



**CITIES ASSOCIATION  
BOARD OF DIRECTORS MEETING AGENDA  
Thursday, March 9, 2017, 7:00 p.m.  
West Conference Room, Sunnyvale City Hall  
456 West Olive Avenue, Sunnyvale, CA**

*This agenda and packet is available at [www.citiesassociation.org](http://www.citiesassociation.org).*

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|--|-------------|
| <b>1. Welcome, Introductions and Roll Call</b>   | 7:00        |
| <b>2. Oral Communication</b><br>(This time is reserved for public comment and is limited to topics not on the agenda; comment time not to exceed 3 minutes.) | 7:00 - 7:05 |
| <b>3. Consent Calendar</b>   | 7:05 – 7:10 |
| a. Approval of Minutes of February 9, 2017 (Pepper)  |             |
| b. Acceptance of Financial Reports (Pepper)  |             |
| 1. February 2017 Balance Sheet   |             |
| 2. February 2017 Budget Report   |             |
| 3. February 2017 Transactions Report   |             |
| <b>4. Priorities Discussion &amp; Presentations</b>  |             |
| a. New Water Development Efficiency Task Force: Model Ordinance for Review & Approval (Anthony Eulo)   | 7:10 – 7:25 |
| 1. Model Ordinance   |             |
| b. AARP Network of Age-Friendly Communities (Manny Capello, Christina Clem)  | 7:25 – 7:40 |
| <b>5. New Business</b>   |             |
| a. LAC Report: Review of NLC Talking Points (Showalter)  | 7:40 – 7:45 |
| b. Discussion on Caltrain Funding (Scharff)  | 7:45 – 7:55 |
| c. City Managers' Association Report (Ed Shikada)  | 7:55 – 8:00 |
| d. Legislation Report (Shotwell)   | 8:00 – 8:05 |
| e. Recognition of Executive Director (Scharff)   | 8:05 – 8:10 |
| <b>6. Joys &amp; Challenges</b>  | 8:10 – 8:20 |
| <b>7. Announcements</b>  | 8:20 – 8:25 |
| <b>8. Adjournment &amp; Reception in Recognition of Executive Director Raania Mohsen</b>   | 8:25        |
| <b>Next Meeting</b><br>Thursday, April 13, 2017, 7pm, Sunnyvale City Hall  |             |



**Draft Minutes  
BOARD OF DIRECTORS MEETING  
Sunnyvale West Conference Room  
February 9, 2017**

The regular meeting of the Cities Association Board of Directors was called to order at 7:17 p.m. with President Greg Scharff presiding.

**1. Call to Order/Roll Call**

**Present:**

Liz Gibbons, Campbell  
Rod Sinks, Cupertino  
Peter Leroe-Muñoz, Gilroy  
Jan Pepper, Los Altos  
Gary Waldeck, Los Altos Hills  
Marico Sayoc, Los Gatos  
Marsha Grilli, Milpitas  
Burton Craig, Monte Sereno  
Steve Tate, Morgan Hill  
Pat Showalter, Mountain View  
Greg Scharff, Palo Alto  
Chappie Jones, San Jose  
Debi Davis, Santa Clara  
Manny Cappello, Saratoga  
Larry Klein, Sunnyvale

**Also Present:**

Adam Burger, VTA  
Ky Le, Santa Clara County  
Steve Preminger, SCC  
Betsy Shotwell, San Jose  
Raania Mohsen, Cities Association  
Jim Griffith, Sunnyvale  
Mary-Lynne Bernald, Saratoga

2. **Oral Communication:** Omar Chatty expressed concerns about Silicon Valley Clean Energy and how residents are enrolled in the program unless they opt out.

**3. Consent Calendar**

Approval of January 2017 Financial Statements, Minutes for January 12, 2017 Board Meeting, Motion (Scharff)/ Second (Tate). Motion carried unanimously (15:0).

**Ayes:** Cappello, Craig, Davis, Gibbons, Grilli, Jones, Klein, Leroe-Muñoz, Pepper, Sayoc, Scharff, Showalter, Sinks, Tate, Waldeck,

**No:**

**Abstention:**

**Absent:**

**4. Presentations & Priorities Discussions**

- a. Adam Burger of VTA presented overview of Next Network, the draft transit service plan proposing to redesign bus routes to increase ridership and improve cost-effectiveness in the Fall of 2017 to coincide with the start of BART service to Santa Clara County.

- As an effort to improve efficiency and fare box recovery, VTA has proposed a change in current bus routes to increase ridership (from 70% to 85%) and decrease coverage (from 30% to 15%).
- The Draft Plan includes expanding access to the frequent network for 160,000 residents and 150,000 jobs.
- There has been general support for increasing the number of routes that have frequent (15-minute or better all-day) service and expanding the number of rapid routes. Many have found VTA's falling ridership and low fare box recovery rate as compelling reasons for VTA to make a change. However, the strategy to achieve ridership gains by reallocating service from low-ridership routes has encouraged some feedback and suggestions.
- Board Members expressed the following concerns:
  - Gilroy has many low-income residents that rely on bus transit to and from South County;
  - Los Gatos school districts have changed their school start and finish times based on bus routes; elimination of routes creates serious issues for residents and students; hospitals and downtown businesses are also negatively impacted by the proposed bus route changes;
  - Consideration of city's input doesn't seem to be part of VTA's evaluation process;
  - School districts across the county are not aware of the draft proposal; VTA should reach out to school boards in addition to hospitals, senior centers and libraries.
- Other related efforts include an update to the Paratransit Policy so that no current users in Santa Clara County are negatively affected, and exploring service models that are a better fit for suburban land use patterns such as contributions to city shuttle programs and subsidizing rides made by on-demand services.
- Input on the Draft Plan is due by February 20, 2017. After that date, VTA planning staff will be adjusting the draft plan to incorporate the public input and propose a final plan to VTA's Board of Directors in April and service change implantation taking effect in Fall 2017.
- Upcoming scheduled public meetings and webinars include:
  - Monday, February 13 at 6pm, Alum Rock Branch Library, 3090 Alum Rock Ave., San Jose
  - Wednesday, February 15 at 6pm, Gilroy Library, 350 W. Sixth St., Gilroy
  - Thursday, February 16 at 6pm, Southside Community and Senior Center, 5585 Cottle Rd., San Jose
  - Webinars: Tuesday, February 7 from 2-3pm (focused on Palo Alto) and Wednesday, February 15 from 12-1pm (focus on Milpitas and Fremont).

**b. Ky Le of the County's Office of Supportive Housing presented an overview of Measure A Affordable Housing Bond implementation.**

- In November 2016, Santa Clara County residents approved the Housing Bond, a \$950 million general obligation bond that will create new funding for affordable housing.
- The Housing Bond is part of an ongoing effort to increase new affordable rental

and homeowner housing opportunities.

- According to ABAG, Santa Clara County’s 15 cities and the County must produce 8,083 new housing units that are affordable to extremely low income (ELI) households between 2014 and 2022 just to keep up with projected population growth.
- Implementing the Housing Bond is an opportunity to meet the affordable housing need across the county, scale the production of supportive housing, and strengthen lasting partnerships between the County, cities, the Housing Authority and other stakeholders.
- Most of the Housing Bond proceeds shall be conveyed to developers and lower income homebuyers in the form of low interest deferred payment loans. These loans will in turn help finance the acquisition, development or rehabilitation of rental housing or for-sale housing.
- The first series of bonds will be issued in September 2017; amount of issuance and how the funds will be allocated among programs has not yet been determined.
- The Housing Bond funds could be leveraged for additional funding; more research of leverage opportunities is needed.
- The Citizen’s Oversight Committee has been established to serve as an advisory body to the Board of Supervisors and to the public. The Board of Supervisors has preliminarily approved an ordinance establishing the oversight committee, which will review an annual report each year to determine fiscal accountability; the Cities Association appointed Mayor Glenn Hendricks of Sunnyvale as its representative in January 2017.

**5. Old Business**

**a. President Greg Scharff reviewed the adopted priorities of 2017, subcommittees, and workplan.**

<b>Priority/Issue</b>	<b>Subcommittee Members</b>	<b>Date of Presentation</b>
Affordable Housing & Homelessness	Steve Tate*, Larry Klein, Pat Showalter	June
Age-Friendly Communities	Manny Cappello*, Steve Tate	March
Countywide Taxi Regulation	Greg Scharff, Burton Craig, Larry Klein, Rod Sinks	October
Equitable Communities	Manny Cappello*, Ken Rosenberg, Jan Pepper, Marsha Grilli, Marico Sayoc	April
RHNA Sub-Region Option	Jim Griffith, Chappie Jones, Greg Scharff*, Pat Showalter	September
Marijuana Regulation &	Ken Rosenberg*, Liz	October

Best Practices	Gibbons, Debi Davis, Marsha Grilli	
Transportation	Rod Sinks, Greg Scharff*	August
Legislative Action Committee Guiding Principles	Jim Griffith*, Greg Scharff, Pat Showalter	June
Health Policy	Greg Scharff, Mary- Lynne Bernald	August

- Board Members unanimously endorsed subcommittees and workplan. Motion (Davis)/ Second (Gibbons). Motion carried unanimously 15:0.

**Ayes:** Cappello, Craig, Davis, Gibbons, Grilli, Jones, Klein, Leroe-Muñoz, Pepper, Sayoc, Scharff, Showalter, Sinks, Tate, Waldeck,

**No:**

**Abstention:**

**Absent:**

**b. FAA Select Committee Appointees Gary Waldeck and Mary-Lynne Bernald presented report of final recommendation to address air flight noise.**

- The FAA Select Committee was formed in April 2016; it included 12 members representing the congressional districts of Anna Eshoo, Sam Farr, and Jackie Speier.
- The Select Committee was formed to examine options of resolutions to the increased air flight noise due to the implementation of the The Next Generation Flight Management System.
- The FAA Select committee conducted 18 meetings: 3 community meetings, 10 working meetings, and 5 technical briefings by the FAA.
- The Select Committee examined six study areas that had to do with night time recommendations, SFO Class B recommendations, Santa Cruz to Point Menlo in Palo Alto, and improving aircraft setup and sequencing between facilities.
- The Committee finished its work on November 17, 2016 and was disbanded.
- The Committee recommended that a follow-up oversight organization be created and funded or to be included as part of the SFO Roundtable.
- The congressional representatives endorsed all of the Committee’s findings and forwarded them to the FAA Administrator for action.
- Details of recommendations are included in the attached presentation.

**6. New Business**

**a. Legislative Action Committee Chair Pat Showalter presented the Committee’s recommendation to support SB 2 (Atkins) with amendments and SB 3 (Beall).** The Board of Directors unanimously supported the LAC’s recommendation.

**b. Legislation Report:** Betsy Shotwell of San Jose provided update on legislative session. Senator Beall's Transportation Funding bill, SB 1, will be reviewed in two committees on February 14, 2017. The Cities Association supported SB 1 in 2016.

**c. Recognition/Announcement:** Raania Mohsen will be resigning as Executive Director by the end of February. On March 9, 2017 the Board Meeting will end early, 8:30 pm, for a short reception.

**Adjournment, 9:05 pm**

**Next Meeting:** Thursday, March 9, 2017, 7 pm, Sunnyvale City Hall.

Respectfully submitted,

Raania Mohsen, Executive Director, Cities Association of Santa Clara County

**CITIES ASSOCIATION OF SANTA CLARA COUNTY**  
**Balance Sheet**  
As of February 28, 2017

	Feb 28, 17
<b>ASSETS</b>	
<b>Current Assets</b>	
Checking/Savings	
Checking - Union Bank	2,391.70
<b>Total Checking/Savings</b>	2,391.70
<b>Other Current Assets</b>	
LAIF Funds	78,210.74
Accrued Interest	44.60
<b>Total Other Current Ass...</b>	78,255.34
<b>Total Current Assets</b>	80,647.04
<b>Fixed Assets</b>	
Machinery and Equipme...	2,203.41
Accumulated Depreciati...	-1,372.97
<b>Total Fixed Assets</b>	830.44
<b>TOTAL ASSETS</b>	<b>81,477.48</b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Equity</b>	
<b>Reserves</b>	
Reserve for New Equip.	5,000.00
Reserve for Operations	35,000.00
<b>Total Reserves</b>	40,000.00
Unrestricted Fund Bala...	11,391.60
Net Income	30,085.88
<b>Total Equity</b>	81,477.48
<b>TOTAL LIABILITIES &amp; EQUI...</b>	<b>81,477.48</b>

**CITIES ASSOCIATION OF SANTA CLARA COUNTY**  
**Report on Budget vs. Actual**  
July 2016 through February 2017

	Jul '16 - Feb ...	Budget	% of Budget
<b>Ordinary Income/Expense</b>			
<b>Income</b>			
Directory Income	72.00	1,000.00	7.2%
Dues Income	87,868.00	87,868.00	100.0%
Interest	301.55	431.00	70.0%
<b>Total Income</b>	<u>88,241.55</u>	<u>89,299.00</u>	<u>98.8%</u>
<b>Gross Profit</b>	88,241.55	89,299.00	98.8%
<b>Expense</b>			
<b>Office</b>			
Conferences/Director's Expen...	0.00	125.00	0.0%
Directory Production	0.00	1,000.00	0.0%
Dues and Subscriptions	216.00	325.00	66.5%
Hospitality	219.66	420.00	52.3%
Internet - Web Hosting Services	0.00	250.00	0.0%
<b>Miscellaneous</b>			
Bank Service Charges	21.00	36.00	58.3%
<b>Total Miscellaneous</b>	<u>21.00</u>	<u>36.00</u>	<u>58.3%</u>
Post Office Box	43.00	82.00	52.4%
Postage and Delivery	11.57	227.00	5.1%
Printing and Copying	0.00	25.00	0.0%
Recognition	0.00	200.00	0.0%
Repairs and Maintenance	59.85	125.00	47.9%
Software Licenses	231.48	289.00	80.1%
Supplies and Equipment	207.53	375.00	55.3%
Telephone	386.74	1,000.00	38.7%
<b>Total Office</b>	<u>1,396.83</u>	<u>4,479.00</u>	<u>31.2%</u>
<b>Professional Services</b>			
<b>Employee Expenses</b>			
Payroll Service Fees	569.60	1,000.00	57.0%
Payroll Taxes	4,260.42	6,200.00	68.7%
Payroll Wages/Salary	51,080.08	76,620.00	66.7%
<b>Total Employee Expenses</b>	<u>55,910.10</u>	<u>83,820.00</u>	<u>66.7%</u>
<b>Total Professional Services</b>	55,910.10	83,820.00	66.7%
<b>Programs and Initiatives</b>	0.00	1,000.00	0.0%
<b>Total Expense</b>	<u>57,306.93</u>	<u>89,299.00</u>	<u>64.2%</u>
<b>Net Ordinary Income</b>	30,934.62	0.00	100.0%
<b>Other Income/Expense</b>			
<b>Other Income</b>			
Membership Dinners - Proceeds	3,195.00	12,000.00	26.6%
<b>Total Other Income</b>	<u>7,395.00</u>	<u>12,000.00</u>	<u>61.6%</u>
<b>Other Expense</b>			
Membership Dinners - Cost	8,573.74	12,000.00	71.4%
<b>Total Other Expense</b>	<u>8,573.74</u>	<u>12,000.00</u>	<u>71.4%</u>
<b>Net Other Income</b>	<u>-1,178.74</u>	<u>0.00</u>	<u>100.0%</u>
<b>Net Income</b>	<u><u>29,755.88</u></u>	<u><u>0.00</u></u>	<u><u>100.0%</u></u>



**CITIES ASSOCIATION OF SANTA CLARA COUNTY**  
**Transaction Detail by Account**  
February 2017

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Memo</u>	<u>Split</u>	<u>Amount</u>
<b>Checking - Union Bank</b>					
2/14/2017	2700	First National ...		-SPLIT-	-472.36
2/14/2017		Union Bank	Holiday Party E...	Membership D...	70.00
2/23/2017			confirmation #1...	LAIF Funds	11,000.00
2/27/2017	2701	Forty Niners S...	General Membe...	Accounts Pay...	-3,600.00
2/28/2017	2702	SCC Manager...	February Meeting	Dues and Sub...	-40.00
2/28/2017		Time+Plus Pa...		Payroll Service...	-137.80
2/28/2017		Time+Plus Pa...		Payroll Wages...	-4,264.05
2/28/2017		Time+Plus Pa...		-SPLIT-	-2,622.94
Total Checking - Union Bank					-67.15
<b>LAIF Funds</b>					
2/23/2017				Checking - Uni...	-11,000.00
Total LAIF Funds					-11,000.00
<b>Accounts Payable</b>					
2/14/2017		Forty Niners S...		Membership D...	330.00
2/27/2017	2701	Forty Niners S...	General Membe...	Checking - Uni...	3,600.00
Total Accounts Payable					3,930.00
<b>Office</b>					
<b>Dues and Subscriptions</b>					
2/28/2017	2702	SCC Manager...	February Meeting	Checking - Uni...	40.00
Total Dues and Subscriptions					40.00
<b>Hospitality</b>					
2/14/2017	2700	First National ...	January 12 Refr...	Checking - Uni...	42.03
Total Hospitality					42.03
<b>Software Licenses</b>					
2/14/2017	2700	First National ...	Adobe Acrobat ...	Checking - Uni...	14.99
Total Software Licenses					14.99
<b>Supplies and Equipment</b>					
2/14/2017	2700	First National ...	printer ink cartri...	Checking - Uni...	55.31
Total Supplies and Equipment					55.31
<b>Telephone</b>					
2/14/2017	2700	First National ...		Checking - Uni...	52.53
Total Telephone					52.53
Total Office					204.86
<b>Professional Services</b>					
<b>Employee Expenses</b>					
<b>Payroll Service Fees</b>					
2/28/2017		Time+Plus Pa...		Checking - Uni...	137.80
Total Payroll Service Fees					137.80
<b>Payroll Taxes</b>					
2/28/2017		Time+Plus Pa...		Checking - Uni...	501.98
Total Payroll Taxes					501.98
<b>Payroll Wages/Salary</b>					
2/28/2017		Time+Plus Pa...		Checking - Uni...	4,264.05
2/28/2017		Time+Plus Pa...		Checking - Uni...	2,120.96
Total Payroll Wages/Salary					6,385.01
Total Employee Expenses					7,024.79
Total Professional Services					7,024.79
<b>Membership Dinners - Proceeds</b>					
2/14/2017		Union Bank	Holiday Party E...	Checking - Uni...	-70.00
Total Membership Dinners - Proceeds					-70.00

**CITIES ASSOCIATION OF SANTA CLARA COUNTY**  
**Transaction Detail by Account**  
February 2017

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Memo</u>	<u>Split</u>	<u>Amount</u>
<b>Membership Dinners - Cost</b>					
2/14/2017	2700	First National ...	Podium Rental f...	Checking - Uni...	307.50
2/14/2017		Forty Niners S...	General Membe...	Accounts Pay...	-330.00
Total Membership Dinners - Cost					-22.50
<b>TOTAL</b>					<b>0.00</b>



**REQUEST TO MAKE A PRESENTATION TO THE CITIES ASSOCIATION  
BOARD OF DIRECTORS**

NAME OF ORGANIZATION: SANTA CLARA COUNTY NEW DEVELOPMENT WATER EFFICIENCY TASK FORCE

BACKGROUND INFORMATION: AS WATER SUPPLIES BECOME INCREASINGLY SCARCE, IT WILL BE ESSENTIAL FOR NEW DEVELOPMENT TO BE CONSTRUCTED TO MAXIMIZE WATER EFFICIENCY. THE TASK FORCE WILL BE EVALUATING EXISTING TECHNOLOGIES AND APPROACHES THAT SHOULD BE INCLUDED IN CITY AND COUNTY CODES AND REGULATIONS. THE TASK FORCE INCLUDES DEVELOPMENT STAFF FROM LOCAL AGENCIES, SUSTAINABILITY STAFF, AND THE SANTA CLARA VALLEY WATER DISTRICT,

REQUEST (WHAT WILL BE PRESENTED?): A MODEL ORDINANCE HAS NOW BEEN DEVELOPED BY THE TASK FORCE AND IS READY FOR CITIES TO PROVIDE INPUT AND CONSIDERATION

RELEVANCE TO THE CITIES ASSOCIATION: IN ORDER FOR THE WORK PRODUCT OF THE TASK FORCE TO HAVE ANY IMPACT, IT WILL BE NECESSARY FOR SCC LOCAL GOVERNMENTS TO INCORPORATE THE RESULTS INTO THEIR LOCAL CODES. BY WORKING TOGETHER IN COOPERATION WITH THE CITIES ASSOCIATION, IT IS HOPED THAT AGENCIES CAN ACT TOGETHER TO EXTEND THE REGION'S WATER SUPPLIES WHILE MAINTAINING AN EVEN PLAYING FIELD

WHAT ACTION IS REQUESTED OF THE CITIES ASSOCIATION? AT THIS TIME, WE ASK THAT THE ASSOCIATION PROVIDE INPUT ON THE ORDINANCE.

MATERIALS TO BE SENT TO SUPPORT PRESENTATION: SUMMARY OF THE MODEL ORDINANCE AND THE ORDINANCE ITSELF

DRAFT (January, 2017)

Model Water Efficient New Development Ordinance Developed by the Santa Clara County  
Water Efficient New Development Task Force

**Goal:** Ensure that new development is poised to be water-efficient in order to extend the region's water supplies.

**Who:** Task Force met for about 18 months and included representatives from Santa Clara County, several cities (Palo Alto, Sunnyvale, Mountain View, Cupertino, and Morgan Hill), the Santa Clara Valley Water District, Sustainable Silicon Valley, and Joint Venture Silicon Valley.

**What:** Model ordinance has the following main requirements on new development:

- Require hot water recirculation in single-family
- Preplumb all new single-family for graywater collection, treatment, and redistribution
- Preplumb all new multifamily and nonresidential for alternative water sources
- Mandate recycled water connection for common areas in HOA developments
- Outlaw sale of noncompliant fixtures
- Misc. other fine points addressing specific uses and landscaping

**Process:** The draft model ordinance is being shared with the following key groups in order to obtain final input:

- SCVWD Ag Advisory Committee
- SCVWD Landscape Committee
- SCCMA
- Water Retailers
- SCVWD Environmental Advisory Committee
- Water Commission
- Cities Association
- Building Officials

Once this input is received, the model will be shared and all jurisdictions in Santa Clara County will be encouraged to adopt it.

ORDINANCE NO. XXXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_  
ADDING A NEW CHAPTER \_\_\_\_\_ (WATER EFFICIENT NEW DEVELOPMENT) TO  
TITLE \_\_\_ OF THE \_\_\_\_\_ MUNICIPAL CODE RELATED TO REQUIREMENTS  
FOR NEW DEVELOPMENT THAT PROMOTES WATER USE EFFICIENCY AND THE  
DEVELOPMENT OF ALTERNATE SOURCES OF WATER SUPPLY

WHEREAS, all California water users are responsible for making effective use of the available water resources.

WHEREAS, water is a public resource that the California Constitution protects against waste and unreasonable use.

WHEREAS, growing population, climate change, and the need to protect and grow the City's economy make it essential that the City manage its water resources as efficiently as possible.

WHEREAS, reduced water use through conservation provides significant energy reduction and associated environmental benefits, and can help protect water quality, preserve and improve streamflows, and reduce greenhouse gas emissions.

WHEREAS, improvements in technology and management practices offer the potential for increasing water efficiency in California over time, providing an essential water management tool to meet the need for water for urban, agricultural, and environmental uses.

WHEREAS, the development of alternate water source systems will assist in meeting future water requirements of the City and lessen the impacts of new development on the City's sanitary sewer system.

WHEREAS, adoption of this ordinance and adoption of rules and regulations by the City will help achieve the City's goals for water supply use and preservation by:

- (1) Promoting the values and benefits of nonpotable water use while recognizing the need to invest water and other resources as efficiently as possible;
- (2) Encouraging the use of nonpotable water for nonpotable applications; and
- (3) Replacing potable water use for toilet and urinal flushing and irrigation to the maximum extent possible with alternate water sources.

WHEREAS, it is the intent of the City Council of the City of \_\_\_\_\_ to require new development constructed in the City of \_\_\_\_\_ to meet and exceed the water efficiency and alternate water supply requirements of the State of California.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF \_\_\_\_\_ DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA REVIEW.

The City Council has evaluated this ordinance and has determined that it is \_\_\_\_\_ from the California Environmental Quality Act per \_\_\_\_\_

SECTION 2. DEFINITIONS.

The terms used in this Chapter have the meaning set forth below:

Alternate Water Source: a source of nonpotable water that includes recycled water, graywater, stormwater, condensate, on-site treated nonpotable water, Rainwater, Blackwater, and any other source approved by the Director.

Blackwater: Wastewater containing bodily or other biological wastes. This is discharge from toilets, dishwashers, kitchen sinks, and utility sinks.

Director: the Director of \_\_\_\_\_ or any individual designated by the Director to act on his or her behalf.

First Certificate of Occupancy: either a temporary certificate of occupancy or a Certificate of Final Completion and Occupancy

Graywater: untreated wastewater that has not been contaminated by any toilet discharge, has not been affected by infectious, contaminated, or unhealthy bodily wastes, and does not present a threat from contamination by unhealthful processing, manufacturing, or operating wastes. "Graywater" includes, but is not limited to, wastewater from bathtubs, showers, bathroom sinks, lavatories, clothes washing machines, and laundry tubs, but does not include wastewater from kitchen sinks or dishwashers.

Graywater Ready: A design criteria for a structure's plumbing system that provides a noninvasive pathway to install a graywater treatment and reuse system at a later date. In a Graywater Ready home, for example, it will be possible to install an NSF 350 System without altering the in-wall or in-ground plumbing and electrical infrastructure.

Hot Water Recirculation System: A hot water system that uses the hot water return line and/or supply line connected to a water heater to enable continuous delivery of hot water to fixtures.

Hot Water System: A system that distributes hot water, consisting of a water heater, piping, and related equipment and devices.

Multifamily Residential - a residential building that contains three or more dwelling units

New Development: buildings and structures that have not received initial design approval from the Planning Department or a building permit from the Building Department prior to January 1, 2017.

Nonpotable Water: Water collected from alternate water sources, treated, and intended to be used on the Project site for direct beneficial use.

Nonpotable Water Engineering Report: Report submitted by project applicant to the Director describing the alternate water source system in accordance with the rules and regulations adopted by the City.

Nonresidential: A building that contains occupancies other than dwelling units. For the purposes of this section, hotels, motels, institutional housing (such as hostels and dormitories), hospitals, and night shelters are considered nonresidential.

NSF 350 System: Any treatment system certified to meet NSF/ANSI Standard 350 for Onsite Residential and Commercial Reuse Treatment Systems, as amended from time to time.

On-site Treated Non-Potable Water: Nonpotable water that has been collected, treated, and intended to be used on-site and is suitable for direct beneficial use. Permittee: owner or operator of an On-site Treated Nonpotable Water system.

Rainwater: precipitation collected from roof surfaces or other manmade, aboveground collection surfaces.

Recycled Water: Water that has been reclaimed from wastewater for beneficial use as defined by Title 22 of the California Code of Regulations.

Residential: A building that contains residential dwelling units including single-family or multifamily, housing units and mobile homes.

Single-family Residential - A residential building that contains one or two dwelling units

Smart Hot Water Recirculation System: A hot water recirculation system that is capable of monitoring and recording hot water usage patterns for optimal pump activation.

Stormwater runoff: Precipitation collected from at-grade or below grade surfaces.

### SECTION 3. APPLICABILITY.

This chapter shall apply to all New Development in the City/County.

#### SECTION 4. REQUIREMENTS.

A. **Hot Water Waste Reduction.** The hot water system shall not allow more than 0.5 gallons of water to be delivered to any fixture before hot water arrives. Where a hot water recirculation or electric resistance heat trace wire system is installed, the branch from the recirculating loop or electric resistance heat trace wire to the fixture shall contain a maximum of 0.5 gallons. Hot water recirculation systems may include, but are not limited to, the following:

- (1) Timer-initiated systems.
- (2) Temperature sensor-initiated systems.
- (3) Occupancy sensor-initiated systems.
- (4) Smart hot water recirculation systems.
- (5) User-activated systems.
- (6) Other systems acceptable to the Director.

B. **Single-Family Graywater Collection, Filtration and Distribution System.** All new single-family residential units shall be built Graywater Ready and must include the following:

1. Dedicated graywater collection plumbing, which must:
  - a. Capture water from all fixtures producing graywater, specifically including all showers, baths, lavatory sinks and laundry washing machines;
  - b. Exit the envelope of the structure and converge in a single location; and
  - c. Reconverge with the home's blackwater collection system prior to flowing to the municipal sewer system.
2. The graywater collection system must include:
  - a. An in-ground surge tank with at least 60 gallons capacity;
  - b. A physical bypass function to allow graywater to be diverted away from the surge tank, to the municipal sewer system during construction;
  - c. A treated water tank with at least 175 gallons capacity.
  - d. A hose bib with potable water within 15 feet of the point where the graywater collection system exits the envelope of the home; and
  - e. A 20 amp, 120 volt dedicated electrical circuit with GFCI breaker within 15 feet of the point where the graywater collection system exits the envelope of the home.
3. Dedicated distribution plumbing for treated graywater, so that potable water can be disconnected in the future when appropriately treated graywater is available, which must include:
  - a. A single, dedicated supply feed for providing water to irrigation valves; and
  - b. A single, dedicated supply feed for providing water to all toilets in the home

Additions and alterations of existing buildings that use the existing building drain(s) are exempted from this provision.



- C. **Multifamily and Nonresidential Development's Use of Alternate Water Sources.** All new multifamily residential and all nonresidential structures shall include dual plumbing systems that facilitate and maximize the use of alternate water sources for use in irrigation, toilet flushing, cooling towers, and other uses suitable for nonpotable water as allowed by the appropriate agencies.
1. If recycled water is available within 200 feet of the property line or if The Director has determined that it is reasonably available,, 100 percent of water for water closets, urinals, floor drains, and process cooling and heating in that building shall come from recycled water.
  2. If recycled water is planned to be made available to the development within ten years from the date of building permit issuance or the development is within the adopted recycled water project area, the development may meet the requirements of this section solely by building out the dual plumbing system to the anticipated point of connection to the future recycled water system.
  3. If recycled water is not available to the development and is not anticipated to be made available to the development within ten years, the development shall install water collection and treatment systems that comply with the applicable sections of the California Plumbing Code to capture, collect, treat, and distribute graywater, rainwater, and stormwater runoff.
  4. A commercial building(s) or campus may be permitted by the appropriate agency for treatment and use of blackwater for nonpotable purposes so long as systems complies with current standards (now Title 22) for installation, reporting and monitoring.

EXCEPTIONS:

- a) Additions that use any part of the existing plumbing piping system.
- b) Alterations that do not include replacing all of the potable water piping.
- c) Where recycled water quality has been deemed unsuitable by the Director for a particular fixture or equipment, the fixture and/or equipment shall be dual- plumbed for future connection.

- D. **Recycled Water use in Single-Family Common Landscaping.** All new single-family residential units with landscaping provided by a water meter serving three or more homes that is managed by a homeowner's association or other association or entity shall be irrigated with recycled water if recycled water is available within 200 feet of the property line. If recycled water is planned to be made available to the development within ten years from the date of building permit issuance or is within the adopted recycled water project area, a system shall be constructed that will enable recycled water to be easily connected to the irrigation system once the recycled water supply is available within 200 feet of the property line.

- E. **Cooling Towers.** All newly constructed cooling towers shall connect to and use alternate water sources. All newly constructed cooling towers shall include the following:
1. Connectivity controllers
  2. Automated chemical feed systems
  3. Plumbing to facilitate the use of nonpotable water supplies

4. Recirculation systems that recirculate the water as much as possible prior to discharge
  5. Devices to capture and reuse the blow down water discharged from the cooling tower.
- F. **Retail Establishments.** All stores, outlets and other retail establishments shall only sell plumbing fixtures and other devices which are in compliance with California State and Federal water efficiency standards, e.g., EPA WaterSense certified.
- G. **Automatic Sensor Operated Fixtures.** Faucets in commercial facilities, shall not have automatic sensors installed, and instead have manually operated handles. Toilets and urinals in commercial facilities shall not have sensor or automatic flush valves and instead have manually operated flush mechanisms.
- H. **Plumbers, Contractors, and Service Providers.** All plumbers, contractors and other service providers shall not install any plumbing fixtures or other devices which are not in compliance with California State and Federal water efficiency standards, e.g., EPA WaterSense certified.
- I. **Commercial Kitchens.** All new and replacement food related and utensil-related equipment shall be certified or classified for sanitation by an American National Standards Institute (ANSI) accredited certification program and are in compliance with any California State and Federal water efficiency standards, where applicable, and may develop a Water Efficiency Management Plan to help establish an effective facility water management program using appropriate guidelines such as the EPA WaterSense at Work-Best Management Practice for Commercial and Institutional Facilities document.
- J. **Landscape Meters.** A landscape water meter shall be installed for landscape irrigation for the following:
1. When required by the California Department of Water Resources Model Water Efficient Landscape Ordinance or local water efficient landscape ordinance.
  2. Additions and alterations, with a valuation of \$200,000 or more, where the entire potable water system is replaced, including all underground piping to the existing meter.
  3. Landscaped areas shall have flow sensors or hydrometers, regardless of being metered separately.
- K. **Additional Meters Required.** New Buildings or Additions in Excess of 50,000 Square Feet. Separate submeters or meters shall be installed as follows:
1. For each individual leased, rented, or other tenant space within the building projected to consume more than 100 gallons per day (380 L/day).

2. Where potable water is used for industrial/process uses, for water supplied to the following subsystems:
  - a. Makeup water for cooling towers where flow through is greater than 500 gpm (30 L/s).
  - b. Makeup water for evaporative coolers greater than 6 gpm (0.04 L/s).
  - c. Steam and hot-water boilers with energy input more than 500,000 Btu/h (147 kW).
3. For each building that uses more than 100 gallons per day on a parcel containing multiple buildings.

**L. Irrigation Controllers.** In new construction or building addition or alteration over 500 square feet of cumulative landscaped area, install irrigation controllers and sensors which include the following criteria, and meet manufacturer's recommendations:

1. Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change.
2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input.

EXCEPTION: For new residential construction, manual irrigation is also permitted.

**M. Irrigation System:** In landscaped areas, irrigation nozzles shall have a maximum precipitation rate of one inch per hour.

**N. Irrigation Audits:** For newly constructed landscaped areas, the local agency shall administer an irrigation audit to verify that the irrigation system complies with regulations, as well as to identify potential deficiencies and assure that corrections have been made. If corrections are needed, these must be addressed prior to approval of the new construction.

**O. Exterior Faucets.** Locks shall be installed on all publicly accessible exterior faucets and hose bibs except those installed on single family dwellings.

**P. Swimming Pool Covers.** For one- and two-family dwellings, any permanently installed outdoor in-ground swimming pool or spa shall be equipped with a cover having a manual or power-operated reel system. For irregular-shaped pools where it is infeasible to cover 100 percent of the pool due to its irregular shape, a minimum of 80 percent of the pool shall be covered.

EXCEPTION: Additions or alterations to existing swimming pools and spas with a building valuation not exceeding \$25,000.**SECTION 5. SEVERABILITY**

If any provision of this Title, or its application to any person, or circumstances, is held to be invalid, the remainder of this Ordinance, or the application of the provision to other persons or circumstances, shall not be affected.

**SECTION 6. EFFECTIVE DATE.** This Ordinance shall take effect thirty (30) days after the date of its adoption.

**SECTION 7. POSTING AND PUBLICATION.** The City Clerk is hereby directed to publish this ordinance pursuant to §36933 of the Government Code.

**THE FOREGOING ORDINANCE WAS INTRODUCED AT A MEETING OF THE CITY COUNCIL HELD ON THE XX DAY OF \_\_\_\_\_, AND WAS FINALLY ADOPTED AT A MEETING OF THE CITY COUNCIL HELD ON THE XX DAY OF \_\_\_\_\_, AND SAID ORDINANCE WAS DULY PASSED AND ADOPTED IN ACCORDANCE WITH LAW BY THE FOLLOWING VOTE:**

**AYES: COUNCIL MEMBERS:**

**NOES: COUNCIL MEMBERS:**

**ABSTAIN: COUNCIL MEMBERS:**

**ABSENT: COUNCIL MEMBERS:**

**ATTEST:**

**APPROVED:**



## **REQUEST TO MAKE A PRESENTATION TO THE CITIES ASSOCIATION BOARD OF DIRECTORS**

NAME OF ORGANIZATION: AARP

BACKGROUND INFORMATION:

*AARP works with member jurisdictions of the [AARP Network of Age-Friendly Communities](#), who have made the commitment to actively work toward making their communities a great place for people of all ages. We provide technical assistance to advance efforts to help people live easily and comfortably in their homes and communities as they age; encourage older adults to take a more active role in their communities and have their voices heard. Initiatives focus on areas such as housing, caregiving, community engagement, volunteering, social inclusion and combating isolation among older citizens.*

REQUEST (WHAT WILL BE PRESENTED?): An overview of the Network of Age-Friendly Communities program and the assistance that AARP can provide to member jurisdictions (e.g. technical assistances, facilitation, AARP member engagement, etc.)

RELEVANCE TO THE CITIES ASSOCIATION:

Santa Clara County cities of Saratoga and San Jose are current members of the AARP Network, and many other Santa Clara Co. communities have joined directly with our partner's network – World Health Organization's Global Network for Age-friendly Cities and Communities – of which AARP is the official U.S. affiliate. For communities that have joined directly with WHO, AARP can provide additional assistance with age-friendly plan development. In addition, the AARP California office has recently hired a team in San Jose to expand our capacity.

WHAT ACTION IS REQUESTED OF THE CITIES ASSOCIATION?

Opportunity for information sharing and an introduction to our local staff and volunteer leaders.

MATERIALS TO BE SENT TO SUPPORT PRESENTATION

PowerPoint, AARP Network of Age-Friendly Communities brochure, and AARP Value Add postcard.



*A Unified Voice for the 15 Cities of  
Santa Clara County, California*

## INFRASTRUCTURE FUNDING FOR TRANSPORTATION

March 2, 2017

### Background

- Silicon Valley, a key economic engine for the entire country, centered in the 15 cities of Santa Clara County, is faced with severe traffic congestion and significant resources are needed for new & improved transportation, infrastructure maintenance, and mode shift projects, including bicycle/pedestrian mobility improvements and “last mile” connections for users of public transit.
- Our severe traffic congestion literally impacts the smooth flow of commerce, so Silicon Valley business leaders worked with local mayors to craft a transportation tax measure for the November 2016 ballot. Nearly 72% of voters agreed to pay an additional half-cent in sales tax over 30 years (increasing total sales tax to 9% or more) to raise \$6.3 billion for transit, roadway/interchange improvements & maintenance, and new bike & walkways. But by itself, this measure will meet only a fraction of our needs.
- We have shovel-ready projects from rail capacity & speed improvements to congestion management to bikeways, and yet more in the near-term pipeline.

### Key Projects

- *Caltrain*—Caltrain is the highly utilized, high farebox recovery commuter train service between Bay Area Peninsula cities San Francisco and San Jose (and continues south). Local funding including Measure B will bring over \$1 billion to electrify the system (yielding faster stops and cleaner air), expand capacity, allow level boarding, and create grade separations to allow safer, unimpeded traffic flow on perpendicular roadways. Federal funding of \$647 million to move forward with implementation of electrification awaits approval from the Secretary of Transportation after a 10-year planning and design process. This project has enormous value whether or not the State ever implements High Speed Rail. Please see Attachment 1 - Caltrain Peninsula Corridor Electrification Fact Sheet and a letter from our congressional delegation.
- *Freeway-based Transit Corridors*—Recognizing that the region has scarce new real estate for expanded roadways, and that existing freeways already have grade separations at crossings that allow unimpeded traffic flow, key stakeholders are working on near- and long-term transit projects on such corridors as State Route 85, including a new transit lane from State Route 87 in San Jose to Highway 101 in

Mountain View, with adjacent transit hubs to connect first/last mile ridesharing and local shuttle services. Please see Attachment 2.

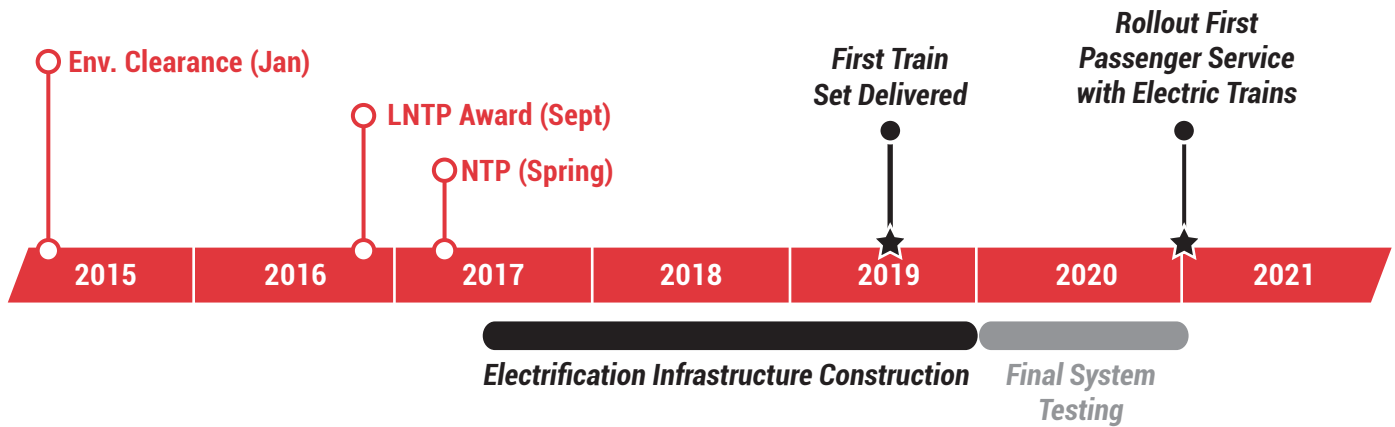
- ***Express Lanes*** - Managed lanes use continually-monitored roadway conditions to dynamically control access based on, for example, the number of vehicle occupants, and tolls. Our system automates fee collection and keeps traffic moving with in-vehicle transponders. Please see the item highlighted in yellow on Governor Brown's February 7<sup>th</sup> submittal to the National Governors Association (Attachment 3). These are all Bay Area freeways that bring residents from across the Bay Area and beyond to jobs in Silicon Valley, and 5 of 6 of these roadways have segments in our county.
- ***Bikeways*** - Many of our cities have newly developed plans to create safer bikeways to mitigate traffic and improve health, both for students and commuters. Recognizing that safety concerns are a major impediment to increased cycling, these plans include Class IV bike lanes on key routes that fully protect cyclists from cars by a physical barrier. Please see, for example, the attached Cupertino bike plan (Attachment 4).

# Peninsula Corridor Electrification

## STATUS UPDATE | February 2017



### MILESTONES



### KEY REGIONAL BENEFITS 2040

**GREENHOUSE GASES (ANNUAL)**

**176,000**  
METRIC TONS CO<sub>2</sub>



**DIESEL TO ELECTRIC**

**LOWER FUEL COSTS**



**TRAFFIC CONGESTION**

**619,000**  
VEHICLE MILES



**21%**  
INCREASE

**DAILY RIDERSHIP**



**\$2.5**  
BILLION

**ECONOMIC BENEFITS**



**MORE SERVICE**

**MORE FREQUENT & FASTER TRIPS**

#### FOR MORE INFORMATION

[www.caltrain.com/calmod](http://www.caltrain.com/calmod)  
 [calmod@caltrain.com](mailto:calmod@caltrain.com)

#### CONTACT

MAIL: Attn: Casey Fromson  
2121 S. El Camino Real, Suite 300  
San Mateo, CA 94403

650.508.6499  
 [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com)





# Peninsula Corridor Electrification

## FACT SHEET | February 2017

### PROJECT OVERVIEW

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the Bay Area's population grows. The Caltrain Modernization Program, scheduled to be implemented by 2020, will electrify and upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain's commuter rail service.



The Peninsula Corridor Electrification Project is a key component of the Caltrain Modernization Program and consists of converting Caltrain from diesel-hauled to Electric Multiple Unit (EMU) trains for services between the Fourth and King Street Station in San Francisco and the Tamien Station in San Jose. The project will entail the installation of

new electrical infrastructure and the purchase of electrified vehicles. Caltrain will continue Gilroy service and support existing tenants.

### PROJECT BENEFITS

An electrified Caltrain will better address Peninsula commuters' vision of an environmentally-friendly, fast, reliable service. Electrification will modernize Caltrain and make it possible to increase service while offering several advantages in comparison with existing diesel power use, including:

- **Improved Train Performance, Increased Ridership Capacity and Increased Service:** Electrified trains can accelerate and decelerate more quickly than diesel-powered trains, allowing Caltrain to run more efficiently. In addition, because of their performance advantages, electrified trains will enable more frequent and/or faster train service to more riders.
- **Increased Revenue and Reduced Fuel Cost:** An electrified Caltrain will increase ridership and fare revenues while decreasing fuel costs.
- **Reduced Engine Noise Emanating from Trains:** Noise from electrified train engines is measurably less than diesel train engines. Train horns will continue to be required at grade crossings, consistent with safety regulations.
- **Improved Regional Air Quality and Reduced Greenhouse Gas Emissions:** Electrified trains will produce substantially less corridor air pollution compared with diesel trains, even when the indirect emissions from electrical power generation are included. Increased ridership will reduce automobile usage, resulting in additional air quality benefits. In addition, the reduction of greenhouse gas emissions is not only good for our regional air quality, but will also help meet the State's emission reduction goals.

### FOR MORE INFORMATION

- [www.caltrain.com/calmod](http://www.caltrain.com/calmod)
- [calmod@caltrain.com](mailto:calmod@caltrain.com)

### CONTACT

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San Mateo, CA 94403

- 650.508.6499
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# Congress of the United States

Washington, DC 20515

February 3, 2017

The Honorable Elaine Chao, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Chao,

Congratulations on your confirmation as the 18<sup>th</sup> Secretary of Transportation. As one of your first acts as Secretary, we urge you to approve a shovel-ready infrastructure project that will create jobs, fuel innovation, and foster continued economic growth in the heart of Silicon Valley.

On January 18, 2017, the Federal Transit Administration (FTA) completed its rigorous evaluation of the Peninsula Corridor Electrification Project (PCEP) and favorably forwarded the proposed grant agreement to Congress for a mandatory 30-day review. This project received a Medium-High rating after a thorough two year review by FTA staff to ensure sufficient local funding is in place, as well as a robust Risk and Contingency Management Plan.

A letter of January 24<sup>th</sup> from some Members of the House contains a material misstatement of fact related to the proposed FTA grant for PCEP. In this letter, otherwise devoted to the subject of the California High Speed Rail Authority (Authority), it is asserted that the Authority is seeking “\$650 million in grants from the federal government to electrify its line from San Jose to San Francisco for use by both transit and high-speed rail service.”

The grant, in fact, is being sought by the Caltrain Joint Powers Board (Caltrain) through the FTA’s Core Capacity Program and the benefits of the project are separate and independent from the Authority’s proposal. Rail service has operated on this corridor for over 150 years and for decades Caltrain has sought to electrify this line to replace aging diesel engines. The right of way is owned by Caltrain, not the Authority, and the PCEP will boost capacity on this critical commuter rail corridor regardless of whether High Speed Rail ever operates on the Peninsula. An FAQ explaining the differences between the two entities and projects is enclosed.

The PCEP is an excellent example of a project Congress intended to fund when it created the Core Capacity Program, which was designed to increase ridership capacity on existing transit corridors that are at, or exceeding, capacity. Caltrain’s daily ridership has more than doubled to over 65,000 over the last six years and rush-hour trips are now exceeding 100% of seated capacity. By 2040, this project will reduce travel times between San Jose and San Francisco by 15%, air pollution by 97%, and add 46,000 more daily riders (over 100,000 in total). Estimates are that 619,000 vehicle miles per day will be eliminated by 2040, and 80% of those would be during peak traffic hours.

President Trump recently spoke about infrastructure investment, stating that “We’ll fix our existing product before we build anything new. We will fix it first because we have a lot of things that are in bad shape.” We share the commitment of the Administration to upgrade infrastructure that is in disrepair. This project certainly satisfies that priority. The vast majority of

Caltrain's twenty-nine locomotives were manufactured in 1985 and thus are beyond their 30 year useful life. Over the course of time, mechanical delays are escalating. For example, two locomotives were recently out of service for two and three months each due to the turbochargers on the engines being destroyed by wear and tear. On average there are close to 1,000 minutes of delay per month related to mechanical failures on the system. By commuter rail standards this is extremely high.

The Caltrain Modernization Program will result in the creation of over 9,600 jobs, including over 1,300 located outside of California in places like Jacksonville, Florida; Richmond, Virginia; Hudson, Wisconsin; Littleton, Colorado and more. For example, in Salt Lake City alone, this project is the driving force behind plans to build an assembly plant that will create new employment opportunities to over 550 workers and will help establish a new domestic railcar assembly facility in the United States.

World leading companies such as Genentech, Oracle, Google, and Facebook are aligned on the Caltrain corridor. Each day, thousands of their employees use this transit system to go to work and help our country remain globally competitive. The corridor contributes 14% of the state of California's Gross Domestic Product and 20% of the state's tax revenue.

It is our understanding that in the nearly two decades since the current FFGA process was created, only one project has failed to receive a final signature from the Secretary after having received low ratings. Conversely, the PCEP project received a Medium-High rating after a lengthy review process.

The proposed grant agreement for Caltrain will complete its 30-day Congressional review period on February 18, 2017. We strongly urge you to approve this grant agreement immediately following the review period to prevent any further delays in this critically needed project. Without question the electrification of Caltrain is ready to go. Any delays beyond March 1<sup>st</sup> will kill it.

For all these reasons, we urge you to approve and sign the grant agreement.

Most gratefully,



Anna G. Eshoo  
Member of Congress



Zoe Lofgren  
Member of Congress



Dianne Feinstein  
United States Senator



Kamala Harris  
United States Senator

Kar Brown

Anita

Luis Correa

Jim Brown

Judy Chu

Peter

Baba Lee

Susan Davis

Ed

Norman

Mike Sherrin

Mark

T.V.

Mark

Tom

Jim

Julie

John

Robert

Lucille

A.S.C.L.

Joy Miley

Nanette Daisy Barragan

Grace E Napolitano

Jewel Fupen

Rafaela Mendez

Alan Loventhal

Bob Sherman

Tony Cardenas CA-29

Raul Ruiz

Doris Matsui

Juan Vargas

L. J. Siu

Edwin B. Bliff

Madeline Waters

\_\_\_\_\_

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Rep. Anna G. Eshoo  
Sen. Dianne Feinstein

Rep. Zoe Lofgren  
Sen. Kamala Harris

Page 3

Rep. Karen Bass  
Rep. Ami Bera  
Rep. Luis Correa  
Rep. Julia Brownley  
Rep. Judy Chu  
Rep. Pete Aguilar  
Rep. Barbara Lee  
Rep. Susan Davis  
Rep. Scott Peters  
Rep. Norma Torres

Rep. Mike Thompson  
Rep. Mark DeSaulnier  
Rep. Ted Lieu  
Rep. Mark Takano  
Rep. Eric Swalwell  
Rep. Jim Costa  
Rep. Jackie Speier  
Rep. Jimmy Panetta  
Rep. Ro Khanna  
Rep. Lucille Roybal-Allard

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Rep. Salud O. Carbajal  
Rep. Nanette Diaz Barragán  
Rep. Jared Huffman  
Rep. Alan Lowenthal  
Rep. Tony Cárdenas  
Rep. Doris O. Matsui  
Rep. Linda T. Sánchez  
Rep. Maxine Waters

Rep. Jerry McNerney  
Rep. Grace F. Napolitano  
Rep. John Garamendi  
Rep. Brad Sherman  
Rep. Raul Ruiz  
Rep. Juan Vargas  
Rep. Adam B. Schiff

**Attachment 2 - Typical Transit Station with adjacent Transit Hub (SR 85 at Stevens Creek Blvd)**





OFFICE OF THE GOVERNOR

February 7, 2017

Scott D. Pattison  
National Governors Association Executive Director & Chief Executive Officer  
444 North Capitol Street, Suite 267  
Washington, D.C. 20001

Dear Mr. Pattison:

Per your request, attached is California's initial list of key infrastructure projects, representing more than \$100 billion in targeted investment across the state. These investments will build and improve: roads; levees; bridges; ports; train and public transit systems; water storage and recycling projects; as well as energy, military, veterans and emergency operations facilities and services.

In the short-term, these projects will benefit businesses up and down the state and put thousands to work – many in communities with the highest rates of unemployment. Long-term, this investment will have lasting, expansive economic benefits by moving goods and people faster, protecting vulnerable communities from flooding, bolstering emergency response capabilities, saving and storing more water and improving energy reliability.

To prepare for the future – and complement federal investments – California is doing its part by working on legislation to ensure a permanent and sustainable funding stream is in place to further support road, highway and other critical infrastructure construction and improvements – part of a 10-year transportation investment plan.

California is home to one out of every eight Americans and when we build in California, we build for America.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy E. McFadden".

Nancy E. McFadden  
Executive Secretary





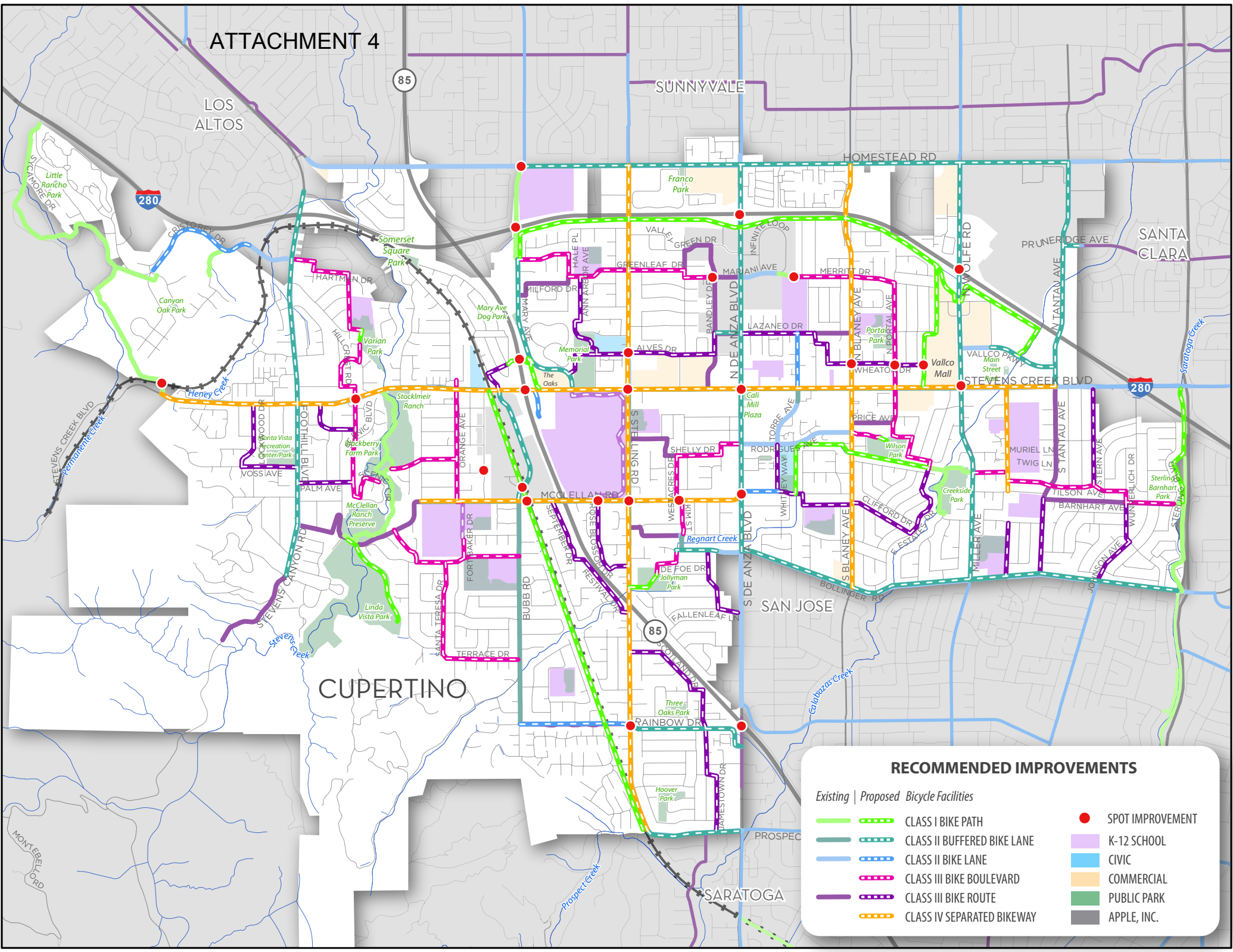
**Priority Infrastructure Projects - 2017**

<b>Project</b>	<b>Sector</b>	<b>Revenue Stream</b>	<b>State</b>
Widen and replace critical interchanges on I-710 (South Corridor Project Phase 1) to improve freight corridor service to the ports of LA and Long Beach.	Highway and Bridge	No	CA
Strengthen Otay Mesa Mexican border security with a new port of entry for secure and efficient crossings.	Highway and Bridge	Yes - Tolls	CA
Construct 16 miles of managed express lanes in major commute corridors on I-405 in Orange County.	Highway and Bridge	Yes - Managed Lanes	CA
Construct express lanes on Highway 15 in Riverside County between Cajalco Road and SR 60, a major freight and regional corridor.	Highway and Bridge	Yes - Managed Lanes	CA
Construct express lanes on I-10 in San Bernardino County between the LA County line and SR 15, a major freight and regional corridor.	Highway and Bridge	Yes - Managed Lanes	CA
Replace the Gerald Desmond Bridge, a vital bridge for freight movement to and from ports of LA and Long Beach.	Highway and Bridge	No	CA
Construct multi-county express lane network to relieve Bay Area congestion for freight and major job centers along US 101, I-80, I-680, I-880, SR 85 and SR 237.	Highway and Bridge	Yes - Managed Lanes	CA
Improve highway interchange and truck scales at the I-80/I-680 Highway interchange.	Highway and Bridge	Yes	CA
Expand I-5 HOV lanes in Sacramento County from the City of Sacramento to City of Elk Grove.	Highway and Bridge	No	CA
Build new lanes and interchanges on SR 99 through Tulare, Madera, Livingston, Turlock and Fresno in the San Joaquin Valley.	Highway and Bridge	No	CA
Construct new connectors to improve freight movement and congestion in Bakersfield and Kern County on the SR 99/SR 58 corridor.	Highway and Bridge	No	CA
Construct HOV lanes connecting Ventura and Santa Barbara along US 101.	Highway and Bridge	No	CA
Build four express lanes on Highway 156, a major freight and regional connector in Monterey and San Benito Counties.	Highway and Bridge	Yes - Managed Lanes	CA
Replace substandard rail and highway grade separation on I-5 from Redding to Anderson.	Highway and Bridge	No	CA
Complete HOV lanes on US 101 through Marin and Sonoma.	Highway and Bridge	No	CA
Construct 3 miles of rail in the North Coast I-5 Multimodal Corridor in San Diego and complete 23 miles of new managed lanes.	Highway, Bridge and Rail	Yes - Managed Lanes	CA
Expand and improve Los Angeles Metro Transit (Purple Line, Airport Connector, Orange Line BRT) to benefit commuters and the 2024 Olympic bid.	Rail and Transit	Yes - Fares	CA
Modernize and replace LA Metro rail fleet and service	Rail and Transit	Yes - Fares	CA
Link Santa Ana and Garden Grove with the Orange County Streetcar Project.	Rail and Transit	Yes - Fares	CA
Extend BART to San Jose Project.	Rail and Transit	Yes - Fares	CA
Electrify the Caltrain Peninsula Corridor.	Rail and Transit	Yes - Fares	CA
Expand and replace BART and Muni rail fleet.	Rail and Transit	Yes - Fares	CA
Construct streetcar system in Sacramento and improve the regional transit vehicle fleet.	Rail and Transit	Yes - Fares	CA

Project	Sector	Revenue Stream	State
Expand the ongoing Central Valley to Silicon Valley High-Speed Rail construction to include service from San Francisco to San Jose, Merced to San Jose, North of Bakersfield to Bakersfield, and construct the Southern California improvements from Burbank to Anaheim, benefiting High-Speed Rail, freight, commuter rail and the 2024 Olympic bid.	Rail and Transit	Yes - Fares	CA
Reconfigure and expand Port of Long Beach Pier B On-Dock Rail Support Facility.	Rail and Sea Port	Yes	CA
Build out the Earthquake Early Warning System to alert public and California private industries, utilities and critical infrastructure sectors before major earthquakes.	Emergency Response	Yes - Private	CA
Upgrade the State Public Safety Telecommunications Network with next generation 911 capabilities.	Emergency Response	Yes	CA
Expand and integrate satellite and broadband towers to enhance coverage in rural areas.	Emergency Response	Yes	CA
Modernize the California Specialized Training Institute in San Luis Obispo to improve training capabilities for first responders and emergency managers.	Emergency Response	No	CA
Build a Northern California Regional Emergency Operations Center in Fairfield to consolidate two outdated facilities that serve 47 counties in the northern, coastal and central regions.	Emergency Response	No	CA
Build a Southern California Regional Emergency Operations Center at the Joint Forces Training Base in Los Alamitos to serve as the primary operation and coordination center and defense support for the National Guard.	Emergency Response/Military	No	CA
Repair and modernize Los Alamitos Airfield for critical emergency operations.	Military	No	CA
Modernize the Army National Guard's helicopter maintenance facility in Fresno, which serves 13 western states.	Military	No	CA
Replace outdated skilled nursing facility at Yountville Veterans Home, the nation's largest veterans home.	Veterans	No	CA
Facilitate low-interest loans for water users funding California Water Fix, a major upgrade to Sacramento-San Joaquin Delta conveyance infrastructure to improve water quality, ecosystems and reliability of water deliveries.	Water Reliability	Yes	CA
Construct Recharge Fresno Project to improve pipelines and water system facilities that will capture, treat and deliver water to Fresno homes and businesses.	Water Reliability	Yes	CA
Enlarge the San Luis Reservoir and improve resiliency of existing dam.	Surface Storage	Yes	CA
Reduce flooding risk to the City of Marysville and critical hospital infrastructure with the Marysville Ring Levee Project.	Flood Control	Yes	CA
Raise Folsom Dam to improve flood protection for Sacramento region and improve dam safety.	Flood Control	No	CA
Construct the Lower Elkhorn Basin Levee Setback Project to expand the capacity of the Yolo and Sacramento Bypasses to improve flood protection in the Sacramento region.	Flood Control	Yes	CA
Construct the American River Common Features Natomas Basin Project, to reduce the risk of flooding in the Sacramento region.	Flood Control	No	CA

Project	Sector	Revenue Stream	State
Rehabilitate existing levees and make other improvements in the Sacramento River Bank Protection Project.	Flood Control	No	CA
Construct the Los Angeles Regional Recycled Water Program to purify water currently being discharged to the ocean for recharging groundwater basins.	Water Recycling	Yes	CA
Construct the Pure Water Monterey Project to implement advanced water recycling technology in Monterey County.	Water Recycling	Yes	CA
Construct the Pure Water San Diego Phase 1 Projects to implement advanced water recycling technology in the San Diego region.	Water Recycling	Yes	CA
Construct the North Bay Water Reuse Project to provide reliable recycled water for the counties of Marin, Sonoma and Napa counties.	Water Recycling	No	CA
Construct the San Francisco Westside Recycled Water Project to replace the use of drinking water with recycled water for irrigation.	Water Recycling	Yes	CA
Restore habitat and improve dust suppression at the Salton Sea.	Ecosystem Enhancement	No	CA
Build a 1,300 MW pumped hydroelectric energy storage project in Riverside County near the town of Desert Center.	Energy	Yes - Private	CA
Add 500 MW of energy storage capability to the San Vicente Reservoir to enhance reliability of the electricity grid.	Energy	Yes - Private	CA
Complete multiple upgrades to current electrical grid infrastructure, including investments to improve security.	Energy	No	CA

# ATTACHMENT 4



## RECOMMENDED IMPROVEMENTS

*Existing | Proposed Bicycle Facilities*

		CLASS I BIKE PATH		SPOT IMPROVEMENT
		CLASS II BIKE LANE		K-12 SCHOOL
		CLASS III BIKE BOULEVARD		CIVIC
		CLASS III BIKE ROUTE		COMMERCIAL
		CLASS IV SEPARATED BIKEWAY		PUBLIC PARK
				APPLE, INC.

# Congress of the United States

Washington, DC 20515

February 3, 2017

The Honorable Elaine Chao, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Chao,

Congratulations on your confirmation as the 18<sup>th</sup> Secretary of Transportation. As one of your first acts as Secretary, we urge you to approve a shovel-ready infrastructure project that will create jobs, fuel innovation, and foster continued economic growth in the heart of Silicon Valley.

On January 18, 2017, the Federal Transit Administration (FTA) completed its rigorous evaluation of the Peninsula Corridor Electrification Project (PCEP) and favorably forwarded the proposed grant agreement to Congress for a mandatory 30-day review. This project received a Medium-High rating after a thorough two year review by FTA staff to ensure sufficient local funding is in place, as well as a robust Risk and Contingency Management Plan.

A letter of January 24<sup>th</sup> from some Members of the House contains a material misstatement of fact related to the proposed FTA grant for PCEP. In this letter, otherwise devoted to the subject of the California High Speed Rail Authority (Authority), it is asserted that the Authority is seeking “\$650 million in grants from the federal government to electrify its line from San Jose to San Francisco for use by both transit and high-speed rail service.”

The grant, in fact, is being sought by the Caltrain Joint Powers Board (Caltrain) through the FTA’s Core Capacity Program and the benefits of the project are separate and independent from the Authority’s proposal. Rail service has operated on this corridor for over 150 years and for decades Caltrain has sought to electrify this line to replace aging diesel engines. The right of way is owned by Caltrain, not the Authority, and the PCEP will boost capacity on this critical commuter rail corridor regardless of whether High Speed Rail ever operates on the Peninsula. An FAQ explaining the differences between the two entities and projects is enclosed.

The PCEP is an excellent example of a project Congress intended to fund when it created the Core Capacity Program, which was designed to increase ridership capacity on existing transit corridors that are at, or exceeding, capacity. Caltrain’s daily ridership has more than doubled to over 65,000 over the last six years and rush-hour trips are now exceeding 100% of seated capacity. By 2040, this project will reduce travel times between San Jose and San Francisco by 15%, air pollution by 97%, and add 46,000 more daily riders (over 100,000 in total). Estimates are that 619,000 vehicle miles per day will be eliminated by 2040, and 80% of those would be during peak traffic hours.

President Trump recently spoke about infrastructure investment, stating that “We’ll fix our existing product before we build anything new. We will fix it first because we have a lot of things that are in bad shape.” We share the commitment of the Administration to upgrade infrastructure that is in disrepair. This project certainly satisfies that priority. The vast majority of

Caltrain's twenty-nine locomotives were manufactured in 1985 and thus are beyond their 30 year useful life. Over the course of time, mechanical delays are escalating. For example, two locomotives were recently out of service for two and three months each due to the turbochargers on the engines being destroyed by wear and tear. On average there are close to 1,000 minutes of delay per month related to mechanical failures on the system. By commuter rail standards this is extremely high.

The Caltrain Modernization Program will result in the creation of over 9,600 jobs, including over 1,300 located outside of California in places like Jacksonville, Florida; Richmond, Virginia; Hudson, Wisconsin; Littleton, Colorado and more. For example, in Salt Lake City alone, this project is the driving force behind plans to build an assembly plant that will create new employment opportunities to over 550 workers and will help establish a new domestic railcar assembly facility in the United States.

World leading companies such as Genentech, Oracle, Google, and Facebook are aligned on the Caltrain corridor. Each day, thousands of their employees use this transit system to go to work and help our country remain globally competitive. The corridor contributes 14% of the state of California's Gross Domestic Product and 20% of the state's tax revenue.

It is our understanding that in the nearly two decades since the current FFGA process was created, only one project has failed to receive a final signature from the Secretary after having received low ratings. Conversely, the PCEP project received a Medium-High rating after a lengthy review process.

The proposed grant agreement for Caltrain will complete its 30-day Congressional review period on February 18, 2017. We strongly urge you to approve this grant agreement immediately following the review period to prevent any further delays in this critically needed project. Without question the electrification of Caltrain is ready to go. Any delays beyond March 1<sup>st</sup> will kill it.

For all these reasons, we urge you to approve and sign the grant agreement.

Most gratefully,



Anna G. Eshoo  
Member of Congress



Zoe Lofgren  
Member of Congress



Dianne Feinstein  
United States Senator



Kamala Harris  
United States Senator

Kar Brown

Anita

Luis Correa

Jim Brown

Judy Chu

Peter Chen

Baba Lee

Susan Davis

Ed Peters

Norman

Mike Sherrin

Mark S. S.

T. V. J.

Mark Talm

Tom Swales

Jim H.

Julie Speer

John

Ro K.

Lucille Raynal Allard

A.S.C.L.

Jonny Miken

Nanette Daisy Barragan

Grace E Napolitano

Jewel Fupin

Rafael Mendi

Alan Lovinthal

Bob Sherman

Tony Cardenas CA-29

Raul Ruiz

Doris Matsui

Juan Vargas

L. J. Siu

John B. Bliff

Madeline Waters

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Rep. Maxine Waters

Rep. Jerry McNerney  
Rep. Grace F. Napolitano  
Rep. John Garamendi  
Rep. Brad Sherman  
Rep. Raul Ruiz  
Rep. Juan Vargas  
Rep. Adam B. Schiff



*A Unified Voice for the 15 Cities of  
Santa Clara County, California*

## **FEDERAL AVIATION ADMINISTRATION MEETING TBD, 2017**

### **SUPPORT OF REGIONAL, LONG-TERM SOLUTIONS TO REDUCE AIRPLANE NOISE**

- The Cities Association of Santa Clara County understands the complexities of the airspace in the San Francisco Bay Area and supports the development of comprehensive, long-term solutions for airplane noise that doesn't just move noise from one community to another.
- Thank you for taking part in the Select Committee process related to airplane noise levels in the Bay Area after implementing the NEXGen program. We appreciate the active role the FAA took in the process.
- The Cities Association of Santa Clara County urge the Federal Aviation Administration (FAA) to work closely with Congress and Peninsula cities to implement the recommendations identified by the Select Committee on South Bay Arrivals, that mitigate airplane noise and implement proposed changes in flight path arrivals and departures into San Francisco International Airport.
- Please support recommendations from the Select Committee that include developing comprehensive, long-term solutions to mitigate airplane noise and impacts on communities.
- Make noise abatement a priority. Pay close attention to the last 20 miles of the flight paths.
- Do not create a mandatory noise threshold. The goal should be to make flights as quiet as possible. Different types of planes fly different ways.
- We support making aviation more efficient. In those assessments, as broad a range of factors as is practicable should be considered.
- Technological improvements to aircraft should be considered for noise abatement, such as retrofitting Vortex Generators.
- Engage with our communities regarding new rulemaking for SFO airspace, and flight patterns for San Carlos and San Jose.
- Support the creation of a permanent, regional South Bay Airport Community Roundtable that addresses community noise impacts from aircraft operations at San Jose International Airport and works regularly with the San Francisco Roundtable



*A Unified Voice for the 15 Cities of  
Santa Clara County, California*

## HOUSING AND URBAN DEVELOPMENT MEETING

TBD, 2017

### SUPPORT NEEDED FOR AFFORDABLE HOUSING & TO END HOMELESSNESS

- Santa Clara County, commonly known as Silicon Valley, has some of the highest housing costs in the nation.
- Housing is so costly in Silicon Valley that it makes it difficult to recruit people to come to the area and creates severe economic hardships for many workers.
- In November 2016, Santa Clara County voters passed a \$950 million bond measure to provide affordable local housing for vulnerable populations like veterans, seniors, the disabled, low income families, foster youth, and the homeless. Up to \$150 Million will help first time home buyers.
- The combination of Federal funding with our local funding is vital to ensure the housing and homeless crisis does not continue to grow.
- **The Low-Income Housing Tax Credit (LIHTC)** program has been the nation's most important financing tool for creating affordable housing. It encourages private investment in affordable housing. It is important that any tax reform that may occur not harm or eliminate the LIHTC program. The Cities Association supports the continuation of this valuable tax credit program.
- **BLOCK** grants, **CBDG** funds and the **HOME** program have been used extensively to finance affordable housing. Continuing these programs is vital for sustaining affordable housing in our county for our most vulnerable residents.
- The gravity of the need is greatest for lower-income residents, with the Housing Authority of the County of Santa Clara having an average 8- to 10-year wait for Section 8-funded vouchers. Project-based vouchers enable subsidized complexes to offer even deeper subsidy layers than the Low-Income Housing Tax Credits and subsequently house more Extremely Low-Income individuals and households who could not otherwise afford housing.
- The Cities Association of Santa Clara County supports new and innovative programs for grants to support affordable housing in high-cost areas such as the Silicon Valley.
- The City encourages Congress and HUD to continue working toward inclusive communities and housing opportunities for all, regardless of race, creed, age, disability, or income source.