

## 2018 Priority Advocacy Issues

### 1. Investment Funding and Local Control for Workforce Development

“Investment Funding and Local Control for Workforce Development” will continue to be a Priority Issue for the City in 2018. Financial resources from federal and state governments for workforce development, education and training programs are critical to effectively preparing the workforce for the changing demands and churn of the Silicon Valley technology-driven economy as new industries replace the obsolete. This past year, NOVA was ranked No. 1 in the state for the numbers of individuals who have been laid off through the official WARN (Worker Adjustment and Retraining Notification) notices impacting 6,584, up from 5,967 affected the previous year. Even in an economic recovery, workers are being left further behind without the skills to compete in today’s demanding market place. In California, 24.8 percent of the unemployed are considered long-term unemployed, specifically, out of work for 27+ weeks. These workers, who may face barriers to employment, require job-driven retraining and support services for the skilled employment that the new and emerging industries will bring. The implementation of the federal Workforce Innovation and Opportunity Act (WIOA) will offer new opportunities, as well as threats to the local workforce development system. WIOA will not ensure any additional resources to serve the continued high demand from customers. Local government’s authority and control over local/regional planning, one-stop procurement and how best to allocate these limited resources may also be diminished. Given the current climate at the state and federal levels and uncertainty with the current Congressional priorities, funding for and local control of workforce development is vulnerable in 2018 and could potentially threaten the sustainability of these local and essential programs and the economic prosperity of this community.

The City department will continue to apply for private, state and federal grants to address customer need and achieved success in 2017 with grant awards from Google.org for a career pipeline initiative, from LinkedIn for the youth program, and from the State for the Slingshot initiative, advanced transportation apprenticeships and energy management system for electric transit buses projects, workforce development for flood relief and Workforce Accelerator projects. The City will track and take positions on federal and state proposals that will impact the education and training of the local community’s workforce and local elected official’s authority over the local workforce development system. This is in alignment with Council Policy 5.0 *Long-term Advocacy Positions - Socio-Economic, Section 5.2 — Economy and Employment and Section 5.3 – Education and Training*.

### 2. Interoperability/Public Safety Communications System

The Silicon Valley Regional Interoperability Authority (SVRIA) represents the interests of all public safety agencies in Santa Clara County through its 15 municipal members. SVRIA exists to identify, coordinate and implement communications interoperability solutions to its member agencies. The purpose of SVRIA is to develop seamless operation of voice, radio and data communications between law enforcement, fire and rescue service, emergency medical services and emergency management for routine operations, critical incidents and disaster response and recovery. SVRIA provides consolidated guidance and participation in larger regional efforts including participation in the Bay Area Regional Interoperable Communications System (BayRICS) that represents the Bay Area Urban Area Security Initiative (UASI) 10 county region.

Ensuring that our nation’s emergency responders can communicate readily available technology is of the utmost importance, whether during everyday situations or more complex national emergencies. It is a priority for the City to support resolving interoperability problems that affect emergency communications systems, remedying the current shortage of broadcast spectrum availability for public safety needs, and providing funding for interoperable equipment.

On February 22, 2012, the Middle Class Tax Relief and Job Creation Act created the First Responder Network Authority (FirstNet). The law gives FirstNet the mission to build, operate and maintain the first high-speed, nationwide wireless broadband network dedicated to public safety. FirstNet will provide a single interoperable platform for emergency and daily public safety data communications allowing more flexibility for collaboration. In 2017, the City will continue to monitor and potentially perform advocacy at the local, state and federal level to encourage the build-out of the network and an efficient sustainment model.

### **3. Environmental Regulatory & Conservation Issues**

Continued interest in environmental issues at both the state and federal levels will likely result in regulations and legislation that could significantly impact the City. Monitoring and advocacy efforts will be geared to ensuring that emerging legislation is in alignment with the City's interests. Issues of importance to the City include solid waste reduction and recycling; Product Stewardship/ Extended Producer Responsibility programs; marine debris regulation; industrial and municipal storm water permit regulations; potential application of "cap and trade" GHG regulations to landfills; hazardous materials and clean-up of toxic sites; green building standards and requirements; greenhouse gas emissions regulation and climate resiliency; and fossil fuel energy/renewable energy alternatives.

Specific items of interest include:

#### *Water*

The City supports provisions of National Pollutant Discharge Elimination System permit regulations that are attainable and reflect local conditions and circumstances. Along the same lines, new regulations and/or permit requirements that include numerical limits for municipal urban runoff discharge should be opposed as infeasible and a very expensive way to address the problem. It is in the City's continued interest to support non-point source discharge regulations, water conservation and recycling and pollution controls that benefit the City. Policies by Regional Water Quality Boards should recognize the goals of the Clean Water Act but apply an appropriate standard based on local circumstances.

#### *Renewable Energy and Community Choice Aggregation*

The City will continue to monitor discussions regarding clean energy related issues including energy conservation, renewable energy, energy storage, distributed energy, and Community Choice Aggregation (CCA). It is in the City's interest to support policy that enables, accelerates and supports the deployment of clean energy. The City has particular interest in any discussions or actions related to CCA as the City's effective implementation of the Climate Action Plan is heavily reliant on the local CCA Sunnyvale helped to form, Silicon Valley Clean Energy, to implement and further accelerate greenhouse gas reductions. The City should monitor legislation that may have a regional and local impact on greenhouse gas emissions to advocate for effective and equitable approaches to emissions reduction.

#### *AB 32 and SP 32*

AB 32, the Global Warming Solutions Act of 2006, set the 2020 greenhouse gas emissions reduction goal into law. In 2008, the State approved the AB 32 Scoping Plan, which contains the main strategies California will use to reduce the greenhouse gases (GHG) that cause climate change. The initial Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation fee regulation to fund the program. In 2014, the California Air

Resources Control Board (CARB) approved the first update to the AB 32 Scoping Plan to highlight progress to date, refine program parameters, defines priorities for the next five years, and sets the foundation for how post 2020 reduction targets will be achieved. CARB is now moving forward with a second update to the Scoping Plan to reflect the 2030 target, to achieve a 40% reduction from 1990 GHG levels, established in Executive Order B-30-15 and SB 32 which was signed into law in September 2016.

*SB 1383 and CARB*

In September, 2015, CARB announced its intent to ban landfill disposal of food waste and other organics by 2025 in hopes of further reducing methane emissions from landfills. SB 1383 (Lara), signed into law by Governor Brown on September 19, 2016, reinforced CARB's focus on diverting organics from landfill. The bill establishes 2014 disposal as a baseline, then sets a state target of reducing disposal 50% by 2020 and 75% by 2015. As of late 2017, CalRecycle is drafting regulations to implement the organics diversion provisions of SB 1383. Diverting more organics from disposal is consistent with the City's Zero Waste Strategic Plan goals. However, creating the composting and anaerobic digester infrastructure needed to process the additional food waste will require overcoming significant statewide funding, siting and land use and environmental permitting challenges. A key issue is the need for a realistic, market-driven definition of "organics." For example, as the City implements its commercial and residential organics diversion services, staff is seeing that the end users of the collected materials have little ability to make useful products or to recover energy from many single-use food and beverage packaging materials that are labeled by manufacturers as "compostable." This can set up conflict between well-meaning generators of fiber-based single-use foodware (e.g. large corporate cafeterias) and the end users of the collected "organics"—with the City playing referee in the middle.

It is in the City's interest to continue to monitor the progress and implementation of these efforts as they relate to its utility functions of wastewater, water, and solid waste management and to the City's greenhouse gas reduction goals and approaches.

*South Bay Salt Ponds*

The salt pond conversion project, to restore the salt ponds to their natural ecosystem and provide flood protection, is ongoing. A large amount of fresh water enters the San Francisco Bay from wastewater treatment plants in South Bay cities, including Sunnyvale. These inputs of freshwater are included in the hydrodynamic modeling work conducted to evaluate the impact of alternatives on such things as salinity, water quality, and water levels. The Project Management Team (Team) is comprised of the California State Coastal Conservancy, the California Department of Fish and Game, the U.S. Fish and Wildlife Service, Santa Clara Valley Water District, Alameda County Flood Control and Water Conservation District, and the U.S. Army Corps of Engineers. The project needs to be tracked, due to its proximity and possible impact on the City's Water Pollution Control Plant.

*South Bay Shoreline Study*

Shoreline areas along San Francisco Bay, including Sunnyvale, will risk damages from coastal flooding, with potential impacts to human health and safety, due to future sea level rise. The South San Francisco Bay Shoreline Project is a Congressionally authorized study by the US Army Corps of Engineers together with the Santa Clara Valley Water District and the State Coastal Conservancy to identify and recommend flood risk management projects for Federal funding. The Corps is looking at projects that will reduce flood risk, restore some of the region's lost wetlands, and provide related benefits such as recreation and public access. This project, and other Bay Area resiliency planning efforts, should be tracked into ensure that Sunnyvale's

infrastructure and community assets are considered and protected as the Bay Area plans and constructs resiliency projects.

*California Environmental Quality Act Reform*

The 2014 California legislative session involved considerable discussion regarding substantive reforms to the California Environmental Quality Act (CEQA). CEQA is recognized as an important tool for ensuring public disclosure of potentially significant environmental impacts and for ensuring that adequate mitigation measures are included to reduce or avoid these impacts. Growing concerns have been expressed, however, that some groups are using CEQA inappropriately to delay a project, and often the opposition is not truly predicated on environmental concerns. Environmental impact reports are increasingly challenged in the courts. Along with causing significant project delays, cities must commit considerable staff resources and incur substantial financial costs to defend these legal challenges. While CEQA reform has been a topic of regular discussion with numerous revisions enacted since the law was passed in 1970, the revisions have generally been incremental and ineffective in streamlining the CEQA process.

The 2014 legislative session expected significant CEQA reform, however, an overall CEQA reform proposal did not proceed and SB 731 was introduced, which proposed CEQA reform specific to infill projects. In the last days of the session, SB 731 was shelved and SB 743 was approved. SB 743 includes provisions modifying the expedited judicial review provisions for environmental leadership projects, and adopting some streamlining provisions for infill projects in transit priority areas. SB 743 removes parking, transportation Level-of-Service (LOS), and aesthetics standards as grounds for legal challenges against project developments in urban infill areas. These standards are most commonly used in CEQA litigation to slow or terminate a new development project. The standards will remain in place to demand a higher threshold for green – field developments. It is expected that additional CEQA reform will be necessary in the future.

*Industrial Clear-cut Logging in California*

The City supports prohibitions on industrial clear-cut logging of forests in California. For the purposes of this issue, “clear-cutting” may be defined as any public or private forest management or timber harvest method in which sixty percent (60%) or more of cubic tree volume of any area greater than two and one-half (2 ½) acres is felled within any fifteen-year period; and “clear - cutting” also refers to any forest management or timber harvesting practice that results in the first image of a clear-cut forest. The Sierra Club reports that such deforestation degrades water quality in the areas where the activity takes place, impacts wildlife habitat, reduces the capacity for carbon sequestration as a greenhouse gas reduction strategy, and makes the impacted area less resistant to fire.

The City has broad interest in the impacts of clear-cutting. Such practices are not an impact to current water supply in Sunnyvale. It is not allowed in the Hetch Hetchy watershed and it does not impact Delta supply. The City has broader interest in the health of California’s forests and watersheds. Additionally, the City’s Climate Action Plan objectives are well aligned with the interest to protect the carbon sequestration capacity that can be threatened by clear-cutting.

**4. Regional and State-wide Water Supply Issues**

The City of Sunnyvale has four different sources of water supply readily available. Over 95% of Sunnyvale water comes from two sources - the Hetch-Hetchy Reservoir through the San Francisco Public Utilities Commission (SFPUC) and the Santa Clara Valley Water District (District) State Water Project or Central Valley Project. Water supplies were strained due to the four years (2012-2016) of drought, where Sunnyvale residents and businesses stepped up to challenge and reduce water use by 24%.

Following the 2016-2017 winter season, which brought record levels of rain and snow, Governor Brown lifted the drought state of emergency in most California counties, including Santa Clara County. Though the statewide drought emergency may be over, Governor Brown noted that the next drought could be right around the corner and that conservation must remain a way of life in California. Sunnyvale is already doing its part. For example, in response to Governor Brown's Executive Orders B-37-16 and B-40-17, the State Water Board is advancing a rulemaking that would prohibit certain wasteful urban water use practices. The Water Board is seeking comments on the proposed regulation. The Water Board announced the rulemaking and first circulated the associated documents on November 1, 2017. Sunnyvale, however already has the proposed prohibitions among others in effect as listed in Sunnyvale Municipal Code 12.34.020. The prohibitions the Water Board is proposing are:

- The application of water to outdoor landscapes in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots, or structures;
- The use of a hose that dispenses water to wash a motor vehicle, except where the hose is fitted with a shut-off nozzle or device attached to it that causes it to cease dispensing water immediately when not in use;
- The application of potable water to driveways and sidewalks (except for health and safety reasons);
- The use of potable water in an ornamental fountain or other decorative water feature, except where the water is part of a recirculating system;
- The application of water to irrigate turf and ornamental landscapes during and within 48 hours after measurable rainfall of at least one-tenth of an inch;
- The serving of drinking water other than upon request in eating or drinking establishments, including but not limited to restaurants, hotels, cafes, cafeterias, bars, or other public places where food or drink are served and/or purchased;
- The irrigation of turf on public street medians or publicly owned or maintained landscaped areas between the street and sidewalk, except where the turf serves a community or neighborhood function.

The proposed regulation also requires specific actions of the Commercial, Industrial, and Institutional (CII) sector:

- Hotels and motels must provide guests with the option of having towels and linens laundered, and prominently display this option.

On September 15, 2016, the State Water Board released the draft revised Substitute Environmental Document (SED) to update water quality requirements for salinity in the southern Delta and water flows in major tributaries to the San Joaquin River (the Stanislaus, Tuolumne, and Merced Rivers), which drain into the southern Delta. The SED is part of the process to update the Bay-Delta Plan which is required by law to be updated every three years. The goals of the Bay-Delta Plan are to identify beneficial uses of water, set water quality objectives for the Bay-Delta and set a program of implementation for achieving those water quality objectives. The Bay-Delta Plan also lays out water quality protections to ensure various uses such as drinking, agriculture, and fisheries are protected.

The Bay Area Water Supply and Conservation Agency (BAWSCA), SFPUC and the District have the lead on the primary regional issues around the water supply. However, it is important for the Council to stay current on the water resource issues as they progress, in order to lend support wherever needed by the suppliers.

All support for SFPUC issues should be coordinated with BAWSCA. In some cases, BAWSCA may have suggestions, or coordinate efforts, for the suburban agencies to be sure to maintain a consistent and appropriate level of support, and any other involvement. The issue is being addressed in all areas of our State government. Support may involve meetings, letters of support, public testimony, and assignment of staff so that the City can best respond as a retailer, and work with our suppliers in the interests of the City's residential and commercial water consumers.

### **5. Local Authority Over Wireless Telecommunications Facilities**

The wireless telecommunications industry has made efforts to limit or exempt local control over projects such as new wireless facilities. Several actions by federal and state lawmakers have resulted in: Limiting local authority of wireless telecommunications facility to aesthetics, and not Radio Frequency (RF) exposure or the need for facilities; adding the provision of a "shot clock" requiring local agencies to complete review of projects to a specified time period; and, exempting a type of wireless facility from local permit authority because it is considered a "public utility." In 2015, the Federal Communications Commission issued an order attempting to clarify rules passed by Congress in 2012 known as 6409 which limits the approval authority by local jurisdictions for co-located wireless telecommunications facilities. Recently, the Governor signed into law a "shot clock" that requires local agencies to take action on wireless telecommunications facilities within 90 days for co-locations and 150 days for new facilities.

These efforts continue to erode the City's ability to effectively regulate wireless telecommunications facilities. The efforts have continued to take away local authority on facilities that directly affect a city's residents. The most recent FCC rule includes a broad definition of what type of modifications must be approved by a local agency and attempts to define "modification" as the addition of new antennas and equipment on an existing telecommunications location, and also prohibit a local jurisdiction from denying those modifications. This could for example, result in future wireless carriers adding antennas anywhere on a rooftop without screening if a prior carrier installed a facility on the same building (which would require screening by the City).

In 2017 SB 649 was vetoed, but, if it had passed, the bill would have removed significant local authority over small cell telecommunications facilities within the public right-of-way. The bill would have established a uniform permitting process for small cell wireless equipment throughout the State, and would have fixed the rates local governments could charge for placement of small cell equipment on City owned property. It is expected that this bill will be modified, and re-surface again shortly.

### **6. School Mitigation Fees**

In 1986, the Governor signed into law Assembly Bill 2926 (Chapter 887/Statutes 1986) which authorized school districts to levy development fees to pay for new school facilities and established the maximum fees that can be charged to developers that are building new residential and non-residential projects. This fee is updated every two years as adjusted for inflation. Once the maximum rate is set by the State, it is the responsibility for each school district to establish its own rate.

The school fees are earmarked for improving and expanding school facilities to serve the school-age population that would be generated from new development. Land values and construction costs have dramatically increased since 1986 and the current adjusted maximum rate does not adequately mitigate the school impacts from new development.

With increasing community concern over the ability of school districts to meet the facility needs for a growing school-age population, consideration should be given to increasing the allowable school mitigation fees. Cities and school districts are constrained by the amount set by the State, and the current rate does not adequately cover the cost for new facilities and enhancements to existing facilities. This places a formidable challenge on school districts to implement their school modernization programs while

also responding to the pressures of increasing enrollment. The City would support efforts by the State Legislature and/or Allocation Board to increase the rates and/or inflation calculator to more realistically reflect current school facility costs, or consider other provisions to allow school districts to effectively mitigate the impacts of new development.

### **7. Regional Transportation Plan: Taxicabs/Network Companies**

The City of Sunnyvale has a long-standing support and focus on transportation for hire in the City (taxicabs, limousines, shuttles, etc.). Transportation network companies (TNCs) also fall under this area of focus; however, like limousines, TNCs are regulated by the California Public Utilities Commission, rather than the City.

California state law supersedes the City Charter and places regulatory authority over limousines and other transportation for hire, including TNCs, with the California Public Utilities Commission.

Recent state law (AB 1069) has placed the regulatory responsibility for the taxi industry in the hands of regional authority; lacking the presence of a regional authority, taxicab companies will be required to identify the city where the majority of their business is located, and conform to state-mandated regulations in that jurisdiction. Surrounding cities will be required to accept the license that is issued by the taxicab company's base location city/agency. This change will take full effect on January 1, 2019. There is currently no indication that a county-wide taxi authority is going to be formed in Santa Clara County.

During the calendar year January-December 2018, taxicab companies will gather data to establish the base location where the majority of their revenue is generated. The City will spend calendar 2018 reviewing and revising its taxicab ordinance and process for issuing franchises, so as to align with new state laws and prepare for the regulatory changes that take effect January 1, 2019.

### **8. Massage Therapy**

In response to AB 1147, the City recently amended SMC 9.41 to comply with current state law. AB 2194 (Bonilla) will extend the sunset date of the California Massage Therapy Council to January 1, 2021 and makes some changes to the existing state regulation of massage businesses. Staff will continue to monitor this proposed legislation and its effect on state and local law on the massage industry.

### **9. Anticipated Legislation regarding the use of Unmanned Aircraft Systems by Law Enforcement and First Responder Immunity when interfering with Unmanned Aircraft Systems**

The City anticipates legislation regarding Unmanned Aircraft Systems (drones). An example is the currently inactive 2017 SB 347 (Jackson/Roth), which attempted to establish the State Remote Piloted Aircraft Act, which would govern the use of privately owned Unmanned Aircraft Systems (UAS) and place strict regulation on any use that would endanger life or property, including the prohibition of weaponized UAS. The legislation allowed local governments to adopt ordinances limiting UAS, and placed state enforcement authority over UAS in the hands of CalTrans.

Likewise, SB 168 (Gaines), vetoed by Governor Brown in 2015, would have provided specified emergency responders with immunity from civil liability for any damage to a UAS, if the damage was caused while the emergency responder was providing, and the UAS was interfering with, the operation, support, or enabling of specified emergency services. This bill would have made it unlawful to knowingly, intentionally, or recklessly operate an unmanned aircraft or UAS in a manner that prevents or delays the extinguishment of a fire, or in any way interferes with the efforts of firefighters to control, contain, or extinguish a fire, as specified.

Staff will continue to monitor future legislative proceedings closely and support any legislation that:

allows local governments to adopt ordinances governing the safe use of UAS; places reasonable restrictions on law enforcement with regard to use of unmanned aircraft systems; and releases liability restrictions on law enforcement agencies that interfere with drones posing a threat to emergency services.

### **10. Medical Marijuana/ Recreational Marijuana**

In response to Proposition 64, decriminalizing marijuana in California and providing state regulation of the recreational marijuana business, the City of Sunnyvale maintained the status quo, banning all commercial marijuana activities. The City amended chapter 9.86 the Sunnyvale Municipal Code and various sections of Title 19 to update the existing prohibition against commercial marijuana activity in the city to expressly include non-medical marijuana. To remain consistent with state law, the city placed reasonable regulations on indoor personal cultivation of marijuana, and prohibited the outdoor personal cultivation of marijuana.

The City has supported legislation that fundamentally promotes public health and safety, while sustaining the ability of local agencies to appropriately regulate businesses and recover costs. Staff will continue to monitor future legislative proceedings and support any legislation that maintains this position. Additionally, staff will support state legislation that promotes public health and safety by mirroring Sunnyvale's existing restrictions imposed on smoking in outdoor areas and public gathering places.

### **11. Affordable Housing and Homelessness**

Affordable housing and homelessness have been topics of intense public interest in the City and region for many years. Public interest in the topic tends to increase sharply during times of economic booms, and wane in times of recession, as home prices and rents (affordability levels) rise and fall, in relative terms. Currently the City and the region are facing housing affordability and supply deficiencies at a level not seen since before the 2008 recession. Cities around the region and in many other major metropolitan areas around the country are struggling to address homelessness and housing affordability concerns of local residents and workers, including a severe shortage of housing affordable to lower- and moderate-income households in many California cities. As of 2017, housing and homelessness have become urgent statewide concerns, leading to increasing public debates about causes and possible solutions. The State of California enacted more than fifteen new laws in late 2017 aimed at addressing the State's shortage of housing at all levels of affordability, and the increase in homelessness across many parts of the State. These new laws are complex and require certain state agencies to develop guidelines and protocols for local governments to follow in implementing the new requirements. Those guidelines will not be fully developed by the state agencies until late 2018, so the full impact of the new legislation will not be fully understood until that time. The new requirements generally consist of new reporting, new streamlined processes for reviewing new housing development proposals, new standards for court review of local government decisions on development applications that are litigated, and a new way of analyzing local governments' compliance with state housing element law.

The federal government has taken a different approach to housing and homeless issues in 2017 with several budgetary proposals to eliminate all funding for Community Development Block Grants (CDBG) and HOME grants, and reduce or eliminate funding for various health, nutrition, and human services programs that can affect people's ability to maintain housing. In addition, proposed federal tax reform currently pending in Congress could, if not amended, significantly reduce the amount of federal and private investment available for affordable housing projects in California, and impede Sunnyvale's affordable housing goals.

The City has been a regional leader in implementing various policies and programs to provide housing in a variety of types and affordability levels for decades, and continues to refine and implement its programs and policies. Two important policy documents contain many of these policies, programs, and current



goals and objectives: the 2015-2023 Housing Element of the General Plan and the 2015-2020 HUD Consolidated Plan. The content of these policy documents is generally sufficient to support City legislative advocacy efforts on the topics of affordable housing and homelessness. However, in order to keep this topic front and center among the City's list of current priority issues, staff has developed this priority issue at this time. City advocacy efforts should focus on encouraging the state and federal governments to provide more resources (funding, legal authority, technical support, streamlining of burdensome administrative requirements associated with federal funding, etc.) to local governments to address local housing needs, which includes housing people who are currently homeless, and providing the most vulnerable homeless people with supportive services to help them maintain their housing. In addition, the City should focus advocacy efforts on encouraging its neighboring cities within the County, particularly in those in North County, to do more to supply their respective fair shares of affordable housing and to play a more active role in supporting the County in its efforts to establish facilities, housing, and programs for homeless residents within their respective city limits. The City should focus advocacy efforts at the State level on encouraging the State to engage in constructive dialogue with local governments to seek realistic solutions to local fiscal challenges and challenges in meeting local affordable housing goals, rather than adopting measures that reduce local control and are mainly punitive in nature. Federal advocacy shall focus on encouraging level or increased federal funding for affordable housing and community development programs for local governments; preserving and strengthening the low-income housing tax credit (LIHTC) program and federal tax exemptions for private activity bonds (PAB); preserving federal tax exemptions for state and local taxes (SALT) including state and local property, sales, and income taxes, and maintaining federal tax exemptions for mortgage interest payments on primary residences (at least). Elimination or weakening of the LIHTC and/or PAB programs and/or SALT and mortgage interest deduction could have significant negative impacts on affordable housing production, first-time home buyers, local and state governments' fiscal health, and the stability of the California housing market.

## **12. Engagement with the Federal Aviation Administration Regarding Airplane Noise**

The City continues to track air noise activity on multiple fronts and from multiple sources that impact our residents. In Sunnyvale, the source of air noise comes from various activities from regional international airports, general aviation airports, and Moffett Federal Airfield. Ultimately, the Federal Aviation Administration (FAA) is primarily responsible for air traffic control and our region continues to advocate for air noise mitigation. While the City does not have direct authority over air space, City staff will continue to work with regional agencies and federal representatives and authorities to mitigate the effect on our residents.

## **2018 Legislative Advocacy Positions**

1) Encourage level or increased federal funding for affordable housing and community development programs for local governments; preservation and strengthening of the low-income housing tax credit (LIHTC) program and federal tax exemptions for private activity bonds (PAB); preservation of federal tax exemptions for state and local taxes (SALT), including state and local property, sales, and income taxes; maintain federal tax exemptions for mortgage interest payments on primary residences. Elimination or weakening of the LIHTC and/or PAB programs and/or SALT and mortgage interest deduction could have significant negative impacts on affordable housing production, first-time home buyers, local and state governments' fiscal health, and the stability of the California housing market [2018 CDD Staff Recommendation] Lead Dept. CDD