

SANTA CLARA COUNTY DEMOCRATIC CENTRAL COMMITTEE
7 PM-9PM, Regular Meeting via Zoom Online Conference (registration link below)

(Our meeting is open to the public, but we reserve the right to remove guests who disrupt the meeting. Video and audio recording not permitted without prior approval)

AGENDA FOR Thursday, January 6, 2022

1. CALL TO ORDER

2. ROLL CALL

3. IDENTIFICATION OF VISITORS

Guest: Congressman Jimmy Panetta

4. ADOPTION OF AGENDA

5. APPROVAL OF MINUTES

a. Thursday, December 2, 2021

6. OLD BUSINESS

7. NEW BUSINESS

a. Announce SCCDCC vacancies (1 each in AD25 and AD28) to be filled at February 3, 2022 meeting

b. Fill five (5) vacancies to DSCC (aka state convention delegates)

c. Bylaws Review Report and consideration/approval of changes: [Bylaws](#), [Clubs Act](#), [Endorsement Act](#), and proposed amendment regarding elected official staff members serving on endorsement committee

d. Resolution in Support of Seamless Transit Principles

e. Letter in Support of the Community Opportunity to Purchase Act (COPA)

f. UDC Steering Committee 2022-23

8. REPORTS

a. Executive Board/Chair: Bill James

b. Vice Chair: Jean Cohen

c. Treasurer: Angelica Ramos

d. Secretary: Helen Chapman

e. Executive Director: James Kim

f. Issues: Michael Vargas

g. Community Services and Voter Registration: Huy Tran

h. Finance: James Kim

i. Endorsements: Clarence Madrilejos

j. Communications: John Comiskey

k. Gender Equity and the Status of Women: Adia Hoag

l. Diversity & Inclusion: Rebeca Armendariz

m. Campaign Services: Titus Lin

n. Clubs: Alex Wara

o. Regional Director Report(s)

p. DNC: Otto Lee

q. DTV Report: Steve Chessin

r. Pro-Choice Coalition: Claudia Shope

9. ANNOUNCEMENTS/REMINDERS

10. EXECUTIVE BOARD MEETING

January 19, 2022, 6-7pm

11. ADJOURNMENT

Non-Member Register to Join Zoom Meeting
https://us02web.zoom.us/webinar/register/WN_CDkZ34MjSaGlwdOD0613Gw

Proposed amendment to Article II, Section E of the Endorsement Act

E. Disclosure and Recusal. The disclosure and recusal requirements of this section shall apply to members of the Endorsement Committee and interview sub-committees thereof who meet any of the following criteria, only with respect to race(s) for which the criteria is met by that member:

- candidate in a same race in which an endorsement is being considered;
- paid campaign staff of a candidate in a same race in which an endorsement is being considered;
- unpaid campaign staff, e.g., volunteer treasurer, volunteer outreach coordinator, etc., of a candidate in a same race in which an endorsement is being considered;
- donated, endorsed, or volunteered for a candidate in a same race in which an endorsement is being considered;
- employed by an elected official who has ~~donated, endorsed, or volunteered for~~ a candidate in a same race in which an endorsement is being considered;
- representative on the Endorsement Committee of a club that has donated, endorsed, or volunteered for a candidate in a same race in which an endorsement is being considered.

1. Any member of the Endorsement Committee who satisfies any one or more of the above criteria with respect to any race in which endorsement is being considered must disclose for each such race each of the above criteria that they satisfy with respect to that race. The Director of Candidate Recruitment and Endorsements may promulgate a disclosure form and may require members of the Endorsement Committee to make via the form any disclosure required by this section.

2. An Endorsement Committee member who is also a candidate in the same race or a paid campaign staff member of a candidate in the same race shall excuse themselves from interviewing candidates in that particular race and from participating in the sub-committee or Endorsement Committee consideration of and vote in that race.

3. An Endorsement Committee member who is an unpaid campaign staff member of a candidate in the same race; and/or has donated, endorsed, or volunteered for a candidate in the same race; ~~and/or is employed by an elected official who has donated, endorsed, or volunteered for a candidate in the same race~~ may be present for the interview of candidates in that race but may not ask questions of any candidate in that race, and may be present for and participate in discussions at the sub-committee and Endorsement Committee levels, but shall not participate in the sub-committee or Endorsement Committee vote on candidates in that race.

4. Members subject to the disclosure requirements of this section, including without limitation those subject to the restrictions in sections II.D.2. and/or II.D.3., retain their right to participate fully in the consideration and vote on the endorsement by the full Central Committee.

5. The interview schedule shall be provided to all voting members of the SCCDCC and the Endorsement Committee.

Resolution in Support of Seamless Transit Principles

WHEREAS, despite the critical importance of high quality public transportation in supporting a healthy, environmentally sustainable, equitable, and accessible San Francisco Bay Area, public transportation is only used in 12% of all commute trips in the region, compared to 75% of commute trips made by car; further, the quality of and usage of public transit in the Bay Area has declined in recent years, with transit trips per capita declining by 10% and bus speeds declining by 9% between 2001 and 2016. The COVID-19 pandemic has decimated ridership further, such that without major changes in how transit is operated and funded, transit is at risk of sustained declining use; and

WHEREAS, a contributing factor to public transit's low levels of use the Bay Area and Santa Clara County is inconvenient and costly for many types of trips, requiring riders to: use multiple transit systems operated independently with little coordination; pay multiple separate fares; experience unpredictable transfers; and navigate different wayfinding systems and brand identities of at least 27 different agencies; many of these challenges fall disproportionately upon low-income and transit-dependent people; and

WHEREAS Regions with high-ridership, resilient, public transportation systems are, by contrast, characterized by highly integrated networks of quality local and regional transit services that make traveling without a private automobile convenient and easy for all types of trips, featuring aligned routes and schedules, seamless integration of trains and buses, coordinated transfers, high quality transit hubs, common branding and customer information, and other common regional customer experience standards;

THEREFORE BE IT RESOLVED that the Santa Clara County Democratic Party endorses the Seamless Transit Principles as articulated by Seamless Bay Area at <https://www.seamlessbayarea.org/seamless-transit-principles> and listed in Attachment A and agrees to be publicly listed as a supporting organization; and

BE IT FURTHER RESOLVED that the Santa Clara County Democratic Party urge the Valley Transportation Authority (VTA) Board to endorse the Seamless Transit Principles through a Board Resolution, affirming commitment to working collaboratively with State agencies, VTA, municipalities and other public agencies develop a highly integrated regional transportation system that provides convenient, seamless, and affordable transit for customers.

Submitted by Emily Ann Ramos

Attachment A: Seamless Transit Principles

#1: Run all Bay Area transit as one easy-to-use system

Public transit must work as one seamless, connected, and convenient network across the San Francisco Bay Area and beyond. Getting around on transit should be as fast and easy as driving a car. Coordinated bus, rail, and ferry routes and schedules should encourage effortless transfers. Consistent and clear customer information, branding, and maps should make using transit simple and dignified.

#2: Put riders first

Riders should feel comfortable when using transit and be treated like valued customers. Public transit agencies must do more to listen to riders and continuously improve service. They must prioritize riders' needs above all else, and overcome all operational, political, and bureaucratic barriers to provide an excellent and seamless customer experience.

#3: Make public transit equitable and accessible to all

People of all income levels, ages, abilities, genders, and backgrounds should have access to world-class public transit. People who are the most reliant on transit are best served by a universal, inclusive, regionally integrated, connected system that is used by all. People with limited means to pay for transit should be provided with discounts.

#4: Align transit prices to be simple, fair, and affordable

Transit should provide good value for money. Fares across the region's 27 public transit agencies must be aligned into a consistent, fair, and affordable system that encourages using transit for all types of trips and doesn't punish riders for transferring. Passes offered should work across all transit agencies, and be made available to individuals, employers, and schools to promote transit use.

#5: Connect effortlessly with other sustainable transportation

A person's journey does not end when they get off a bus or exit a station. Excellent pedestrian, bicycle, and other pollution-free transportation options should seamlessly connect public transit to communities and destinations, supporting door-to-door trips that don't require a car.

#6: Plan communities and transportation together

High quality public transit should be at the heart of communities across the Bay Area. Transportation should be closely aligned with our region's land use, promoting a connected network of transit-oriented, walkable communities that expands access to affordable

housing and job opportunities, while reducing car travel and greenhouse gas emissions.

#7: Prioritize reforms to create a seamless network

A regionally integrated, world-class transit system won't happen on its own -- it will take leadership, unprecedented levels of cooperation, and changes to existing local, regional, and state policies. The cities, counties, public transit agencies, regional authorities, business leaders, advocacy groups and elected representatives of the San Francisco Bay Area and Northern California "megaregion" must prioritize the broad public interest and urgently work together collaboratively to advance critical reforms. Our future depends on it!

[DRAFT] Community Opportunity to Purchase Act (COPA) Letter

Dear San Jose Community,

We write to you today to voice our support for the Community Opportunity to Purchase Act (COPA). COPA is a policy that gives qualified non-profits (QNP) including community land trusts, nonprofit housing developers or cooperatives, the right to make the first offer to buy a property when it goes up for sale. A COPA policy is necessary, so that residents in this city who are at risk of displacement have ample opportunities to stay in their communities and have a voice in their housing options. The very real issue of displacement has severely impacted our region, from 2010-2016, 1.5 million residents moved out of the Bay Area. This number is roughly equal to nearly 1 in 5 residents living in the Bay Area today. Further data shows that low income communities make up the majority of residents leaving the region, for every 1 high-income resident that moved out of the Bay Area, 6 low-income residents moved out. Latino and Black residents make up a disproportionately large share of those who have moved out¹. Over the past few years the city, in collaboration with the community, came up with a strategy to address displacement taking place in San Jose. Out of this comprehensive set of strategies, it became glaringly evident that there is a need for policy solutions that preserve existing affordable homes and protect residents from being displaced or priced out of their communities.

COPA should be a key piece of any city's preservation toolkit and as San Jose moves through the process of crafting their own COPA, we ask that this committee recognize the value that this policy brings in combating the very real issue of displacement which has been affecting our community.

In order to ensure that this policy achieves its intended goal of preserving homes and combatting displacement, we would like to make the following recommendations for a truly effective COPA in San Jose:

1. **Timeline-** In order to allow a Qualified Non Profit Organization (QNP) ample opportunity to complete a property transaction, **QNP should be allowed at least 180 days to complete a transaction from making an offer to closing.** A tighter timeline would hinder efforts for community based organizations to move forward with COPA projects, meaning less homes would be preserved leaving a higher number of tenants in a vulnerable position and at risk of displacement.
2. **Eligible Properties-** Based on past geographical analysis, specific neighborhoods where residents are at risk of displacement hold a broad supply of housing types with several different unit counts. In San Jose, about 1/3 of all rental properties are single family homes and 90% of the city is zoned for single family homes. For that reason we recommend that **COPA cover all rental properties, including single family homes and duplexes by including a broad range of housing types, to protect as many affordable homes as possible, and protect the tenants at-risk of displacement.**

¹ Community Strategy to End Displacement in San José Report (2019), www.sanjoseca.gov/displacement

3. **Path to Tenant Ownership-** Through the COPA process, we are provided with the opportunity to empower tenants and allow them to be an integral part of implementing housing solutions. **We recommend that following the acquisition of a property through a QNP, a process be created to allow ownership of COPA properties to be transferred to organized tenant bodies living in that building.** Tenant engagement and participation needs to be a key component in San Jose's COPA prior to, and following the acquisition of a property. In addition to preserving housing, COPA should function in a manner that empowers tenants and gives them an opportunity to engage in housing solutions.
4. **Community Based Organizations Interested in Pursuing COPA-** Creation of a COPA allows for community based organizations and grassroots groups to take part in pursuing preservation opportunities. Organizations such as the South Bay Community Land Trust and others are actively engaged in preservation work and making strides towards providing permanently affordable housing opportunities for tenants. **In order to allow land trusts and other community based organizations to be eligible to receive funding to participate in COPA, we recommend that a process be baked in to allow land trusts and other CBO's to become qualified non profits if they show experience as a community partner in at least 2 COPA projects.** Creating a clear path for an organization to become a QNP will create incentive for mission driven organizations to participate in this program. Organizations that have mission driven agendas committed to preservation and creating permanently affordable housing opportunities for tenants.
5. **Ongoing Local Funding Source for COPA/Preservation-** In order to finance the acquisition and rehabilitation of buildings acquired through COPA, ongoing funding at the local level will be necessary so QNPs have ample resources to go forward with a project. **We recommend that along with COPA, the city commits ongoing funding on an annual basis for the acquisition and rehabilitation of buildings as well as other components related to preservation such as capacity building and technical assistance for community based organizations.** We would also add that as a path towards tenant ownership be developed that organized tenant associations be given the ability to access funding sources as well.

As the process to bring COPA to San Jose continues, our hope is that you keep tenant engagement, ownership opportunities for tenants and the need to identify a dedicated source of revenue to fund COPA at the forefront. In the coming months, there looks to be much more discussion on this topic. We ask you all to remember the intent of this policy, to keep homes affordable so residents of all income levels can continue to live in this city.

We look forward to continued dialogue on this matter as we all work towards critical housing solutions.

[Signed]

United Democratic Campaign Steering Committee 2022-23

Name	Role
Bill James	Chair
Prameela Bartholomeusz	Treasurer
Jean Cohen	SBLC Representative
Emy Thurber	SCCDCC Member
Rebeca Armendariz	SCCDCC Member
Jon Kessler	At Large
Tony Alexander	At Large