



NOVEMBER 2013 BOARD OF DIRECTORS MEETING SUMMARY

- **Rob Eastwood, Principal Planner with Santa Clara County, presented on the county's proposed model ordinance requiring plug in electric vehicle (PEV) charging systems or pre-wiring to be installed in new construction.**
 - The shift from gasoline dependent on vehicles to PEV vehicles is an important sustainability objective for the region. The County would like to move forward in a manner that has the 15 cities in SCC and the County using the same general approach.
 - The availability of PEV's is growing and will continue to do so; the International Energy Agency projects that PEV's will account for up to 15% of the vehicle fleet globally by 2020.
 - The increased use of PEV's are expected to help reduce emissions and reach the state's goal to obtain 33% of all energy from renewable resources by 2020. CA is expected to have 40% lower emissions than in 2008.
 - PEV's are vehicles that can operate on battery power and are recharged from the electrical grid.
 - PEV's consisted of battery electric vehicles (BEV), e.g. Nissan Leaf, that only use electricity and have a range of approximately 50-100 miles, and plug in hybrid electric vehicles (PEHV), e.g. Chevy Volt, that use both electricity and a gas motor and typically have an electric range of 10 – 40 miles.
 - It is important to make sure we have adequate infrastructure in place to support the growing use of PEV to avoid "range anxiety," or the perception that the vehicle can meet the owner's transportation needs with a reliable source of power nearby.
 - There are 3 forms of chargers: AC Level 1, AC Level 2, and Level 3/Fast Chargers.
 - AC Level 1 – consists of standard 120 volt outlet; can charge in 5 to 20 hours.
 - AC Level 2 – provides 240 volts; can charge in 4 to 7 hours.
 - Level 3/Fast Chargers or "DC Fast Chargers" – provide 400 – 500 volts and can charge in 15 minutes; these are limited in availability.
 - Governor Brown issued an Executive Order projecting over 1.5 million PEV's will be on the CA roadways by 2025.

- Other state laws supporting PEV's includes the Low Carbon Fuel Standard, consumer rebates for purchasing PEV's, tax exemptions for PEV equipment (SB 71), and PEV access to Carpool Lanes (SB 535, AB 2405).
- Cities that have adopted codes and ordinances requiring new buildings to install pre-wiring for PEV charging systems include Los Angeles, Sunnyvale, and just recently Palo Alto.
- The proposed ordinance would incorporate the "pre-wiring" requirements identified in Cal Green but also include a requirement to provide sufficient capacity to serve the additional electrical load of a future level 2 charging system when calculating the electrical service load demands (panel size) in new construction. Applicants would be encouraged to evaluate means of balancing electrical load requirements between different uses in the house, such as incorporating methods of charging during periods when electricity demands in the rest of the house are at their lowest.
- The proposed policy approach would require the following:
 - New single family homes, multi-family residential of less than 10 units, small non-residential (<100 parking spaces)** - Required to be pre-wired with conduit between the electrical panel and parking area and provide sufficient capacity in the onsite electrical service to accommodate a future Level 2 charger.
 - Large non-residential (>100 parking spaces) and multi-family residential buildings of 10 or more units)** – Required to install Level 2 chargers at the time of construction to dedicated PEV charging / parking spaces, comprising 5% of total parking spaces. Non-residential includes commercial, office, industrial, and institutional buildings.
- Feedback from board members included:**
 - Providing pre-wiring for the charging stations (approximately \$150 - \$200) versus installation of the charging stations after construction (\$1,500 - \$2,500) provides significant cost savings.
 - All PEV stations should be built to be ADA accessible.
 - How about transferring the revenue from the gas tax to electrical service in order to maintain funds for local and state government?
 - In support of the county's proposal, the Cities Association unanimously adopted a Resolution and encourages all 15 cities in Santa Clara County to use the model "electric vehicle charging system ordinance" prepared by SCC as a framework for adopting ordinances requiring pre-wiring for electric vehicle charging systems.
- **To address one of CASCC's 2013 priorities, the Digital Infrastructure Subcommittee (Greg Scharff, Jarrett Fishpaw, Rod Sinks, Chuck Page) & Palo Alto Staff (Jonathan Reichental and Jim Fleming) presented on the City of Palo Alto's black optic fiber system.**
 - The City of Palo Alto's dark fiber optic backbone system was conceived in the mid 1990's; construction occurred in 1996 – 1997.
 - Dark fiber is unused fiber cable that needs to be "lit up;" a third party customer lights it up by purchasing equipment to send a signal.

- When the system was first built it included 33 route miles and has now been expanded to include 41 route miles.
- The fiber system construction was financed internally by the Electric Enterprise Fund through a 20-year, \$2million loan at 0% interest rate. The funds were used to construct the system and cover operating expenses. At the end of Fiscal Year 2008, the fiber optics business completed the loan repayment to the Electric Enterprise Fund for all capital and operating expenses from the beginning of the project.
- A separate Fiber Optics Enterprise Fund, capable of maintaining its own capital and operating budgets and financial operating reserve has now been created.
- In 2000, CPAU began to license “dark fiber” for commercial purposes. The fiber system has high market share and brand awareness among commercial enterprises and other organizations that need the quantity and quality of bandwidth provided by direct fiber optic connections.
- By connecting to the city’s fiber system, the customer gains access to their Internet Service Provider (ISP) of choice and can interconnect communications systems or computer networks across multiple Palo Alto locations
- CPAU currently licenses dark fiber service connections to approximately 90 commercial customers.
- The fiber system also services city accounts: IT Infrastructure Services, Utilities Substations, Utilities Engineering, Public Works, Water Quality Control Plan, and Community Services.
- CPAU is also in the process of installing dark fiber service connections at 19 Palo Alto Unified School District facilities.
- As of 2013, the licensing of dark fiber service connections has resulted in a Fiber Fund Reserve of \$15.3 million. It is a self-sufficient entity that yields approximately \$2 million per year and is a significant source of revenue for the city.
- Palo Alto is in the process of developing a Master Plan to expand the city’s fiber system and build an advanced competitive broadband network for the telecommunications service providers; the master plan includes an engineering study, network design specifications, and a cost model to deploy a citywide FTTP Network, which will require a CEQA review and initiation of the EIR process.
- A subset of the master plan includes development of a wireless network plan with a focus on wi-fi deployment.
- Over 400 communities have invested in FTTP networks, e.g. San Leandro, Santa Clara, Los Angeles.
- Palo Alto would consider expanding its dark fiber system to neighboring jurisdictions, e.g. Los Altos Hills, Los Altos
- The City of Palo Alto has been recognized as the #1 “Digital City” in the country. The city is working on shifting from the use of email servers to digital cloud, providing mobile apps for citizens to engage with government and report issues, remain connected, and provide solutions.

- **Kevin Zwick of Housing Trust Silicon Valley, presented Draft Cities Association & Housing Trust Silicon Valley White paper on Affordable Housing to the Board of Directors for endorsement.**
 - As a follow-up to the Cities Association General Membership Meeting addressing affordable housing, Housing Trust Silicon Valley and Cities Association partnered to draft white paper.
 - The paper's purpose and objective includes quantifying and comparing cities' funding available for affordable housing both before and after the dissolution of RDA and looking at subsidized multifamily rental housing affordable to people earning 50% or less of Area Median Income
 - The paper first identifies the need for affordable housing and the fact that entry into the housing market is out of reach for many households:
 - In Santa Clara County 13.6% of renter households are extremely low income and 46.9% are lower income.
 - ABAG projects over next 25 years 57% of all households in Bay Area will consist of very low and low income households.
 - Cost Burden: 44% of renters in Santa Clara County pay over 30% towards housing costs and 17.7% pay over 50%.
 - Overcrowding: 7.1% of households in Santa Clara County.
 - RHNA 2014-2022: need of 16,158 units for very low income households in Santa Clara County.
 - Second, the paper compares the funding available for affordable housing in 2008 and now; today, funding has plummeted 64% due to the elimination of RDA's and decreased federal funds and we need \$220 million more to meet the future need of affordable housing.
 - Third, the paper provides an overview of current tools that cities are using to raise funds for affordable housing and describes various strategies that can be utilized:
 - RDA "Boomerang" Funds
 - Inclusionary Zoning and In-Lieu Fees
 - Residential Impact Fees
 - Potential to raise \$8.7 million
 - Commercial Linkage Fees
 - Potential to raise \$18 million
 - Ballot Initiatives
 - Zoning Actions
 - Last, the paper makes some recommendations for membership cities, community partners, and the region to consider.
 - Adopt Boomerang Funds
 - Nexus studies for impact fees
 - Support affordable housing legislation, e.g. SB 391, legislation that supports lower voter threshold for measures that increase affordable housing or sustainable communities
 - Continue exploring regional housing administration policy, e.g. JPA to utilize existing and future housing dollars as efficiently as possible

- Finally, it is understood that there is not a “one size fits all” strategy; cities need to consider and identify the tools that fit best within their communities.
 - Board Members unanimously endorsed the paper.
- **The Executive Board for 2014 was unanimously approved by the Board and includes:**

President:	Mayor Steve Tate, Morgan Hill
First Vice President:	Council Member Jason Baker, Campbell
Second Vice President:	Vice Mayor Jim Griffith, Sunnyvale
Secretary/Treasurer:	Mayor Greg Scharff, Palo Alto
LAC Chair:	Council Member Peter Leroe-Muñoz
Past President:	Council Member Margaret Abe-Koga, Mountain View
City Managers’ Liaison:	Steve Rymer, Morgan Hill

- **CSC Appointee Report: Greg Schmid of Palo Alto, current CSC Appointee to Sourcewise’s Advisory Committee** presented a brief overview on the organization’s recent activities and its recent name change from Council on Aging to Sourcewise in order to address not only seniors but also the disabled and veterans and all adults, their families, and caregivers in Santa Clara County.
- **2014 Meeting schedule was unanimously approved;** Board Meetings to occur every 2nd Thursdays of the month at 7 pm; Executive Board Meetings to occur on the 1st Wednesdays of the month at 2 pm.
- **City Managers’ Report: Dan Rich provided a brief update** on Rural Metro (911 Ambulance Provider) and the County’s agreement and the understanding that the organization is expected to emerge out of bankruptcy in December and meet its service obligations.
- **Legislation Report: Betsy Shotwell provided a brief update** on the recent Legislative session and directed Members to review the LCC’s update, take note of upcoming ballot measures, e.g. measure addressing the legalization of marijuana across the state, and constitutional amendments reducing voter thresholds from 2/3 voter approval to 55%.

Joys & Challenges:

Palo Alto – Senior Affordable Housing Measure D unfortunately failed, which would have provided 60 new affordable homes for seniors and 12 single family residences along Maybell and Clemo Avenues. In addition, the measure required a minimum of 42 parking stalls, five reserve spaces and a shuttle service for senior residents.

Sunnyvale – NRA has announced its challenge to Measure C, which passed with 66% approval in Sunnyvale. As of Jan. 1, the measure will require Sunnyvale gun owners to report firearms thefts to the police within 48 hours, lock

up their guns at home and get rid of magazines that hold more than 10 rounds. Gun dealers would have to keep logs of ammunition sales.

Los Altos – SFMOMA has partnered with the city to bring exhibitions of art at several indoor and outdoor sites throughout downtown inviting community members to appreciate international and national modern art.

Los Altos Hills – Caltrans to mitigate traffic at the four-way stops at Page Mill Road when exiting Interstate 280; a preliminary proposal includes traffic lights at the southbound and northbound ramps from Interstate 280 onto Page Mill and for traffic moving east and west on Page Mill, and sidewalks and crossing elements for pedestrians and cyclists. Residents are sceptical of the proposal.

Mountain View – two sections of the Berlin Wall have been donated to the city and have been placed in front of the city's library; dedication ceremony took place on November 14th.

Announcements: Cities Association Annual Holiday Part, Thursday, December 5th, 6 – 9 pm – Mozart Car Museum, Mountain View.