never have been passed by the voters. If I had been of voting age at the time of the proposition, I would have voted no. The real estate market may have played out differently with a no vote.

The November 2020 ballot measure (if passed) would allow for some more revenue to come into the state.

I have already stated previously that I am in favor of a more "communal" philosophy of distributing wealth.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

I do support tax reform in California. With the current system, when recession times hit, California is especially prone to some great struggles financially during that time.

However, I would only support tax reform if it did not harm the most vulnerable in our communities. If a proposed tax reform system means a draconian reduction of assistance for the most vulnerable (rather than an increase), I would not support it.

14. Do you support the creation of a statewide student longitudinal data system?

Oppose

I am choosing the oppose option because I have not yet carefully examined what the ramifications of such a system would be in the state of California. At this point in time, I would be concerned about privacy and too much state control over education. I am open to changing my mind after talking to parents, students, and educators.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

My greatest concern is the impact of automation on blue collar workers. I am pro-labor and pro-union.

In order to counteract the growing reliance on technology (and automation) young people will have to be trained to be able to do jobs that require technological expertise. Education will be a big part of this.

I would be willing to work with both the business and labor community to find ways to address these educational challenges.

16. 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?

I have not been an elected official, so I have not had to face this issue.

However, since I am taking no donations (and if I win the SD 15 election) my obligations will be to the constituents of my district. I have outlined a governing philosophy in my "political party" section of my website. I will cut and paste part of that section and put that quote here:

"My philosophy on how I will govern as a state senator of California is one of two options and it depends on how my voters desire for me to "rule". Option #1 would be that I make decisions based on my viewpoints on the issues I have stated on the issues page. Option #2 would be that I would make my decisions based strictly on what the people of California (and my district) want (even if I disagree with them). In a polarized vote I would defer to my position on the issue. A non-polarized vote would be if the California people reached a level of approximately 58 percent as to whether they wanted legislation passed or vetoed."

State Assembly/Senate

Ann Ravel

CA State Senate

Attorney

Top 3 priorities citywide

1. affordable housing and homelessness
2. transportation needs
3. addressing the causes of economic inequality, including: lack of affordable quality childcare; early childhood education and unequal schools; affordable college; and the root causes of many of these issues - campaign finance. These are priorities because they each impact the ability for all people in our state to share in the California Dream.

1. Who is your Campaign Manager?

Jessica Dickinson Goodman

2. What is your Campaign Budget?

I accepted the voluntary expenditure limits for this race. I intend to raise \$930,000 in the Primary. Since I've been raising money for this campaign in March of this year, I have raised over \$225,000 from over 1,350 individual donors - 70% of which are \$50 or less.

3. Please share your Top Ten Endorsements:

1) CA Lt. Governor Eleni Kounalakis; 2) State Controller Betty Yee; 3) Congresswoman Jackie Speier; 4) Congressman John Sarbanes; 5) State Senator Connie Leyva; 6) Senator Hannah-Beth Jackson; 7) State Assemblywoman Rebecca Bauer-Kahan; 8) Santa Clara County Supervisor Susan Ellenberg; 9) San Francisco City Attorney Dennis Herrera; 10) Los Altos Councilmember Neysa Fligor.

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

Support

Yes. Our region suffers from demoralizing traffic congestion, pollution and commute times. It is clear that when it comes to addressing our abysmal transportation system, we cannot continue to kick the can down the road. We must be creative in our approach to moving people and goods around our community, rather than returning to the same old, same old band-aids. I will advocate for investments in our state and local infrastructure, while also requiring adequate oversight to ensure the funding is used wisely. I will work with the VTA and regional governments to strengthen the management and maintenance of our transit systems, including BART, Caltrain, our buses and light rail, to better serve our region and stop interruptions in service or delays.

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

Support

I support high speed rail or other forms of transit from the Central Valley to Santa Clara County, and I support the electrification of Caltrain and investments in Diridon station as a key transportation hub.

I have watched my own son make the hard choice to move his family away from the South Bay because of expensive rents and home prices. We desperately need more affordable housing in the South Bay, but we need an all-of-the-above housing policy that includes high speed rail opening up parts of the state to reasonable, humane commutes that are not possible today.

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?*

Support

Global warming is a brutal reality for all of us, but particularly for our children and grandchildren. Public transportation reduces greenhouse gas emissions, increases air quality, decreases the stress and misery of freeway commuting, and will allow us to build the foundation of the better world we want for the next generation. Big ideas cost money and while I am concerned about the inherently regressive nature of sales taxes, the long-term benefit of this work is profound.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I support transit-oriented development, of course. And that means building more and denser buildings -- townhomes and low-rise apartment buildings, quiet duplexes and mid-rises surrounded by parks. We don't have to reinvent the wheel: the world is filled with beautiful, dense, rich cities, with fast, organized, effective transit. We just have to build the political will to get there.

There is a housing crisis in our state and Sacramento has a role to play in solving it. The solution to the housing crisis is not a one size fits all policy, but every community has an obligation to contribute to solving it. I oppose measures that unilaterally remove local zoning restrictions without community input. There are hard conversations we have to have around zoning: the racist history of red-lining still holds too many of our communities back; California was built for a much smaller population than currently calls our state home. Good solutions are complex, and more likely to serve all of our communities.

8. *Do you support reform of CEQA?*

Oppose

CEQA is a very important law which requires that environmental impacts of projects and policy changes be revealed and mitigated. But unfortunately, it has become a tool serving motives that have nothing to do with protecting the environment. There are too many barriers preventing the

development of affordable and middle-income housing. All levels of government have to work to reduce the bureaucracy and outdated rules that often stand in the way of building homes. When I was Santa Clara County Counsel, I required the county to perform all environmental impact reviews, which helped reduce costly litigation and built trust in the process for all stakeholders. That's why I believe we should streamline the permitting process in localities and enact a law assigning a state agency to produce environmental impact reports and oversee CEQA enforcement. This will ensure that new projects, including affordable housing, are not delayed.

9. Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?

Support

I believe we should have a single state executive branch agency overseeing for-profit hospitals and other health care providers, which would help reduce health care costs for all Californians.

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

I would like to see California's deadline moved up on this.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

Yes, climate warming affects all of us and isn't bound to political jurisdictions. We all must work together to address this. I will need more information and would like to confer with scientists and engineers to assure that sea walls will provide the kind of solution we're hoping for. Often, these kinds of barriers increase tidal damage in other parts of our connected ecosystem, much like a marina wall to preserve sand on one beach ends-up depleting another entirely.

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

Support

We should reform Prop 13, but we need to do so in a way that does not bring massive administrative costs for counties and make it difficult to enforce. Split-roll should not penalize small businesses.

Answering this kind of question is where having a long memory comes in handy. I remember when Prop 13 was sold to the California electorate: it was proposed and promised as a protection for seniors from rising property taxes. It was never intended as permanent protection from property taxes for corporations, only a small sliver of whom actually benefit from it today.

Every other state in the union regularly reassesses property taxes for businesses. That has not had negative economic consequences. Instead, it will provide more tax revenue for important

projects like building the massive transportation and affordable housing projects I've advocated for in other answers, not to mention improving our schools.

But there isn't just one way to fix Prop 13. Solutions with high administrative costs that would drive businesses to Los Angeles aren't going to win my support. We need to reform Prop 13, but in a way that works for our community.

13. Will you support legislation that reduces the volatility of the California tax system?

Oppose

I applaud Governor Jerry Brown for creating the Rainy Day Fund. While I support a tax on the top 1% of earners, I am open to other means of generating income to the state. An over-reliance on one source of funding could collapse our state economy during a recession.

14. Do you support the creation of a statewide student longitudinal data system?

Support

I believe data is useful in informing decision-makers and I would support such a system as well as higher teacher pay and help to disadvantaged students.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

I am a proud product of the public education system. From junior high in San José to UC Berkeley to UC Hastings for law school, I know how quality affordable public education can change lives. Public education is what helps move people from poverty to prosperity -- which my family experienced when we moved to this valley when I was 11. But students today can't work their way through Cal and Hastings waiting tables as I did.

Community college should be free for the first two years. The UCs and CSU systems' tuition should be lower for all students and we need to increase capacity in both systems. And we should continue to provide resources so that students who are excited by the possibilities of STEM -- no matter their gender, class, zip code or race -- are welcomed into that profession with open arms.

16. 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?

Some of my supporters don't agree with me on major issues, but they all know that I listen with an open mind. For example, when I was County Counsel, I convinced all of the Santa Clara County Supervisors to agree to file a petition with the Supreme Court to overturn Prop 8, the anti-marriage equality initiative. Later, one of the County Supervisors received criticism from his constituents and was concerned about why I had made the recommendation. I was able to convince him, honestly, of why it was important for him to support the lawsuit: the threat of

litigation. So while I had other reasons, such as equality and first amendment considerations, I also knew that they were specific reasons that would resonate with him to come to the same conclusion.

State Assembly/Senate

John Laird

State Senate 17th District

Former Secretary for Natural Resources

Top 3 priorities citywide

1. Impacts of Climate Change - Fire and Sea Level Rise
2. Affordable and sustainable higher education
3. The affordable housing crisis

1. Who is your Campaign Manager?

Bill Maxfield

2. What is your Campaign Budget?

\$750,000 in the primary (if a strong race, it will be higher)

3. Please share your Top Ten Endorsements:

Nineteen of twenty-one district Mayors; all overlapping members of Congress; League of Conservation Voters, BAYMEC, California Federation of Teachers, California Professional Firefighters, California State CalFire Firefighters Local 2881

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

Support

There need to be non-care transit solutions as part of the big picture in the Bay Area, and this is a good one. I would support it.

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

Support

I visited the high speed network in Europe while a state legislator. It is more environmentally efficient, it only requires going to an airport for true long distance travel, and it is a better travel experience. They did not have the challenge California has, of trying to build a system all at once. They did it piecemeal. If there is a realistic way to do that in California, I would support it.

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?

Support

We need a big jolt to make a significant difference in our transportation system, and this would do it.

7. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Support

I was just given a support or oppose choice on an issue that is very complex. I support transit oriented development. The proposal in front of the state has been narrowed to large urban areas, which makes sense. The one thing that is a problem, is how to make sure that a significant percentage of housing that is created will be affordable. That is a threshold issue for me, and it has not been addressed adequately in the current legislation. I don't think California can build its way into affordability, there will have to be some sort of guidance or assistance to insure that a significant portion of new housing is "affordable". As a legislator, I would work toward that goal in any legislation.

8. *Do you support reform of CEQA?*

Support

Once again, this was a support or oppose question about an issue that is complex. I support ensuring that environmental impacts are understood and mitigated as provided for in CEQA. If we can protect that basic policy without weakening it, then I would look at possible reforms. The Governor I just worked for wanted to do this, but found it a tough nut to crack. I do not support one-off free passes on CEQA for items such as sports stadiums. Reform should be for every body.

9. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Support

Once again, this is a support and oppose question about a complex issue. I support universal access to health care and supported single-payer in my past legislative service. That is not possible without keeping health care costs down. That is not possible without an adequate supply of doctors, adequate public health service reimbursement rates, support for rural hospitals, and reasonable costs for generic drugs. I would hope to do this without the need to go to the ballot - unless it is getting public support for adequate funding toward these goals. When I was in the legislature I proposed funding for universal health care for children (prior to Obamacare and prior to SCHP). I supported a state health care reform supported by a Republican governor and a Democratic speaker, that would have been a precursor to Obamacare. I answered this question yes, but it's because I would consider support for this if we can't figure out how to do it legislatively.

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

I strongly support this, and was just part of an administration that sought many solutions like this to lower the state's greenhouse gas emissions. This is but one of many things we can and will have to do to lower emissions.

11. Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?

Support

I am coming off eight years as Secretary for Natural Resources where I was the point person for the administration's adaptation plans and efforts. We did science assessments on the effects of a warming climate - including sea level rise, fire, the safety of the grid, and more. We produced a guidance report for state government on the subject. This is a big challenge. It will require a lot of money. It will require bringing the public along. It will require different ways to meet the challenge together - such as a "Baylands Caucus" as described in the question - because it will be hard to meet this challenge solely on a county-by-county or city-by-city level. I stand ready to continue my work on this challenge.

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

Support

I appreciate the consequences outlined in this question, but I believe that there is a fair share that must come from the business side of the house to deal with education funding.

13. Will you support legislation that reduces the volatility of the California tax system?

Support

I was the Assembly Budget Chair for four years of my State Assembly service. When the Governor appointed a state group to consider this issue after I was term limited out of the Assembly, the Speaker asked me to monitor that group and report back. That group recommended a value added tax, which went nowhere, and was a missed opportunity on this subject.

Our state budget overperforms the economy in good times and underperforms the economy in bad times - due to the volatility described in the question. I support reducing the volatility, but it will not be politically easy, as it creates winners and losers - and it is only really politically possible while the economic sun is shining, and we will inevitably get to a recession in the next few years.

14. Do you support the creation of a statewide student longitudinal data system?

Support

I support such systems, but I do not think they are a substitute for individual attention in learning and support making sure both work together.

15. Will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?

Support

I strongly support addressing this problem. We have a problem with having enough spots in our public higher education system, and having enough financial support that allows every student to succeed regardless of financial circumstances. This is truly an investment in the future. I am a former community college trustee, and believe strongly in this investment.

16. 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?

When I was a Mayor and City Councilmember in Santa Cruz, many of my strongest environmental supporters wanted the city to go to tertiary sewage treatment. We were not on the clean water list - and the local cost share for tertiary treatment would have been prohibitive to working and middle class city residents. Even though I strongly wanted to go to the higher level of treatment, I opposed going to this level because it would not be affordable to a significant number of local residents. The city was sued as a result. Eventually, our Congressman got the city added to the "closed" list. But we did not know that when we had to act and I opposed the move at the time.

2020 March Primary Candidate Questionnaire (San Jose Candidates)

Question 1: Background Information

Name:

Office You are Seeking:

Current Title or Occupation:

Question 2: Priorities

What are your top three priorities for your district?

- 1.
- 2.
- 3.

Question 3: Campaign Background

Please tell us more about your Campaign;

- a. Who is your campaign manager?
- b. What is your campaign budget?
- c. Please share your top 10 endorsements

Question 4: Permanent Caltrain Funding Ballot Measure

Caltrain currently serves approximately 64,000 daily riders. With electrification scheduled to be completed in 2022, that number is projected to increase 80 percent to 110,000 weekday passenger trips. Caltrain estimates that with additional expansion and a permanent source of operating funds (which today Caltrain lacks), Caltrain could serve in the range of 200,000 daily riders with very frequent, reliable service by 2040. The legislature has already authorized a one eighth of one cent sales tax to be put on the ballot in San Mateo, San Francisco, and Santa Clara Counties to provide Caltrain funds for expansion and operating funds. *Would you support such a measure if it were put on the November 2020 ballot?*

Yes ____

No ____

Why or Why not?

Question 5: Valley to Valley Connection

A fast, reliable rail connection between the Central Valley and Silicon Valley has long been discussed as a potential priority for the region and the state. Although Governor Newsom recently suggested a focus on building High Speed Rail in the Central Valley, he continued to commit funding to study the environmental impact of the connection to Silicon Valley. *Do you support funding to complete a valley to valley connection through high speed rail?*

Yes ____

No ____

Why or Why not?

Question 6: Regional Transportation Solutions

The Silicon Valley Leadership Group, along with SPUR and the Bay Area Council, has been exploring a potential large-scale, transformative transportation measure for the nine-county bay area, along the scale of Los Angeles' successful Measure M, which raised \$123 Billion for transportation projects. *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?*

Yes ____

No ____

Why or Why not?

Question 7: Google Development at Diridon

Google has expressed great interest and the intention to build a vibrant mixed-use transit village in the Diridon Station Area that could bring 15,000-20,000 well-paying jobs to Downtown San Jose. They have already agreed to include 25% affordable homes across the station area and a commercial linkage fee to fund future affordable homes, along with millions of dollars in current and future community benefits. *Do you support Google's plans for the Diridon Station Area?*

Yes ____

No ____

Why or Why not?

Question 8: Revenue for Affordable Homes

The City of San Jose has the need for more than \$500 million in City investment to build the 10,000 affordable homes goal by 2023. The City is exploring a real estate transfer tax, commercial-only parcel tax, general parcel tax, and vacant land tax for the 2020 ballot. *Do you support any or all of these revenue generating vehicles (please be specific) to build more affordable homes?*

Yes ____

No ____

Why or Why not?

Question 9: Campaign Contribution Ballot Measure

Union-backed organizations in San Jose are pushing for a ballot measure to be placed on the November 2020 ballot that would prohibit campaign contributions from some residential and commercial developers, landlords, lobbyists and some other advocates for developments in San Jose. The measure would also move San Jose Mayoral elections from California Gubernatorial election years (example: 2022, 2026 and 2030) to Presidential election years (example: 2024, 2028 and 2032). The proponents of this measure argue that this measure will keep "special interests" out of San Jose elections and increase voter turnout for San Jose's Mayor.

Opponents of the measure point out that the proposed measure does not prohibit campaign contributions from organized labor and other groups tied to labor who contribute millions of dollars to candidates and measures every election cycle. Opponents also believe that the Presidential campaigns will capture the attention of voters and negatively impact the Mayoral elections of San Jose. *As a candidate for local office, are you in favor of this measure?*

Yes ____

No ____

Why or Why not?

Question 10: Zero-Emission Busses

Fighting climate change will require tackling greenhouse gas (GHG) emissions in the transportation sector, the largest contributor to California's total GHG emissions. One key area where local policy changes can make an immediate and critical impact is in supporting zero-emission public transit, electric vehicle and Complete Street improvements. *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)?*

Yes ____

No ____

Why or Why not?

Question 11: Bay Area Flood Risk

The Leadership Group views extreme flood risk in the Bay Area as a top priority and advocates for more flood protection investments to make us resilient to flooding. Seawalls and many types of levees reflect wave energy back into the Bay and raise water levels everywhere. As seas rise, more walls along one part of the Bay can promote more flooding in another. What one municipality does to address rising waters can negatively impact others. *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?*

Yes ____

No ____

Why or Why not?

Question 12: Proposition 13 Amendment

The November 2020 ballot will have a measure to amend Proposition 13. The amendment would impose a split roll property tax so that commercial and industrial properties in California would be assessed on current market value. There would be several negative consequences for the California economy: taxes would become unpredictable for employers that operate in commercial and industrial properties; compliance expenses would increase; taxes would increase significantly for many businesses. *Do you support or oppose this ballot measure?*

Yes ____

No ____

Why or Why not?

Question 13: Placement of public charter schools

Public charter schools operate alongside traditional public schools, offering educational choices for students and families. *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?*

Yes ____

No ____

Why or Why not?

Question 14: Personal Relations

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?*

2020 March Primary Candidate Questionnaire (Santa Clara County Board of Supervisors Candidates)

Question 1: Background Information

Name:

Office You are Seeking:

Current Title or Occupation:

Question 2: Priorities

What are your top three priorities for your district?

- 1.
- 2.
- 3.

Question 3: Campaign Background

Please tell us more about your Campaign;

- a. Who is your campaign manager?
- b. What is your campaign budget?
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Caltrain currently serves approximately 64,000 daily riders. With electrification scheduled to be completed in 2022, that number is projected to increase 80 percent to 110,000 weekday passenger trips. Caltrain estimates that with additional expansion and a permanent source of operating funds (which today Caltrain lacks), Caltrain could serve in the range of 200,000 daily riders with very frequent, reliable service by 2040. The legislature has already authorized a one eighth of one cent sales tax to be put on the ballot in San Mateo, San Francisco, and Santa Clara Counties to provide Caltrain funds for expansion and operating funds. *Would you support such a measure if it were put on the November 2020 ballot?*

Yes____

No____

Why or Why not?

Question 5: Valley to Valley Connection

A fast, reliable rail connection between the Central Valley and Silicon Valley has long been discussed as a potential priority for the region and the state. Although Governor Newsom recently suggested a focus on building High Speed Rail in the Central Valley, he continued to commit funding to study the environmental impact of the connection to Silicon Valley. *Do you support funding to complete a valley to valley connection through high speed rail?*

Yes ____

No ____

Why or Why not?

Question 6: Regional Transportation Solutions

The Silicon Valley Leadership Group, along with SPUR and the Bay Area Council, has been exploring a potential large-scale, transformative transportation measure for the nine-county bay area, along the scale of Los Angeles' successful Measure M, which raised \$123 Billion for transportation projects. *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?*

Yes ____

No ____

Why or Why not?

Question 7: Housing Land Options

The Silicon Valley is deep in a housing and affordable housing crisis. Our region has failed to build enough homes at all income levels to keep pace with population and economic growth, leading to longer and far-reaching traffic, a loss of workforce talent as workers leave the region, and more and more people experiencing homelessness living on the streets and in cars. One of the main factors in spurring housing production is available, developable land. The County owns public land that may provide the opportunity for building housing. *Would you support using County land for housing and affordable housing, including the former San Jose City Hall land and the County Fairgrounds?*

Yes ____

No ____

Why or Why not?

Question 8: Employer Housing Responsibility

Stanford University is currently far into their next General Use Permit process. The current recommendation from Santa Clara County staff favors full mitigation of housing needs produced by the University's increase in jobs and student enrollment. This is the extreme of a trend for the private sector to do what the public sector has traditionally done - to build the community's housing. The Leadership Group is wary of this proposed new approach that we are hearing in council chambers around the Silicon Valley that could very well disincentivize economic growth. *Do you support the general principle of employers needing to fully mitigate/build the housing for all the jobs they produce?*

Yes___

No___

Why or Why not?

Question 9: Health Care Regulation

"The Palo Alto Accountable and Affordable Health Care Initiative", or Measure F, was placed on the ballot in the City of Palo Alto. Measure F would have likely caused clinics to close, reducing medical services within the city of Palo Alto. The measure was designed to regulate health care costs by capping the cost to patients at 115% of the cost of patient care. *Would you support a measure, such as Measure F, that regulates the amount that health care providers may charge for services?*

Yes___

No___

Why or Why not?

Question 10: Zero-Emission Busses

Fighting climate change will require tackling greenhouse gas (GHG) emissions in the transportation sector, the largest contributor to California's total GHG emissions. One key area where local policy changes can make an immediate and critical impact is in supporting zero-emission public transit, electric vehicle and Complete Street improvements. *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)?*

Yes___

No___

Why or Why not?

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Yes___

No___

Why or Why not?

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The November 2020 ballot will have a measure to amend Proposition 13. The amendment would impose a split roll property tax so that commercial and industrial properties in California would be assessed on current market value. There would be several negative consequences for the California economy: taxes would become unpredictable for employers that operate in commercial and industrial properties; compliance expenses would increase; taxes would increase significantly for many businesses. *Do you support or oppose this ballot measure?*

Yes___

No___

Why or Why not?

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Yes___

No___

Why or Why not?

Question 14: Personal Relations

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?*

2020 March Primary Candidate Questionnaire (State Assembly and Senate Candidates)

Question 1: Background Information

Name:

Office You are Seeking:

Current Title or Occupation:

Question 2: Priorities

What are your top three priorities for your district?

- 1.
- 2.
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Yes___

No___

Why or Why not?

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Yes ____

No ____

Why or Why not?

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The Silicon Valley Leadership Group, along with SPUR and the Bay Area Council, has been exploring a potential large-scale, transformative transportation measure for the nine-county bay area, along the scale of Los Angeles' successful Measure M, which raised \$123 Billion for transportation projects. *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?*

Yes ____

No ____

Why or Why not?

Question 7: Transit-Oriented Development

California needs 3.5 million new homes by 2025. Of that total, nearly half of the needed homes are affordable housing for low-income families, workers, seniors, and individuals. It is no longer a question of if we build housing, but where: The Leadership Group strongly supports transit-oriented development (TOD), especially within a half-mile of fixed rail transit stops. *Would you support state legislation to facilitate and encourage TOD within a half-mile of fixed-rail development, including streamlining housing approvals and establishing minimum zoning standards/heights?*

Yes ____

No ____

Why or Why not?

Question 8: CEQA Reform

The 50th anniversary of the California Environmental Quality Act (CEQA) is next year. CEQA is excellent policy to ensure that environmental impacts are understood and mitigated. However, community groups, neighbors, businesses, and labor groups have abused CEQA to minimize, delay, and/or halt housing production. *Do you support reform of CEQA?*

Yes___

No___

Why or Why not?

Question 9: Health

Reducing healthcare costs is a major policy priority. One ballot initiative that looked to tackle health care costs last year was the highly contentious Proposition 8, or Limits on Dialysis Clinics' Revenue and Required Refunds Initiative. Prop 8 looked to cap profits of Dialysis clinics at 115% of the cost of patient care and provide refunds or rebates for costs over 115%. *Would you support a ballot measure, such as Prop 8, that regulates the amount that healthcare providers may charge for services?*

Yes___

No___

Why or Why not?

Question 10: Zero-Emission Busses

Fighting climate change will require tackling greenhouse gas (GHG) emissions in the transportation sector, the largest contributor to California's total GHG emissions. One key area where local policy changes can make an immediate and critical impact is in supporting zero-emission public transit, electric vehicle and Complete Street improvements. *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)?*

Yes___

No___

Why or Why not?

Question 11: Baylands Caucus

Here in the Bay Area, over half a million residents and \$100 billion in critical infrastructure are at risk from sea level rise in the next few decades. As certain jurisdictions heighten sea walls along one part of the Bay to combat sea level rise, this can promote flooding in another part of the region. Many stakeholders are stepping forward with important tools to ground our decision-making, but there is still a "governance gap." No individual entity is prepared to develop a coordinated plan of action, informed by a vision of the future. *Will you work with the Leadership Group and your Bay Area state legislative colleagues to develop a "Baylands Caucus" focused on a regional vision and plan of action for sea level rise, as well as funding to address our shared vulnerabilities?*

Yes ____

No ____

Why or Why not?

Question 12: Proposition 13 Amendment

The November 2020 ballot will have a measure to amend Proposition 13. The amendment would impose a split roll property tax so that commercial and industrial properties in California would be assessed on current market value. There would be several negative consequences for the California economy: taxes would become unpredictable for employers that operate in commercial and industrial properties; compliance expenses would increase; taxes would increase significantly for many businesses. *Do you support or oppose this ballot measure?*

Yes ____

No ____

Why or Why not?

Question 13: Personal Income Tax Reform

California's tax system produces a volatile amount of tax revenue, primarily because of its reliance on a very progressive personal income tax with the top 1% of earners having paid almost 46% of the personal income tax in 2016, which amounts to about 31% of all General Fund Revenue. The top 6% of taxpayers paid about 71% of the personal income tax in 2015. *Will you support legislation that reduces the volatility of the California tax system?*

Yes ____

No ____

Why or Why not?

Question 14: Longitudinal Data Systems

Thirty-seven states and the District of Columbia have statewide student longitudinal data systems to connect education sectors (K-12, higher education, etc) and provide data driven insights into how we can help all students succeed. California does not currently have a statewide system of this kind. *Do you support the creation of a statewide student longitudinal data system?*

Yes ____

No ____

Why or Why not?

Question 15: Access to Higher Education

By 2030, California will fall an estimated 1.1 million bachelor's degrees short of economic demand. While over 22% of employment in Silicon Valley is in STEM, just 19% of STEM workers were born in California. Building a strong, diverse pool of Silicon Valley STEM graduates will promote regional competitiveness and rebuild the middle class. *To diversify the innovation economy and increase economic mobility in our region, will you address the higher education opportunity gap for underrepresented students and increase the number of graduates prepared for innovation economy careers?*

Yes ____

No ____

Why or Why not?

Question 16: Personal Relations

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?*