



January 21, 2020

The Honorable Scott Wiener
California State Senate
State Capitol, Room 4066
Sacramento, CA 95814

Re: Senate Bill 50 (Wiener), Transit-Oriented Housing: SUPPORT

Dear Senator Wiener:

On behalf of Coalition for Clean Air, I am writing in support of Senate Bill 50, which will assist in cleaning up California's air by eliminating hyper-low-density zoning near transit and job centers. Specifically, this bill will require cities to allow more housing and focus that housing near jobs and public transportation, instead of building more unsustainable sprawl that has created unreasonably long commutes, increased congestion, and pollutant emissions that impact us all. This will address our housing crisis and curb emissions from the transportation sector, while protecting against displacement of renters and vulnerable communities.

The Coalition for Clean Air's (CCA) mission is to protect public health, improve air quality, and prevent climate change. California has a 3.5 million home deficit, equal to the housing deficit of the other 49 states combined. We are also seeing a surge in super-commuters who clog our freeways and increase air and climate pollution as they spend hours a day on the road. California's housing shortage threatens our economy, our environment, and our quality of life. California needs new, bold action to address the critical situation that our communities face, to avoid environmentally disastrous sprawl and an increase in transportation emissions near our major urban centers.

SB 50 tackles exclusionary zoning practices that have priced out and excluded lower and middle-income families and people of color from accessing neighborhoods of opportunity by creating new height and density standards for jobs and opportunity rich neighborhoods. Specifically, this bill requires city's local plans to: (1) zone for at least as much housing as SB 50 would zone for; (2) not increase vehicle miles traveled (VMT) by de-linking housing from jobs and transit and thus creating sprawl; and (3) not violate fair housing principles, for example, by concentrating new housing disproportionately in low income communities and communities of color while having less density in wealthier neighborhoods. Further, SB 50 guarantees that up to 25% of units must be affordable, it protects tenants by restricting demolitions of sound housing, and it has a five-year delayed implementation in "sensitive communities" (low income communities at risk of gentrification).

Requiring denser housing near transit, including low-income housing, will encourage transit ridership and promote environmental sustainability and fair, non-discriminatory housing policy. SB 50 is key to a more equitable, affordable, and sustainable California.

Sincerely,

A handwritten signature in black ink, appearing to read "Julia Randolph". The signature is fluid and cursive, with a large initial "J" and "R".

Julia Randolph
Policy and Outreach Associate