



DATE: September 20, 2016

TO: Mayor and City Council

FROM: City Manager

SUBJECT Approval of Resolutions in Support of Various State and Local Ballot Initiatives for the November 2016 General Election

RECOMMENDATION

That the City Council approves the five attached resolutions indicating the City's official support of each ballot measure.

BACKGROUND

On May 24, 2016, the City Council received a report on a proposed legislative program. Final adoption of the legislative program will take place later this Fall. However, with the approaching general election, staff recommends the Council take public stances of support in accordance with the guidelines of the proposed legislative program.

DISCUSSION

There are six ballot measures staff is recommending that the City Council support, five of which are included with this report as outlined below:

Local and Regional Initiatives

Measure A1: Affordable Housing Bond Package

The City Council will hear a presentation on Measure A1 at the October 18, 2016 City Council Meeting. The Council will have an opportunity to approve a resolution in support of Measure A1 at that point in time.

Measure C1: AC Transit 20 Year Parcel Tax Extension¹

Measure C1 asks voters to approve a 20-year extension of the \$8 per month parcel tax, originally approved in 2002, and renewed subsequently in 2004 and 2008. This measure would generate approximately \$30 Million annually or roughly 7% of AC Transits annual operating budget. This measure is only an extension, not a tax increase.

¹ Information retrieved from <http://www.protectactransitservices.com/measure-c1-faq>

AC Transit provides public transportation for 13 cities throughout Alameda and Contra Costa Counties. Each day, nearly 180,000 individuals utilize this public transportation service. Furthermore, the transit district provides over 700,000 paratransit rides annually for seniors and people with a disability. This stream of funding would be used preserve the current level of service.

Preserving this level of service would directly benefit those Hayward residents who rely on public transportation rather than individual vehicles as a means of transportation. Providing this service directly helps to reduce our community's greenhouse gas emissions, aligning with the City Council priority of "Green." AC Transit utilizes Hayward manufactured Gillig busses. The transit district will receive 80 more of these vehicles this year, therefore providing local sales tax revenue (including Measure C revenue) for the City.

This measure directly meets the draft legislative program Legislative Priority 1.2B: Support legislation and initiatives that increase access and funding for regional public transportation, as well as Legislative Priority 1.2C: Support legislation and initiatives that would reduce traffic congestion and boost public transportation ridership.

Measure F1: HARD \$250M Bond Issuance²

Measure F1 asks voters to approve a \$250M bond issuance to fund park capital improvements like the development of new parks as well as the upgrade of existing park facilities. The bond would cost property owners an estimated \$30 annually per \$100,000 of assessed value. Hayward Area Recreation and Park District (HARD) provides park and recreation services for residents in Hayward and surrounding unincorporated Alameda County.

According to HARD, this funding would help: improve safety, quality, cleanliness and attractiveness of neighborhood parks; upgrade restrooms; rehabilitate playgrounds; expand senior citizen and disabled access to facilities; create/maintain walking paths and bike trails; and renovate and expand parks, trails, and recreational areas.

This measure directly meets the draft legislative program Legislative Priority 1.6C: support legislation and initiatives that sustain or increase funding for the development and maintenance of public parks and open spaces.

Measure RR: BART \$3.5B Bond Issuance³

Measure RR asks voters to approve the issuance of \$3.5 billion in general obligation bonds to fund critical repairs and improvements to the 40-year-old system. Ninety (90) percent of this funding is earmarked to repair and replace critical safety infrastructure. This includes: the replacement of track; improvements to the power system; waterproofing subway tunnels; modernizing train control; renovating stations; and making improvements to maintenance

² Information retrieved from <http://www.haywardrec.org/DocumentCenter/View/3559>

³ Information retrieved from <http://www.bart.gov/better-bart>

facilities. The remaining funds would be utilized to improve station access and to design future projects to relieve crowding, increase system redundancy, and reduce traffic congestion.

The Bay Area Rapid Transit District (BART) moves over 400,000 passengers daily, well above its original planned capacity. BART maintains two stations within the City of Hayward. Many of the investments planned under this measure are a direct result of years of deferred maintenance. This measure would provide the funding to make these direly needed improvements.

This measure directly meets the draft legislative program Legislative Priority 1.2B: Support legislation and initiatives that increase access and funding for regional public transportation, as well as Legislative Priority 1.2C: Support legislation and initiatives that would reduce traffic congestion and boost public transportation ridership.

Statewide Measures

Proposition 51: School/Community College \$9B Capital Improvement Bond Issuance⁴

Proposition 51 asks voters to approve the issuance of \$9B in general obligation bonds to fund improvements and upgrades to schools and classrooms. This statewide bond would provide funding to local school and community college districts to address the backlog of capital improvements those entities require. Specifically, this money would help to repair and upgrade aging schools to bring them up to basic health and safety standards while relieving overcrowding.

There has not been a statewide school bond in ten years. This measure would provide more funding opportunities for the Chabot-Las Positas Community College District and the Hayward Unified School District to make necessary improvements to their campuses and facilities. HUSD officially supports Proposition 51.

This measure directly meets the draft legislation program Legislative Priority 1.6D: Support legislation and initiatives that boost funding for local school districts, public institutions of higher education, and for low income students.

Proposition 67: Prohibition of Plastic Bags⁵

Proposition 67 would prohibit pharmacies, grocery, convenience, and liquor stores from providing plastic single use carryout bags. Additionally, it will mandate stores to charge 10 cents for recycled, compostable, and reusable grocery bags. In 2014, the California State Legislature approved and the Governor signed into law Senate Bill 270 otherwise known as the plastic bag ban. Since that time, over 150 Californian cities have passed bans on plastic

⁴ Information retrieved from [https://ballotpedia.org/California_Proposition_51,_Public_School_Facility_Bonds_\(2016\)](https://ballotpedia.org/California_Proposition_51,_Public_School_Facility_Bonds_(2016))

⁵ Information retrieved from [https://ballotpedia.org/California_Proposition_67,_Plastic_Bag_Ban_Veto_Referendum_\(2016\)](https://ballotpedia.org/California_Proposition_67,_Plastic_Bag_Ban_Veto_Referendum_(2016))

bans, including the City of Hayward. Voter approval on Proposition 67 would uphold SB270, whereas voter disapproval would overturn SB270.

Disposable plastic bags generate a considerable amount of pollution in communities, oftentimes littering roadsides, neighborhoods, local waterways and coastlines. Furthermore, plastic bags are non-biodegradable, meaning that they bloat landfills and clog waterways. Banning these plastic bags would eliminate genesis of the myriad of these negative environmental externalities.

During this election, there will be a competing ballot initiative, Proposition 65, which would allocate revenue from the sale of disposable carryout bags to the Wildlife Conservation Fund. Proposition 65 does not include the plastic bag ban provision as outlined in Proposition 67. However, in the event that both propositions pass, if Proposition 65 receives more votes than Proposition 67, then the Proposition 65 funding convention would be used. However, if Proposition 67 receives more votes, then the revenue would be kept by stores, as originally implemented in SB270, to help cover compliance costs.

This measure directly meets the City Council priorities of Clean and Green.

NEXT STEPS

Staff will distribute any approved resolutions to the appropriate members of each initiative campaign.

Prepared by: John Stefanski, Management Analyst

Recommended by: Kelly McAdoo, City Manager

Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is written above a horizontal line.

Kelly McAdoo, City Manager