



City of Sunnyvale

Notice and Agenda

City Council

Tuesday, February 24, 2015

5:00 PM

Council Chambers, City Hall, 456 W. Olive
Ave., Sunnyvale, CA 94086

Special Meetings- Joint Study Sessions- 5 PM and 5:45 PM | Regular Meeting-7 PM

5 P.M. SPECIAL COUNCIL MEETING (Joint Study Session with Planning Commission)

1 Call to Order in the Council Chambers

2 Roll Call

3 Public Comment

4 Study Session

[14-1090](#)

Review Draft Lawrence Station Area Plan

5 Adjourn

5:45 P.M. SPECIAL COUNCIL MEETING (Joint Study Session with Planning Commission)

1 Call to Order in the Council Chambers

2 Roll Call

3 Public Comment

4 Study Session

[15-0014](#)

Peery Park Specific Plan

5 Adjourn

7 P.M. COUNCIL MEETING

Pursuant to Council Policy, City Council will not begin consideration of any agenda item after 11:30 p.m. without a vote. Any item on the agenda which must be continued due to the late hour shall be continued to a date certain. Information provided herein is subject to change from date of printing of the agenda to the date of the meeting.

CALL TO ORDER

Call to Order in the Council Chambers (Open to the Public)

SALUTE TO THE FLAG**ROLL CALL****CLOSED SESSION REPORTS****SPECIAL ORDER OF THE DAY**

[15-0196](#)

SPECIAL ORDER OF THE DAY - Arbor Day, Tree City USA
Proclamation Presentation

PUBLIC ANNOUNCEMENTS

Each speaker is limited to three minutes for announcements of community events, programs, or recognition.

CONSENT CALENDAR

All matters listed on the consent calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion of these items. If a member of the public would like a consent calendar item pulled and discussed separately, please submit a speaker card to the City Clerk prior to the start of the meeting or before approval of the consent calendar.

1.A [15-0191](#) Approve City Council Meeting Minutes of February 10, 2015

Recommendation: Approve the City Council Meeting Minutes of February 10, 2015 as submitted.

1.B [15-0181](#) Approve the List(s) of Claims and Bills Approved for Payment
by the City Manager

Recommendation: Approve the list(s) of claims and bills.

1.C [15-0130](#)

Award of Contract for the Design of Park Buildings Rehabilitation at Washington, Raynor, De Anza and Ponderosa Parks (F15-29)

Recommendation: 1) Award a contract, in substantially the same format as Attachment 1 and in the amount of \$330,785 to Dougherty + Dougherty Architects, LLP for the subject project, and authorize the City Manager to execute the contract when all the necessary conditions have been met; and 2) Approve a 15% design contingency in the amount of \$49,618.

1.D [15-0176](#)

Award of Contracts for Piping Supplies for Water and Sewer Services (F15-12)

Recommendation: 1) Award one-year contracts to Ferguson Enterprises dba Groeniger & Company and Corix Water Products in substantially the same form as the draft blanket purchase orders attached to the report, not to exceed budgeted amounts, and 2) Authorize the City Manager to renew the contracts for up to three additional one-year periods provided that pricing and service remain acceptable to the City.

1.E [15-0177](#)

Award of Contract for Voice Over Internet Protocol Equipment to Replace the Citywide Telephone System (F14-92)

Recommendation: 1) Award a contract to AMS.Net in the amount of \$731,375, in substantially the same form as the Draft Purchase Order and associated Implementation Agreement attached to the report; and 2) approve a 10% contract contingency in the amount of \$73,138.

1.F [15-0133](#)

Authorize an Amendment to an Existing Design Contract for the Rehabilitation of Storm Pump Station No. 2 (F15-59)

Recommendation: 1) Authorize an amendment to an existing contract, in substantially the same format as Attachment 1, with Schaaf & Wheeler Consulting Civil Engineers for additional services related to the Rehabilitation of Storm Pump Station No. 2 to increase the total contract value by \$167,556, bringing the total contract value to \$483,649; and 2) Approve a 10% contingency on the additional services in the amount of \$16,756.

- 1.G** [15-0182](#) Renew Joint Exercise of Powers Agreement: Workforce Development Services for NOVA Consortium to Include San Mateo County

Recommendation: Approve the revised Joint Exercise of Powers Agreement; Workforce Development Services for the NOVA consortium to include the addition of San Mateo County.

- 1.H** [15-0127](#) Approve a Memorandum of Agreement between the City of Sunnyvale and Foothill-De Anza Community College District for Replacement of an Existing Public Sanitary Sewer Pipeline; Authorize the City Manager to Execute the Subject Agreement and Approve Budget Modification No. 39

Recommendation: Approve a Memorandum of Agreement between the City of Sunnyvale and Foothill-De Anza Community College District for Replacement of an Existing Public Sanitary Sewer Pipeline; Authorize the City Manager to Execute the Subject Agreement and approve Budget Modification No. 39.

- 1.I** [15-0132](#) Receive and File the City of Sunnyvale Investment Report - 4th Quarter 2014

Recommendation: Receive and file the City of Sunnyvale FY 2014/15 Period 7 investment report.

- 1.J** [15-0219](#) Adopt Ordinance No. 3053-15 Awarding Nonexclusive Franchise to Yellow Checker Cab Company, Inc., dba Checker Cab of Silicon Valley

Recommendation: Adopt Ordinance No. 3053-15.

PUBLIC COMMENTS

This category is limited to 15 minutes (may be extended or continued after the public hearings/general business section of the agenda at the discretion of the mayor) with a maximum of three minutes per speaker. If your subject is not on this evening's agenda you will be recognized at this time; however, the Brown Act (Open Meeting Law) does not allow action by Councilmembers. If you wish to address the Council, please complete a speaker card and give it to the City Clerk. Individuals are limited to one appearance during this section.

PUBLIC HEARINGS/GENERAL BUSINESS

If you wish to speak to a public hearings/general business item, please fill out a speaker card and give it to the City Clerk. You will be recognized at the time the item is being considered by Council. Each speaker is limited to a maximum of three minutes. For land-use items, applicants are limited to a maximum of 10 minutes for opening comments and 5 minutes for closing comments.

- 2 [15-0131](#) Policy Discussion on El Camino Real Bus Rapid Transit and Potential City Council Action on a Formal Position Relative to a Preferred Alternative

Recommendation: Staff makes no recommendation.

- 3 [15-0111](#) Approval of the Community Engagement Plan and Range of Project Alternatives for the Civic Center Modernization Project

Recommendation: Alternatives 1 and 3: 1) Approve the Community Engagement Plan as presented in Attachment 1, and 3) Approve the Range of Project Alternatives as presented in Attachment 2.

- 4 [14-0288](#) Introduction of an Ordinance to Amend Sunnyvale Municipal Code Chapters 19.28 (DSP) and 19.46 (Parking) to include Modifications based on the Tandem and Stacker Parking Study Issue (2014-7435); Finding of CEQA Exemption Pursuant to CEQA Guideline 15061 (b)(3)

Recommendation: Alternatives 1 and 2: 1) Find that the project is exempt from CEQA under Guideline 15061(b)(3), and 2) Introduce an ordinance (Attachment 2) to amend Chapters 19.28 and 19.46 of Title 19 of the Sunnyvale Municipal Code to allow: a) tandem parking in existing single-family dwellings in certain circumstances; b) exclude garage square footage from gross floor area; c) allow tandem parking for up to 50 percent of the units in multi-family developments and require unassigned parking consistent with other 2-car garage provisions; d) allow independent and dependent mechanical lift parking in multi-family developments; e) consider tandem parking in multi-family developments within the DSP with review of a parking management plan; and f) require all mechanical lift parking to be in a parking structure.

- 5 [15-0202](#) Election of the League of California Cities Peninsula Division
2014-15 Executive Committee Vice President

Recommendation: Staff makes no recommendation.

**COUNCILMEMBERS REPORTS ON ACTIVITIES FROM INTERGOVERNMENTAL
COMMITTEE ASSIGNMENTS**

NON-AGENDA ITEMS & COMMENTS

-Council

-City Manager

INFORMATION ONLY REPORTS/ITEMS

- [15-0107](#) Tentative Council Meeting Agenda Calendar
- [15-0032](#) Information/Action Items
- [15-0218](#) Study Session Summary of February 10, 2015 - Discussion of
Rental Housing Impact Fee
- [15-0201](#) Board/Commission Meeting Minutes

ADJOURNMENT

NOTICE TO THE PUBLIC

The agenda reports to council (RTCs) may be viewed on the City's Web site at sunnyvale.ca.gov after 7 p.m. on Thursdays or at the Sunnyvale Public Library, 665 W. Olive Ave. as of Fridays prior to Tuesday City Council meetings. Any agenda related writings or documents distributed to members of the City of Sunnyvale City Council regarding any open session item on this agenda will be made available for public inspection in the Office of the City Clerk located at 603 All America Way, Sunnyvale, California during normal business hours and in the Council Chamber on the evening of the Council Meeting, pursuant to Government Code §54957.5. Please contact the Office of the City Clerk at (408) 730-7483 for specific questions regarding the agenda.

PLEASE TAKE NOTICE that if you file a lawsuit challenging any final decision on any public hearing item listed in this agenda, the issues in the lawsuit may be limited to the issues which were raised at the public hearing or presented in writing to the Office of the City Clerk at or before the public hearing. PLEASE TAKE FURTHER NOTICE that Code of Civil Procedure section 1094.6 imposes a 90-day deadline for the filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure 1094.5.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact the Office of the City Clerk at (408) 730-7483. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.106 ADA Title II).

Planning a presentation for a City Council meeting?

To help you prepare and deliver your public comments, please review the "Making Public Comments During City Council or Planning Commission Meetings" document available at Presentations.inSunnyvale.com.

Planning to provide materials to Council?

If you wish to provide the City Council with copies of your presentation materials, please provide 12 copies of the materials to the City Clerk (located to the left of the Council dais). The City Clerk will distribute your items to the Council.

Upcoming Meetings

Visit CouncilMeetings.inSunnyvale.com for upcoming Council meeting information.

Visit BoardsandCommissions.inSunnyvale.com for upcoming board and commission meeting information.

For a complete schedule of KSUN-15 Council meeting broadcasts, visit KSUN.insunnyvale.com.



City of Sunnyvale

Agenda Item

14-1090

Agenda Date: 2/24/2015

Review Draft Lawrence Station Area Plan



City of Sunnyvale

Agenda Item

15-0014

Agenda Date: 2/24/2015

Peery Park Specific Plan



City of Sunnyvale

Agenda Item

15-0196

Agenda Date: 2/24/2015

SPECIAL ORDER OF THE DAY - Arbor Day, Tree City USA Proclamation Presentation



City of Sunnyvale

Agenda Item

15-0191

Agenda Date: 2/24/2015

SUBJECT

Approve City Council Meeting Minutes of February 10, 2015

RECOMMENDATION

Approve the City Council Meeting Minutes of February 10, 2015 as submitted.



City of Sunnyvale

Meeting Minutes - Draft City Council

Tuesday, February 10, 2015

5:00 PM

West Conference Room and Council
Chambers, City Hall, 456 W. Olive Ave.,
Sunnyvale, CA 94086

Special Meetings- Closed Session 5 PM | Study Session 6 PM | Regular Meeting- 7 PM

7 P.M. COUNCIL MEETING

CALL TO ORDER

Mayor Griffith called the meeting to order in Council chambers.

SALUTE TO THE FLAG

Mayor Griffith led the salute to the flag.

ROLL CALL

Present: 7 - Mayor Jim Griffith
Vice Mayor Tara Martin-Milius
Councilmember David Whittum
Councilmember Pat Meyering
Councilmember Jim Davis
Councilmember Glenn Hendricks
Councilmember Gustav Larsson

CLOSED SESSION REPORT

Vice Mayor Martin-Milius reported Council met in Closed Session held pursuant to California Government Code Section 54957.6: Conference with Labor Negotiators; direction was given, no action was taken.

PUBLIC ANNOUNCEMENTS

Deborah Marks announced an Arbor Day event to provide free trees presented by Sunnyvale Urban Forestry Association (SUFA).

Michael Goldman announced activities of the Sunnyvale Public Lands Act (SPLA) group to propose a ballot initiative to put sale of public lands to the voters.

David Wessel, Democratic Club of Sunnyvale, announced an upcoming meeting of the club.

PRESENTATION[15-0027](#)**PRESENTATION - VTA Presentation on the North/South Corridor Study**

Adam Berger, Transportation Planner, VTA, presented information regarding the North/South Corridor Study.

Public comment opened at 7:53 p.m.

Rod Sinks, Mayor of Cupertino speaking for himself, expressed support for consideration of the VTA study of the North/South Corridor.

Marie Bernard, Executive Director of Sunnyvale Community Services, spoke regarding the transit needs of low income workers.

Bill Wilson spoke in support of the concepts that would assist with getting students to school.

Margaret Okuzumi spoke regarding reduced services since 2000 and suggested the service of the 53 local bus on Mary Avenue between Caltrain station and West Valley College could be extended up Mathilda to Moffett Park.

Holly Lofgren spoke regarding the first mile/last mile issue and expressed concern about the first mile portion.

VTA Transportation Planner Berger provided closing remarks.

CONSENT CALENDAR

Councilmember Meyering requested to pull Items 1.A, 1.B, 1.C and 1.G.

MOTION: Vice Mayor Martin-Milius moved and Councilmember Larsson seconded the motion to Approve the Consent Calendar with the exception of Items 1.A, 1.B, 1.C and 1.G. The motion carried by the following vote:

Yes: 7 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 0

1.A [15-0011](#) Approve City Council Meeting Minutes of January 13, 2015

Public Hearing opened at 9:43 p.m.

No speakers.

Public Hearing closed at 9:43 p.m.

MOTION: Vice Mayor Martin-Milius moved and Councilmember Larsson seconded the motion to approve the City Council Meeting Minutes of January 13, 2015 as submitted. The motion carried by the following vote:

Yes: 6 - Mayor Griffith
 Vice Mayor Martin-Milius
 Councilmember Whittum
 Councilmember Davis
 Councilmember Hendricks
 Councilmember Larsson

No: 1 - Councilmember Meyering

1.B [15-0087](#) Approve the List(s) of Claims and Bills Approved for Payment
 by the City Manager

Public Hearing opened at 9:44 p.m.

No speakers.

Public Hearing closed at 9:44 p.m.

MOTION: Vice Mayor Martin-Milius moved and Councilmember Whittum seconded the motion to approve the list(s) of claims and bills. The motion carried by the following vote:

Yes: 6 - Mayor Griffith
 Vice Mayor Martin-Milius
 Councilmember Whittum
 Councilmember Davis
 Councilmember Hendricks
 Councilmember Larsson

No: 1 - Councilmember Meyering

- 1.C** [14-1097](#) Approve Budget Modification No. 36 to appropriate \$7,024 of California Library Services Act Grant Funds for payment toward the replacement of the public PCs in the Library's Technology Center.

Public Hearing opened at 9:48 p.m.

No speakers.

Public Hearing closed at 9:48 p.m.

MOTION: Councilmember Davis moved and Councilmember Larsson seconded the motion to approve Budget Modification No. 36 to appropriate California Library Services Act grant funds, administered by the Pacific Library Partnership, in the amount of \$7,024 for the replacement of the public PCs in the Library's Technology Center. The motion carried by the following vote:

Yes: 7 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 0

- 1.D** [15-0022](#) Award of Contract for an Automated Materials Handling System for the Sunnyvale Public Library (F15-53)

Award a contract in substantially the same form as the draft purchase order attached to the report and in the amount of \$280,000 to Bibliotheca ITG for an Automated Materials Handling system.

- 1.E** [15-0028](#) Approve Budget Modification No. 37 to Appropriate \$3,150 of Department of Homeland Security, State Homeland Security Grant Program Funds for Crime Analysis Training.

Approve Budget Modification No. 37 to appropriate \$3,150 of Department of Homeland Security, State Homeland Security Grant Program Funds for training to a new project, FY 2015 SHSGP Training Crime Analysis.

- 1.F** [15-0035](#) Approve Budget Modification No. 38 to Appropriate \$12,300 of Make-HER: STEM (Science, Technology, Engineering and Math) Exploration for Mothers and Daughters Grant Funds for

Project-based Hands-on STEM Learning for Girls and Their Mothers (or Other Female Adult Mentors)

Approve Budget Modification No. 38 to appropriate Pacific Library Partnership funds in the amount of \$12,300 to a new project, Make HER: STEM Exploration for Mothers and Daughters.

- 1.G** [15-0038](#) Award of Bid No. PW15-11 for Baylands Park Equipment Replacement - Rebid and Finding of CEQA Categorical Exemption

Public Hearing opened at 9:50 p.m.

No speakers.

Public Hearing closed at 9:50 p.m.

MOTION: Councilmember Meyering moved and Vice Mayor Martin-Milius seconded the motion to 1) Make a finding of CEQA categorical exemption pursuant to Class 1, Section 15301(a) for existing facilities; 2) Award a contract, in substantially the same format as Attachment 2 to the report and in the amount of \$152,740 (base bid and additive alternate), to Guerra Construction Group for the subject project, and authorize the City Manager to execute the contract when all the necessary conditions have been met; and 3) Approve a 15% construction contingency in the amount of \$22,911. The motion carried by the following vote:

Yes: 7 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 0

- 1.H** [15-0056](#) Adopt Resolution Authorizing Application for Housing-Related Parks Program Grant from the State of California Department of Housing and Community Development (HCD)

Adopt the resolution authorizing application for housing related parks program grant.

- 1.I** [15-0136](#) Renew Agreement on the Roles and Responsibilities between the NOVA Workforce Board and the Sunnyvale City Council

Serving as the Chief Local Elected Official

Approve implementing the federal Workforce Innovation and Opportunity Act for the NOVA consortium that includes the revised Agreement on the Roles and Responsibilities between the NOVA Workforce Board and the Sunnyvale City Council attached to the report.

1.J [15-0040](#) Award of Bid No. PW15-12 for Morse Avenue Landscape Strip Remedial Soil Excavation

1) Award a contract, in substantially the same format as Attachment 2 to the report and in the amount of \$224,350, to Pacific States Environmental Contractors, Inc. for the subject project, and authorize the City Manager to execute the contract when all the necessary conditions have been met; and 2) Approve a 15% construction contingency in the amount of \$33,653.

PUBLIC COMMENTS

Eamonn Gormley spoke regarding regulatory capture of car dealerships.

Deborah Marks spoke regarding the environmental value of mature redwood trees at the property on the northwest corner of Pastoria and El Camino and requested preservation of the trees and provided a PowerPoint presentation.

David Wessel, speaking on his own behalf, spoke regarding a campaign for Stand Up and Be Counted, food worker rights and mobile home parks in Sunnyvale.

Dawen Tsien, HERO program registered contractor, spoke regarding incentive programs to provide energy efficiency and water conservation assistance to low income workers.

Mitch Smith, owner of Solar Technology Builders in San Jose, spoke in support of the Home Energy Renovation Opportunity (HERO) program and submitted written materials.

PUBLIC HEARINGS/GENERAL BUSINESS

2 [14-0195](#) FILE #: 2014-8099
Location: 1111 Lockheed Martin Way, Lots 2 and 4 (APN 110-01-036 and 110-01-038)
Proposed Project:
MOFFETT PARK SPECIFIC PLAN AMENDMENT INITIATION
Request to study a land use change in the Moffett Park Specific Plan from Moffett Park General Industrial (MP-I) to

Moffett Park Transit Oriented Development (MP-TOD) to increase the allowable development intensity from maximum 60 percent Floor Area Ratio (FAR) to maximum 80 percent FAR with green building incentives.

Applicant/Owner: Jay Paul Company/Lockheed Martin Corporation

Community Development Director Hanson Hom presented the staff report. Director of Public Works Manuel Pineda provided additional information.

Councilmember Whittum, Mayor Griffith and Councilmember Larsson disclosed they each met with the applicant.

Public Hearing opened at 9:03 p.m.

Applicant Jay Paul provided information regarding the proposal.

Public Hearing closed at 9:12 p.m.

MOTION: Councilmember Hendricks moved and Vice Mayor Martin-Milius seconded the motion to approve Alternative 1: Initiate a study to amend the Moffett Park Specific Plan to change the land use designation for a 47.4 acre site at 1111 Lockheed Martin Way, Lots 2 and 4, from Moffett Park General Industrial (MP I) to Moffett Park Transit Oriented Development (MP TOD). Evaluate reduction of vehicle trips at several transportation demand management (TDM) levels, not including the recommendation to include a net zero increase in vehicle trips.

AMENDMENT: Councilmember Whittum moved to amend the motion and Councilmember Meyering seconded that the study also look at improved bike connection on the west side of Mathilda such as a bike bridge, an improved connection from the golf course to Ellis which already has an overcrossing at 237, or a bike bridge in the vicinity of Mary and 101, and if cost of adding that is an issue, staff should come back to Council for authorization on the cost. The motion to amend failed by the following vote:

Yes: 3 - Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering

No: 4 - Mayor Griffith
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

AMENDMENT: Councilmember Whittum moved to amend the motion and Councilmember Meyering seconded to add back “including a net zero increase in vehicle trips” to the motion. The motion to amend failed by the following vote:

Yes: 2 - Councilmember Whittum
Councilmember Meyering

No: 5 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

The main motion carried by the following vote:

Yes: 5 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 2 - Councilmember Whittum
Councilmember Meyering

3 [15-0021](#) Adopt a Resolution to Vacate a Public Street Easement at 610 East Weddell Drive

Director of Public Works Manuel Pineda presented the staff report.

Public Hearing opened at 9:37 p.m.

Applicant Andrew Turco, Sares-Regis Group, provided information regarding the easement.

Public Hearing closed at 9:37 p.m.

MOTION: Councilmember Larsson moved and Councilmember Hendricks seconded the motion to approve Alternative 1: Adopt the resolution to vacate a public street easement at 610 East Weddell Drive; and to authorize the City Clerk to submit a certified copy of the resolution to the Santa Clara County Recorder's office. The motion carried by the following vote:

Yes: 7 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 0

- 4** [15-0108](#) Introduce an Ordinance to Award a Taxicab Franchise to Yellow Checker Cab Co., Inc. dba Checker Cab of Silicon Valley

Chief of Public Safety Frank Grgurina presented the staff report.

Public Hearing opened at 9:40 p.m.

No speakers.

Public Hearing closed at 9:40 p.m.

MOTION: Councilmember Whittum moved and Councilmember Hendricks seconded the motion to approve Alternative 1: Introduce an ordinance Awarding a non exclusive franchise for taxicab service to Yellow Checker Cab Co., Inc. dba Checker Cab of Silicon Valley for the period of March 15, 2015 through March 14, 2017, and authorize the City Manager to execute all implementing documents.

City Clerk Kathleen Franco Simmons read the ordinance title.

The motion carried by the following vote:

Yes: 7 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Meyering
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 0

- 5** [15-0109](#) Ratification of Intergovernmental Assignment Appointment for Councilmember Glenn Hendricks

Public Hearing opened at 9:41 p.m.

No speakers.

Public Hearing closed at 9:41 p.m.

MOTION: Councilmember Whittum moved and Councilmember Davis seconded the motion to approve the Intergovernmental Assignment Appointment for Councilmember Glenn Hendricks. The motion carried by the following vote:

Yes: 6 - Mayor Griffith
Vice Mayor Martin-Milius
Councilmember Whittum
Councilmember Davis
Councilmember Hendricks
Councilmember Larsson

No: 1 - Councilmember Meyering

COUNCILMEMBERS REPORTS ON ACTIVITIES FROM INTERGOVERNMENTAL COMMITTEE ASSIGNMENTS

Councilmember Whittum reported a meeting of the VTA Board in which a presentation by the San Jose Senior Commission was heard. Whittum reported the VTA is pursuing a study of El Camino Relinquishment and reported the Congestion Management Program & Planning Committee received a preview of the VTA presentation that was presented on this agenda.

Vice Mayor Martin-Milius reported her attendance at a Water Commission meeting and a LAFCO meeting.

Councilmember Larsson reported his appointment to a BASCWA board policy subcommittee and a meeting in which the Board received a presentation on a long-term water needs analysis and conservation.

Councilmember Hendricks reported his attendance at a meeting of the Airport Land Use Committee.

NON-AGENDA ITEMS & COMMENTS

-Council

Councilmember Larsson reported a review of minutes of a July 2009 Council meeting in which Santa Clara Valley Water District made a presentation regarding the drought.

Mayor Griffith reported his attendance at the ground-breaking of the new Mid-Pen facility, a swearing in of new DPS officers and the US Conference of Mayors.

Councilmember Meyering reported the news media is reporting the City owns the land under the Town Center.

-City Manager

Assistant City Manager Kent Steffens reported a special meeting next week.

Mayor Griffith commented on an officer involved shooting in Sunnyvale that involved a Santa Clara police officer.

INFORMATION ONLY REPORTS/ITEMS

- | | |
|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <u>15-0017</u> | Tentative Council Meeting Agenda Calendar |
| <u>15-0031</u> | Information/Action Items |
| <u>15-0046</u> | 237/101/Mathilda Interchange Design Update (Information Only) |
| <u>15-0101</u> | Boards and Commissions Semi-Annual Attendance Report, July - December 2014 (Information Only) |
| <u>14-1134</u> | Re-instatement of Residential Preferential Parking Zone for Florence Street between Evelyn Avenue and Washington Avenue (Information Only) |
| <u>15-0093</u> | Study Session Summary of January 6, 2015 - School Enrollment Rate and Projections |
| <u>15-0094</u> | Study Session Summary of January 13, 2015 - Emergency Management Operations |
| <u>15-0081</u> | Board/Commission Meeting Minutes |

ADJOURNMENT

Mayor Griffith adjourned the meeting at 10:03 p.m.



City of Sunnyvale

Agenda Item

15-0181

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Approve the List(s) of Claims and Bills Approved for Payment by the City Manager

BACKGROUND

Pursuant to Sunnyvale Charter Section 802(6), the City Manager has approved for payment claims and bills on the following list(s); and checks have been issued.

List No.	Date	Total Disbursements
750	02/01/15 through 02/07/15	\$865,213.67
751	02/08/15 through 02/14/15	\$5,330,255.82

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Approve the list(s) of claims and bills.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Grace K. Leung, Director of Finance

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. List(s) of Claims and Bills Approved for Payment

2/11/2015

City of Sunnyvale

LIST # 750

Page 1

List of All Claims and Bills Approved for Payment

For Payments Dated 2/1/2015 through 2/7/2015

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
100265445	2/4/15	AAA SPEEDY SMOG TEST ONLY STATION	17332-RE	Miscellaneous Services	40.00	0.00	40.00	\$280.00
			17337-RE	Miscellaneous Services	40.00	0.00	40.00	
			17353-RE	Miscellaneous Services	40.00	0.00	40.00	
			17378	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17379-RE	Miscellaneous Services	40.00	0.00	40.00	
			17391	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17424	Auto Maint & Repair - Labor	40.00	0.00	40.00	
100265446	2/4/15	AT&T	0601837498	Utilities - Telephone	365.84	0.00	365.84	\$365.84
100265447	2/4/15	AT&T	01/17-02/16/15	Utilities - Mobile Phones - City Mobile Phones	199.09	0.00	199.09	\$199.09
100265448	2/4/15	ACE FIRE EQUIPMENT & SERVICE CO INC	124522	Inventory Purchase	627.78	0.00	627.78	\$627.78
100265449	2/4/15	AD CLUB	271625	Advertising Services	650.00	0.00	650.00	\$650.00
100265450	2/4/15	AIR EXCHANGE INC	35146	Bldg Maint Matls & Supplies	210.00	0.00	210.00	\$210.00
100265451	2/4/15	ALL STAR GLASS	ISJ032783	Auto Maint & Repair - Labor	99.00	0.00	99.00	\$579.88
			ISJ032783	Auto Maint & Repair - Materials	480.88	0.00	480.88	
100265452	2/4/15	ARROWHEAD MOUNTAIN SPRING WATER	15A0023956113	Food Products	6.51	0.00	6.51	\$6.51
100265453	2/4/15	BAKER & TAYLOR	4011119713	Library Acquisitions, Books	265.49	0.00	265.49	\$275.28
			4011119713	Library Materials Preprocessing	9.79	0.00	9.79	
100265454	2/4/15	BAUER COMPRESSORS INC	0000191064	Safety Equipment Maintenance & Repair	240.00	0.00	240.00	\$240.00
100265455	2/4/15	BLUE SKY ENVIRONMENTAL LLC	14218	Services Maintain Land Improv	3,174.00	0.00	3,174.00	\$3,174.00
100265456	2/4/15	BOUND TREE MEDICAL LLC	81613202	Supplies, First Aid	1,169.81	0.00	1,169.81	\$2,240.89
			81664179	Supplies, First Aid	1,071.08	0.00	1,071.08	
100265457	2/4/15	BURTONS FIRE INC	S25883	Parts, Vehicles & Motor Equip	114.95	0.00	114.95	\$736.06
			S26001	Parts, Vehicles & Motor Equip	329.70	0.00	329.70	
			S26074	Parts, Vehicles & Motor Equip	291.41	0.00	291.41	
100265458	2/4/15	CSG CONSULTANTS INC	029002	Engineering Services	6,240.00	0.00	6,240.00	\$6,240.00
100265460	2/4/15	CENTURY GRAPHICS	40846	General Supplies	182.65	0.00	182.65	\$182.65
100265461	2/4/15	CLEANSOURCE INC	1579693-01	Inventory Purchase	70.99	0.00	70.99	\$698.04
			1586550-00	Inventory Purchase	627.05	0.00	627.05	

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100265462	2/4/15	CORIX WATER PRODUCTS (US) INC	17513001305	Construction Services	892.17	0.00	892.17	\$1,124.26
			17513001581	Construction Services	178.76	0.00	178.76	
			17513001582	Inventory Purchase	53.83	0.50	53.33	
100265463	2/4/15	CURTIS & TOMPKINS LTD	253195	Water Lab Services	3,924.00	0.00	3,924.00	\$3,924.00
100265464	2/4/15	DOWNEY BRAND LLP	478341	Legal Services	2,654.57	0.00	2,654.57	\$2,654.57
100265465	2/4/15	ECONOMIC & PLANNING SYSTEMS INC	21123-14	Professional Services	2,542.50	0.00	2,542.50	\$2,542.50
100265466	2/4/15	FEDERAL EXPRESS CORP	2-771-56208	General Supplies	7.16	0.00	7.16	\$7.16
100265467	2/4/15	FERGUSON ENTERPRISES INC	1051331	Water Meter Boxes, Vaults, and Lids	3,448.00	0.00	3,448.00	\$3,448.00
100265468	2/4/15	FIRST PLACE INC	82085	General Supplies	62.64	0.00	62.64	\$62.64
100265469	2/4/15	FREEDMAN TUNG + SASAKI	1207	Professional Services	22,765.79	0.00	22,765.79	\$22,765.79
100265470	2/4/15	GOLDFARB LIPMAN ATTORNEYS	114622	Legal Services	687.50	0.00	687.50	\$5,249.48
			114623	Legal Services	192.50	0.00	192.50	
			114678	Legal Services	4,369.48	0.00	4,369.48	
100265472	2/4/15	HDR ENGINEERING INC	00432524-H	Engineering Services	4,113.91	0.00	4,113.91	\$4,113.91
100265473	2/4/15	HACH CO INC	9178029	Facilities Equipment	10,833.94	0.00	10,833.94	\$11,943.79
			9185517	General Supplies	902.41	0.00	902.41	
			9187933	General Supplies	207.44	0.00	207.44	
100265474	2/4/15	HULBERG & ASSOC INC	13454	Professional Services	7,000.00	0.00	7,000.00	\$7,000.00
100265475	2/4/15	HYDROSCIENCE ENGINEERS INC	262013005	Professional Services	7,570.00	0.00	7,570.00	\$7,570.00
100265476	2/4/15	IDEXX DISTRIBUTION GROUP	284637983	General Supplies	456.94	0.00	456.94	\$456.94
100265477	2/4/15	INDEPENDENT ELECTRIC SUPPLY INC	S102169881.001	Electrical Parts & Supplies	117.04	0.00	117.04	\$117.04
100265478	2/4/15	INDUSTRIAL SAFETY SUPPLY CORP	1011163	Supplies, Safety	619.88	0.00	619.88	\$1,488.38
			1011431	General Supplies	266.44	0.00	266.44	
			1011439	Supplies, Safety	602.06	0.00	602.06	
100265479	2/4/15	INGRAM LIBRARY SERVICES INC	83614977	Library Acquisitions, Books	288.99	0.00	288.99	\$28,127.01
			83614978	Library Acquisitions, Books	38.70	0.00	38.70	
			83614979	Library Acquisitions, Books	5,268.79	0.00	5,268.79	
			83614979	Library Materials Preprocessing	386.87	0.00	386.87	
			83614980	Library Acquisitions, Books	3,986.42	0.00	3,986.42	
			83614980	Library Materials Preprocessing	276.23	0.00	276.23	
			83614981	Library Acquisitions, Books	2,303.17	0.00	2,303.17	

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			83614981	Library Materials Preprocessing	164.13	0.00	164.13	
			83614982	Library Acquisitions, Books	4,179.56	0.00	4,179.56	
			83614982	Library Materials Preprocessing	284.29	0.00	284.29	
			83614983	Library Acquisitions, Books	4,479.76	0.00	4,479.76	
			83614983	Library Materials Preprocessing	580.29	0.00	580.29	
			83614984	Library Acquisitions, Books	5,316.10	0.00	5,316.10	
			83614984	Library Materials Preprocessing	573.71	0.00	573.71	
100265481	2/4/15	JMB CONSTRUCTION INC	STRMSYSTSRSH #04	Construction Services	195,201.25	0.00	195,201.25	\$195,201.25
100265482	2/4/15	KAISER FOUNDATION HEALTH PLAN INC	248602-010915	Medical Services	4.71	0.00	4.71	\$85.00
			248602-010915	Pre-Employment Testing	15.29	0.00	15.29	
			374280-010915	Medical Services	15.29	0.00	15.29	
			374280-010915	Pre-Employment Testing	49.71	0.00	49.71	
100265483	2/4/15	KOHLWEISS AUTO PARTS INC	01OB8278	Inventory Purchase	255.87	5.12	250.75	\$324.67
			01OB9687	Inventory Purchase	75.43	1.51	73.92	
100265484	2/4/15	KRONG DESIGN INC	14059	Engineering Services	3,680.53	0.00	3,680.53	\$3,680.53
100265485	2/4/15	L N CURTIS & SONS INC	1343213-00	Inventory Purchase	162.04	0.00	162.04	\$399.55
			1343581-00	Inventory Purchase	237.51	0.00	237.51	
100265486	2/4/15	LAW FOUNDATION OF SILICON VALLEY	1	Contracts/Service Agreements	5,276.04	0.00	5,276.04	\$5,276.04
100265487	2/4/15	LESLIES POOL SUPPLIES INC	175-273269	Materials - Land Improve	317.90	0.00	317.90	\$388.54
			175-273388	Materials - Land Improve	70.64	0.00	70.64	
100265488	2/4/15	MSI FUEL MANAGEMENT INC	3617	Parts, Vehicles & Motor Equip	1,347.82	0.00	1,347.82	\$1,347.82
100265489	2/4/15	MALLORY SAFETY & SUPPLY LLC	3911334	Supplies, Safety	537.82	0.00	537.82	\$869.66
			3911627	Supplies, Safety	331.84	0.00	331.84	
100265490	2/4/15	MCMASTER CARR SUPPLY CO	21512551	Miscellaneous Equipment Parts & Supplies	426.07	0.00	426.07	\$1,696.74
			21612765	Hand Tools	373.84	0.00	373.84	
			21612766	Miscellaneous Equipment Parts & Supplies	108.37	0.00	108.37	
			21639785	Miscellaneous Equipment Parts & Supplies	206.14	0.00	206.14	
			21653992	Miscellaneous Equipment Parts & Supplies	582.32	0.00	582.32	
100265491	2/4/15	MICHELE JACKMAN ENTERPRISES & ADVENTURES	2015211	City Training Program	2,000.00	0.00	2,000.00	\$2,000.00
100265492	2/4/15	MIDWEST TAPE	92520585	Library Acquis, Audio/Visual	2,569.68	0.00	2,569.68	\$2,569.68

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100265493	2/4/15	MISSION LINEN SERVICE	470233806	Laundry & Cleaning Services	50.94	0.00	50.94	\$645.38
			470234349	Laundry & Cleaning Services	53.39	0.00	53.39	
			470235001	Laundry & Cleaning Services	39.82	0.00	39.82	
			470235308	Laundry & Cleaning Services	62.06	0.00	62.06	
			470235846	Laundry & Cleaning Services	53.39	0.00	53.39	
			470236488	Laundry & Cleaning Services	39.82	0.00	39.82	
			470236797	Laundry & Cleaning Services	59.98	0.00	59.98	
			470237335	Laundry & Cleaning Services	53.39	0.00	53.39	
			470237989	Laundry & Cleaning Services	33.10	0.00	33.10	
			470238300	Laundry & Cleaning Services	62.06	0.00	62.06	
			470238841	Laundry & Cleaning Services	53.39	0.00	53.39	
			470239490	Laundry & Cleaning Services	39.82	0.00	39.82	
			470239801	Laundry & Cleaning Services	44.22	0.00	44.22	
100265494	2/4/15	OLDCASTLE PRECAST INC	500006364	Construction Services	750.00	0.00	750.00	\$750.00
100265495	2/4/15	P&R PAPER SUPPLY CO INC	30024460-00	Inventory Purchase	508.79	0.00	508.79	\$508.79
100265496	2/4/15	PACIFIC JANITORIAL SUPPLY CO	30027536-1	Inventory Purchase	88.36	0.00	88.36	\$88.36
100265497	2/4/15	PACIFIC WEST SECURITY INC	0982082	Alarm Services	79.00	0.00	79.00	\$907.00
			0982109	Facilities Maint & Repair - Labor	116.00	0.00	116.00	
			0982110	Facilities Maint & Repair - Labor	199.00	0.00	199.00	
			0982111	Facilities Maint & Repair - Labor	121.00	0.00	121.00	
			0982112	Facilities Maint & Repair - Labor	167.00	0.00	167.00	
			0982119	Alarm Services	133.00	0.00	133.00	
			0982182	Facilities Maint & Repair - Labor	92.00	0.00	92.00	
100265498	2/4/15	PETERSON TRUCKS	416536P	Parts, Vehicles & Motor Equip	27.36	0.00	27.36	\$27.36
100265499	2/4/15	PLACEWORKS INC	55426	Professional Services	33,649.92	0.00	33,649.92	\$33,649.92
100265500	2/4/15	R E P NUT N BOLT GUY	25793	Inventory Purchase	102.25	0.00	102.25	\$102.25
100265501	2/4/15	RANKIN STOCK HEABERLIN	32409	Legal Services	3,563.69	0.00	3,563.69	\$6,926.69
			32410	Legal Services	974.70	0.00	974.70	
			32411	Legal Services	2,388.30	0.00	2,388.30	
100265502	2/4/15	RAYVERN LIGHTING SUPPLY CO INC	31588-0	Inventory Purchase	997.46	0.00	997.46	\$997.46
100265503	2/4/15	REED & GRAHAM INC	825744	Materials - Land Improve	701.82	0.00	701.82	\$842.32

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			826035	Materials - Land Improve	140.50	0.00	140.50	
100265504	2/4/15	ROYAL BRASS INC	750104-001	Parts, Vehicles & Motor Equip	165.90	0.00	165.90	\$165.90
100265505	2/4/15	SAFEWAY INC	434897-012715	General Supplies	31.92	0.00	31.92	\$122.91
			722994-012815	General Supplies	72.03	0.00	72.03	
			806405-012615	Food Products	18.96	0.00	18.96	
100265506	2/4/15	SANDERSON SAFETY SUPPLY CO	8084221-01	Inventory Purchase	520.69	4.79	515.90	\$515.90
100265507	2/4/15	SANTA CLARA VALLEY WATER DISTRICT	P#14216	Engineering Services	700.00	0.00	700.00	\$700.00
			EXTNSN					
100265509	2/4/15	SEQUOIA SURFACING & ENGINEERING	1017	Services Maintain Land Improv	23,688.00	0.00	23,688.00	\$23,688.00
100265510	2/4/15	SHIN SHIN TRAINING CENTER	W20150012	DED Services/Training - Training	495.00	0.00	495.00	\$4,455.00
			20F2					
			W20150013	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150014	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150015	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150017	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150018	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150019	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150020	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
			W20150021	DED Services/Training - Training	495.00	0.00	495.00	
			20F2					
100265511	2/4/15	SPORTS TURF MANAGEMENT	10643	Services Maintain Land Improv	420.00	0.00	420.00	\$820.00
			45342	Services Maintain Land Improv	400.00	0.00	400.00	
100265512	2/4/15	STATCOMM INC	99110	Facilities Maint & Repair - Labor	147.75	0.00	147.75	\$348.00
			99232	Facilities Maint & Repair - Labor	200.25	0.00	200.25	
100265513	2/4/15	STATE WATER RESOURCES CONTROL BOARD	WD-0108496	Permit Fees	9,188.00	0.00	9,188.00	\$9,188.00
100265514	2/4/15	STEVENS CREEK QUARRY INC						\$11.22

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			577343	General Supplies	11.22	0.00	11.22	
100265515	2/4/15	STUDIO EM GRAPHIC DESIGN	15508	Graphics Services	761.25	0.00	761.25	\$761.25
100265516	2/4/15	SUNBELT RENTALS INC	48807311-003	Equipment Rental/Lease	2,922.23	0.00	2,922.23	\$2,922.23
100265517	2/4/15	SUNNYVALE BUILDING MAINTENANCE	97705	Professional Services	1,120.00	0.00	1,120.00	\$1,120.00
100265518	2/4/15	SUNNYVALE WINDUSTRIAL CO INC	637100 01	Miscellaneous Equipment Parts & Supplies	733.60	0.00	733.60	\$2,740.00
			637327 00	Miscellaneous Equipment Parts & Supplies	73.88	0.00	73.88	
			637328 00	Miscellaneous Equipment Parts & Supplies	1,108.60	0.00	1,108.60	
			637329 00	Miscellaneous Equipment Parts & Supplies	696.23	0.00	696.23	
			637329 01	Miscellaneous Equipment Parts & Supplies	31.60	0.00	31.60	
			637572 00	Miscellaneous Equipment Parts & Supplies	96.09	0.00	96.09	
100265519	2/4/15	SYSTEMS & SPACE INC	0013057-IN	Misc Equip Maint & Repair - Labor	800.00	0.00	800.00	\$1,701.99
			0013057-IN	Misc Equip Maint & Repair - Materials	901.99	0.00	901.99	
100265520	2/4/15	US COMMUNICATIONS SERVICES	20093193	General Supplies	466.68	0.00	466.68	\$1,779.84
			20093198	General Supplies	1,313.16	0.00	1,313.16	
100265521	2/4/15	US SECURITY ASSOC INC	916938	Professional Services	450.00	0.00	450.00	\$650.00
			916947	Professional Services	200.00	0.00	200.00	
100265522	2/4/15	UNIVERSAL SITE SERVICES INC	INV150001680	Services Maintain Land Improv	695.00	0.00	695.00	\$1,243.00
			INV150001681	Services Maintain Land Improv	35.00	0.00	35.00	
			INV150001682	Services Maintain Land Improv	513.00	0.00	513.00	
100265523	2/4/15	UNIVERSITY OF CALIFORNIA SANTA CRUZ	56196	DED Services/Training - Training	600.00	0.00	600.00	\$2,420.00
			56205	DED Services/Training - Training	600.00	0.00	600.00	
			56373	DED Services/Training - Training	620.00	0.00	620.00	
			56385	DED Services/Training - Training	600.00	0.00	600.00	
100265524	2/4/15	WHCI PLUMBING SUPPLY	S0013802.001	Bldg Maint Matls & Supplies	-187.84	0.00	-187.84	\$502.25
			S1985466.001	Bldg Maint Matls & Supplies	756.92	0.00	756.92	
			S1989763.002	Bldg Maint Matls & Supplies	58.99	0.00	58.99	
			S1992351.001	Bldg Maint Matls & Supplies	375.67	0.00	375.67	
			S1994690.001	Bldg Maint Matls & Supplies	-501.49	0.00	-501.49	
100265525	2/4/15	WEATHERSHIELD ROOF SYSTEMS INC	6907	Facilities Maint & Repair - Labor	433.00	0.00	433.00	\$433.00
100265526	2/4/15	WEST VALLEY STAFFING GROUP	126507	Professional Services	2,100.00	0.00	2,100.00	\$4,200.00
			127863	Professional Services	2,100.00	0.00	2,100.00	

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100265527	2/4/15	BAY AREA AIR QUALITY MANAGEMENT DISTRICT	3MP10	Taxes & Licenses - Misc	2,397.00	0.00	2,397.00	\$2,397.00
100265528	2/4/15	G&K SERVICES	1083566228-A	Laundry & Cleaning Services	-26.52	0.00	-26.52	\$12,223.19
			1083593804-A	Laundry & Cleaning Services	-39.73	0.00	-39.73	
			1083643050	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083643051	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083643052	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083643053	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083643054	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083643055	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083643056	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083643057	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083643058	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083643059	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083643060	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083643061	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083643062	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083643063	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083643064	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083643065	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083643066	Laundry & Cleaning Services	202.52	0.00	202.52	
			1083643067	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083643068	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083643069	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083643070	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083643071	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083643072	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083643073	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083643074	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083643075	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083643076	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083643077	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083643078	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083643079	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083643080	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644894	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083644895	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083644896	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083644897	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083644898	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083644899	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083644900	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083644901	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083644902	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083644903	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083644904	Laundry & Cleaning Services	246.94	0.00	246.94	
			1083644905	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083644906	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083644907	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083644908	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083644909	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083644910	Laundry & Cleaning Services	202.52	0.00	202.52	
			1083644911	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083644912	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083644913	Laundry & Cleaning Services	67.97	0.00	67.97	
			1083644914	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644915	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644916	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083644917	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083644918	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083644919	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083644920	Laundry & Cleaning Services	12.54	0.00	12.54	

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			1083644921	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644922	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644923	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083644924	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646729	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083646730	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083646731	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083646732	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083646733	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083646734	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083646735	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083646736	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083646737	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083646738	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083646739	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083646740	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083646741	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083646742	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083646743	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083646744	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083646745	Laundry & Cleaning Services	202.52	0.00	202.52	
			1083646746	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083646747	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083646748	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083646749	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646750	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646751	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083646752	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083646753	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083646754	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083646755	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083646756	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646757	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646758	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083646759	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648584	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083648585	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083648586	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083648587	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083648588	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083648589	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083648590	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083648591	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083648592	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083648593	Laundry & Cleaning Services	327.80	0.00	327.80	
			1083648594	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083648595	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083648596	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083648597	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083648598	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083648599	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083648600	Laundry & Cleaning Services	202.52	0.00	202.52	
			1083648601	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083648602	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083648603	Laundry & Cleaning Services	182.26	0.00	182.26	
			1083648604	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648605	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648606	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083648607	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083648608	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083648609	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083648610	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083648611	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648612	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648613	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083648614	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650412	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083650413	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083650414	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083650415	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083650416	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083650417	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083650418	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083650419	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083650420	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083650421	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083650422	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083650423	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083650424	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083650425	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083650426	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083650427	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083650428	Laundry & Cleaning Services	200.60	0.00	200.60	
			1083650429	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083650430	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083650431	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083650432	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650433	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650434	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083650435	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083650436	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083650437	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083650438	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083650439	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650440	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650441	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083650442	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652256	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083652257	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083652258	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083652259	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083652260	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083652261	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083652262	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083652263	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083652264	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083652265	Laundry & Cleaning Services	346.98	0.00	346.98	
			1083652266	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083652267	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083652268	Laundry & Cleaning Services	159.06	0.00	159.06	
			1083652269	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083652270	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083652271	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083652272	Laundry & Cleaning Services	199.32	0.00	199.32	
			1083652273	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083652274	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083652275	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083652276	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652277	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652278	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083652279	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083652280	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083652281	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083652282	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083652283	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652284	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652285	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083652286	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654088	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083654089	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083654090	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083654091	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083654092	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083654093	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083654094	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083654095	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083654096	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083654097	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083654098	Laundry & Cleaning Services	468.21	0.00	468.21	
			1083654099	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083654100	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083654101	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083654102	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083654103	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083654104	Laundry & Cleaning Services	199.64	0.00	199.64	
			1083654105	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083654106	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083654107	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083654108	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654109	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654110	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083654111	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083654112	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083654113	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083654114	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083654115	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654116	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654117	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083654118	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655946	Laundry & Cleaning Services	12.80	0.00	12.80	
			1083655947	Laundry & Cleaning Services	17.88	0.00	17.88	
			1083655948	Laundry & Cleaning Services	32.58	0.00	32.58	
			1083655949	Laundry & Cleaning Services	19.62	0.00	19.62	
			1083655950	Laundry & Cleaning Services	33.46	0.00	33.46	
			1083655951	Laundry & Cleaning Services	41.60	0.00	41.60	
			1083655952	Laundry & Cleaning Services	6.02	0.00	6.02	
			1083655953	Laundry & Cleaning Services	39.56	0.00	39.56	
			1083655954	Laundry & Cleaning Services	65.06	0.00	65.06	
			1083655955	Laundry & Cleaning Services	285.46	0.00	285.46	
			1083655956	Laundry & Cleaning Services	165.71	0.00	165.71	
			1083655957	Laundry & Cleaning Services	65.76	0.00	65.76	
			1083655958	Laundry & Cleaning Services	137.89	0.00	137.89	
			1083655959	Laundry & Cleaning Services	17.60	0.00	17.60	
			1083655960	Laundry & Cleaning Services	9.83	0.00	9.83	
			1083655961	Laundry & Cleaning Services	134.64	0.00	134.64	
			1083655962	Laundry & Cleaning Services	201.24	0.00	201.24	
			1083655963	Laundry & Cleaning Services	11.73	0.00	11.73	
			1083655964	Laundry & Cleaning Services	1.70	0.00	1.70	
			1083655965	Laundry & Cleaning Services	50.51	0.00	50.51	
			1083655966	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655967	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655968	Laundry & Cleaning Services	5.12	0.00	5.12	
			1083655969	Laundry & Cleaning Services	8.74	0.00	8.74	
			1083655970	Laundry & Cleaning Services	30.84	0.00	30.84	
			1083655971	Laundry & Cleaning Services	13.42	0.00	13.42	
			1083655972	Laundry & Cleaning Services	12.54	0.00	12.54	

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			1083655973	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655974	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655975	Laundry & Cleaning Services	15.61	0.00	15.61	
			1083655976	Laundry & Cleaning Services	15.61	0.00	15.61	
			905833	Laundry & Cleaning Services	-247.50	0.00	-247.50	
			905937	Laundry & Cleaning Services	-131.75	0.00	-131.75	
			905943	Laundry & Cleaning Services	-55.00	0.00	-55.00	
			905946	Laundry & Cleaning Services	-55.00	0.00	-55.00	
100265551	2/4/15	AJAY GHATGE	261200	Refund Recreation Fees	145.00	0.00	145.00	\$145.00
100265552	2/4/15	NEELIMA KOMATINENI	261201	Refund Recreation Fees	89.00	0.00	89.00	\$89.00
100265553	2/4/15	SHIRLEY CHEN	505OLIVE#312	Deposits Payable - Property Management	680.00	0.00	680.00	\$680.00
100265554	2/4/15	YOSHITO MARUYAMA	262116	Refund Recreation Fees	42.00	0.00	42.00	\$42.00
100265555	2/4/15	ZVI DUBINER	261203	Refund Recreation Fees	127.00	0.00	127.00	\$127.00
100265556	2/6/15	3T EQUIPMENT CO INC	63153	Miscellaneous Equipment	198.83	0.00	198.83	\$198.83
100265557	2/6/15	A T & T	178617	Engineering Services	14,460.75	0.00	14,460.75	\$14,460.75
100265558	2/6/15	A1 SEPTIC TANK SERVICE INC	12026	Services Maintain Land Improv	800.00	0.00	800.00	\$800.00
100265559	2/6/15	AAA SPEEDY SMOG TEST ONLY STATION	17472	Auto Maint & Repair - Labor	40.00	0.00	40.00	\$160.00
			17473	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17505	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17506	Auto Maint & Repair - Labor	40.00	0.00	40.00	
100265560	2/6/15	AARON'S INDUSTRIAL PUMPING	150126	Facilities Maint & Repair - Labor	375.00	0.00	375.00	\$375.00
100265561	2/6/15	ACE FIRE EQUIPMENT & SERVICE CO INC	125006	Supplies, Fire Protection	772.73	0.00	772.73	\$772.73
100265562	2/6/15	ADAMSON POLICE PRODUCTS	INV164586	General Supplies	14,250.60	0.00	14,250.60	\$14,250.60
100265563	2/6/15	ADVANCED FUEL SERVICES INC	902290	Auto Maint & Repair - Labor	256.45	0.00	256.45	\$373.75
			902290	Auto Maint & Repair - Materials	117.30	0.00	117.30	
100265564	2/6/15	AIR COOLED ENGINES INC	75915	Parts, Vehicles & Motor Equip	139.93	0.00	139.93	\$139.93
100265565	2/6/15	APPLEONE EMPLOYMENT SERVICES	01-3530550	Contracts/Service Agreements	988.80	0.00	988.80	\$988.80
100265566	2/6/15	B & A FRICTION MATERIALS INC	535711	Parts, Vehicles & Motor Equip	116.66	0.00	116.66	\$116.66
100265567	2/6/15	BURTONS FIRE INC	S25797	Parts, Vehicles & Motor Equip	137.94	0.00	137.94	\$137.94
100265568	2/6/15	CSAC EXCESS INSURANCE AUTHORITY	15401131	Insurances - Employee Assistance Program	13,300.80	0.00	13,300.80	\$13,300.80

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100265569	2/6/15	CALIFORNIA DEPARTMENT OF TRANSPORTATION	SL150414	Utilities - Electric	9,005.23	0.00	9,005.23	\$9,005.23
100265570	2/6/15	CENTURY GRAPHICS	39880	Clothing, Uniforms & Access	405.31	0.00	405.31	\$2,120.34
			40815	Clothing, Uniforms & Access	54.41	0.00	54.41	
			40867	Clothing, Uniforms & Access	930.60	0.00	930.60	
			40921	Clothing, Uniforms & Access	730.02	0.00	730.02	
100265571	2/6/15	CHEMSEARCH	1733769	Chemicals	3,910.05	0.00	3,910.05	\$3,910.05
100265572	2/6/15	CINTAS DOCUMENT MANAGEMENT	DG38297560	Records Related Services	45.00	0.00	45.00	\$45.00
100265573	2/6/15	CITY OF SAN JOSE	JANUARY2015	Consultants	215.00	0.00	215.00	\$215.00
100265574	2/6/15	COAST COUNTIES TRUCK & EQUIPMENT CO	1302523	Parts, Vehicles & Motor Equip	144.51	0.00	144.51	\$395.35
			1302524	Parts, Vehicles & Motor Equip	250.84	0.00	250.84	
100265575	2/6/15	CODY VAN HOUTEN	CLAIM14-15-004	Liability Claims Paid	283.25	0.00	283.25	\$283.25
100265576	2/6/15	COLORMASTERS CUSTOM PAINTING & DECORATING	3075	Facilities Maint & Repair - Labor	2,100.00	0.00	2,100.00	\$2,850.00
			3075	Facilities Maint & Repair - Materials	750.00	0.00	750.00	
100265578	2/6/15	CORIX WATER PRODUCTS (US) INC	1741332769	Construction Services	387.15	0.00	387.15	\$2,941.84
			17513002376	Water Backflow Valves	163.78	0.00	163.78	
			17513002377	Inventory Purchase	69.11	0.64	68.47	
			17513002378	Inventory Purchase	2,284.73	21.01	2,263.72	
			17513002481	Inventory Purchase	59.27	0.55	58.72	
100265579	2/6/15	COUNTY LEGAL & NOTARY SERVICE	7029732	Contracts/Service Agreements	45.00	0.00	45.00	\$370.00
			7031119	Contracts/Service Agreements	55.00	0.00	55.00	
			7031137	Contracts/Service Agreements	45.00	0.00	45.00	
			7031411	Contracts/Service Agreements	45.00	0.00	45.00	
			7031618	Contracts/Service Agreements	45.00	0.00	45.00	
			7031622	Contracts/Service Agreements	45.00	0.00	45.00	
			7032310	Contracts/Service Agreements	45.00	0.00	45.00	
			7032312	Contracts/Service Agreements	45.00	0.00	45.00	
100265580	2/6/15	COUNTY OF SANTA CLARA PROBATION DEPT	1800045897	Contracts/Service Agreements	23,710.58	0.00	23,710.58	\$23,710.58
100265581	2/6/15	CROP PRODUCTION SERVICES INC	25876901	Materials - Land Improve	2,289.08	0.00	2,289.08	\$2,289.08
100265582	2/6/15	CUNNINGHAM ELECTRIC INC	8088	Facilities Maint & Repair - Labor	850.00	0.00	850.00	\$1,440.00

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			8088	Facilities Maint & Repair - Materials	120.00	0.00	120.00	
			8089	Facilities Maint & Repair - Labor	425.00	0.00	425.00	
			8089	Facilities Maint & Repair - Materials	45.00	0.00	45.00	
100265583	2/6/15	DELL MARKETING LP	XJMNDC3N7	Computer Hardware	1,206.64	0.00	1,206.64	\$1,206.64
100265584	2/6/15	DEPT OF CONSUMER AFFAIRS	EG-1486-2015	Membership Fees	67.50	0.00	67.50	\$405.00
			HG-245-2015	Membership Fees	67.50	0.00	67.50	
			PG-4768-2015	Membership Fees	270.00	0.00	270.00	
100265585	2/6/15	EOA INC	SU43-1214	Consultants	19,097.87	0.00	19,097.87	\$19,097.87
100265587	2/6/15	FALCON FUELS INC	189707	Inventory Purchase	14,619.60	0.00	14,619.60	\$14,619.60
100265588	2/6/15	FITGUARD INC	0000095722	Misc Equip Maint & Repair - Materials	123.98	0.00	123.98	\$788.98
			0000095724	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095725	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095726	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095728	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095745	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095746	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
			0000095747	Misc Equip Maint & Repair - Labor	95.00	0.00	95.00	
100265589	2/6/15	GOODYEAR COMMERCIAL TIRE & SERVICE CTR	189-1086167	Auto Maint & Repair - Labor	140.00	0.00	140.00	\$1,067.78
			189-1086167	Auto Maint & Repair - Materials	883.53	0.00	883.53	
			189-1086229	Auto Maint & Repair - Labor	35.00	0.00	35.00	
			189-1086229	Auto Maint & Repair - Materials	9.25	0.00	9.25	
100265590	2/6/15	GRANITE CONSTRUCTION CO	758214	Materials - Land Improve	944.71	0.00	944.71	\$944.71
100265591	2/6/15	H T HARVEY & ASSOC	38321	Consultants	2,424.00	0.00	2,424.00	\$2,424.00
100265592	2/6/15	HATCH MOTT MACDONALD	304781-22	Engineering Services	2,590.00	0.00	2,590.00	\$2,590.00
100265593	2/6/15	HEXAGON TRANSPORTATION CONSULTANTS INC	8672	Consultants	10,800.00	0.00	10,800.00	\$10,800.00
100265594	2/6/15	HOWARD ROME MARTIN & RIDLEY LLP	32827	Legal Services	393.93	0.00	393.93	\$393.93
100265595	2/6/15	HUMANE SOCIETY SILICON VALLEY	76491	Contracts/Service Agreements	10,308.00	0.00	10,308.00	\$10,308.00
100265596	2/6/15	HYBRID COMMERCIAL PRINTING INC	25077	Printing & Related Services	364.31	0.00	364.31	\$663.37
			25084	Printing & Related Services	299.06	0.00	299.06	
100265597	2/6/15	HYDROSCIENCE ENGINEERS INC	262015001	Engineering Services	10,228.10	0.00	10,228.10	\$10,228.10

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100265598	2/6/15	ITRON INC	359051	Hardware Maintenance	4,791.93	0.00	4,791.93	\$4,791.93
100265599	2/6/15	INDEPENDENT ELECTRIC SUPPLY INC	S102156387.001	Electrical Parts & Supplies	11.32	0.00	11.32	\$624.62
			S102176482.001	Electrical Parts & Supplies	27.16	0.00	27.16	
			S102177115.001	Electrical Parts & Supplies	586.14	0.00	586.14	
100265600	2/6/15	INFOSEND INC	88262	Mailing & Delivery Services	781.66	0.00	781.66	\$2,463.82
			88263	Postage	1,682.16	0.00	1,682.16	
100265601	2/6/15	INTERNATIONAL PAPER CO	P0085805-01	Recycling Services	120.00	0.00	120.00	\$120.00
100265602	2/6/15	JAVELCO EQUIPMENT SERVICE INC	48603	Misc Equip Maint & Repair - Labor	135.00	0.00	135.00	\$161.57
			48603	Misc Equip Maint & Repair - Materials	26.57	0.00	26.57	
100265603	2/6/15	KIMLEY HORN & ASSOC INC	6403962	Consultants	3,934.85	0.00	3,934.85	\$3,934.85
100265604	2/6/15	LC ACTION POLICE SUPPLY	321906	Clothing, Uniforms & Access	3,029.78	0.00	3,029.78	\$3,029.78
100265605	2/6/15	LAWSON PRODUCTS INC	9303039564	Miscellaneous Equipment Parts & Supplies	548.11	0.00	548.11	\$548.11
100265606	2/6/15	LEHR AUTO ELECTRIC	01 105849	Parts, Vehicles & Motor Equip	804.81	0.00	804.81	\$804.81
100265607	2/6/15	LYNGSO GARDEN MATERIALS INC	890312	Materials - Land Improve	1,157.10	0.00	1,157.10	\$1,157.10
100265608	2/6/15	M & R REPAIR CO	10174	Facilities Maint & Repair - Labor	120.00	0.00	120.00	\$784.46
			10174	Facilities Maint & Repair - Materials	664.46	0.00	664.46	
100265609	2/6/15	MOUNTAIN VIEW GARDEN CENTER	75220	Materials - Land Improve	2,191.07	0.00	2,191.07	\$2,839.43
			75279	Materials - Land Improve	73.68	0.00	73.68	
			75325	Materials - Land Improve	69.87	0.00	69.87	
			75338	Materials - Land Improve	217.77	0.00	217.77	
			75383	Materials - Land Improve	96.73	0.00	96.73	
			75399	Materials - Land Improve	73.68	0.00	73.68	
			75407	Materials - Land Improve	116.63	0.00	116.63	
100265610	2/6/15	NAPA AUTO PARTS	154077	Parts, Vehicles & Motor Equip	104.60	0.00	104.60	\$1,366.67
			154162	Parts, Vehicles & Motor Equip	110.60	0.00	110.60	
			154289	Parts, Vehicles & Motor Equip	-16.31	0.00	-16.31	
			154466	Parts, Vehicles & Motor Equip	128.29	0.00	128.29	
			154498	Parts, Vehicles & Motor Equip	193.13	0.00	193.13	
			154505	Parts, Vehicles & Motor Equip	88.01	0.00	88.01	
			154679	Parts, Vehicles & Motor Equip	98.55	0.00	98.55	
			154886	Parts, Vehicles & Motor Equip	-16.31	0.00	-16.31	

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			154952	Parts, Vehicles & Motor Equip	35.43	0.00	35.43	
			154954	Parts, Vehicles & Motor Equip	93.99	0.00	93.99	
			155020	Parts, Vehicles & Motor Equip	101.80	0.00	101.80	
			155137	Parts, Vehicles & Motor Equip	154.01	0.00	154.01	
			155155	Parts, Vehicles & Motor Equip	-98.42	0.00	-98.42	
			155810	Parts, Vehicles & Motor Equip	211.38	0.00	211.38	
			155814	Parts, Vehicles & Motor Equip	16.20	0.00	16.20	
			155857	Parts, Vehicles & Motor Equip	85.21	0.00	85.21	
			156100	Parts, Vehicles & Motor Equip	39.40	0.00	39.40	
			156418	Parts, Vehicles & Motor Equip	37.11	0.00	37.11	
100265612	2/6/15	NET TRANSCRIPTS INC	123114-110	Investigation Expense	35.82	0.00	35.82	\$35.82
100265613	2/6/15	NEXTEL COMMUNICATIONS	223865314-158	Utilities - Mobile Phones - City Mobile Phones	1,130.02	0.00	1,130.02	\$1,130.02
100265615	2/6/15	PATSONS MEDIA GROUP	170205	Printing & Related Services	604.65	0.00	604.65	\$2,213.06
			172130	Printing & Related Services	701.44	0.00	701.44	
			172157	Printing & Related Services	119.63	0.00	119.63	
			172165	Printing & Related Services	412.16	0.00	412.16	
			172166	Printing & Related Services	81.56	0.00	81.56	
			172167	Printing & Related Services	212.06	0.00	212.06	
			172168	Printing & Related Services	81.56	0.00	81.56	
100265616	2/6/15	PENHALL CO INC	12493	Miscellaneous Services	530.00	0.00	530.00	\$530.00
100265617	2/6/15	PENINSULA BATTERY INC	110723	Inventory Purchase	175.13	0.00	175.13	\$175.13
100265618	2/6/15	PINE CONE LUMBER CO INC	574324	Miscellaneous Equipment Parts & Supplies	10.75	0.00	10.75	\$10.75
100265619	2/6/15	POLYDYNE INC	937384	Chemicals	40,916.00	0.00	40,916.00	\$40,916.00
100265620	2/6/15	PRIORITY 1 PUBLIC SAFETY EQUIPMENT	4882	Auto Maint & Repair - Labor	2,000.00	0.00	2,000.00	\$2,990.95
			4882	Auto Maint & Repair - Materials	990.95	0.00	990.95	
100265621	2/6/15	PROJECT SENTINEL INC	2	Outside Group Funding	8,061.57	0.00	8,061.57	\$8,061.57
100265622	2/6/15	QUALITY ALARM SERVICE	126615	Alarm Services	490.00	0.00	490.00	\$490.00
100265623	2/6/15	R E P NUT N BOLT GUY	25820	Inventory Purchase	134.53	0.00	134.53	\$134.53
100265624	2/6/15	SANCRA	BBALL 15WTR	Miscellaneous Services	110.00	0.00	110.00	\$220.00
			BROWN2015	Miscellaneous Services	20.00	0.00	20.00	

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			VBALL 15WTR	Miscellaneous Services	90.00	0.00	90.00	
100265625	2/6/15	SCBA SAFETY CHECK INC	7213	Safety Equipment Maintenance & Repair	174.16	0.00	174.16	\$174.16
100265626	2/6/15	SAFETY KLEEN SYSTEMS INC	65844588	Auto Maint & Repair - Labor	1,139.72	0.00	1,139.72	\$1,139.72
100265627	2/6/15	SAFEWAY INC	809620-020315	General Supplies	80.08	0.00	80.08	\$80.08
100265628	2/6/15	SAN JOSE BOILER WORKS	INV-18388	Bldg Maint Matls & Supplies	153.82	0.00	153.82	\$153.82
100265629	2/6/15	SANDERSON SAFETY SUPPLY CO	8084127-01	Inventory Purchase	870.00	8.00	862.00	\$862.00
100265630	2/6/15	SECURITY CONTRACTOR SERVICES INC	0221418-IN	Equipment Rental/Lease	244.38	0.00	244.38	\$488.76
			0221436-IN	Materials - Land Improve	244.38	0.00	244.38	
100265631	2/6/15	SIGNET TESTING LABORATORIES INC	1982	Engineering Services	710.50	0.00	710.50	\$3,620.00
			2035	Engineering Services	2,909.50	0.00	2,909.50	
100265632	2/6/15	SPARTAN TOOL LLC	480418	Inventory Purchase	226.36	0.00	226.36	\$226.36
100265633	2/6/15	STUDIO EM GRAPHIC DESIGN	15532	Graphics Services	326.25	0.00	326.25	\$326.25
100265634	2/6/15	SUNNYVALE DOWNTOWN ASSN	14TREELIHGTING	Community Services Grant - Community Event Grants	1,300.00	0.00	1,300.00	\$1,300.00
100265635	2/6/15	SUNNYVALE FORD	432736	Parts, Vehicles & Motor Equip	50.59	0.00	50.59	\$370.22
			433022	Parts, Vehicles & Motor Equip	34.25	0.00	34.25	
			433498	Parts, Vehicles & Motor Equip	34.25	0.00	34.25	
			433913	Parts, Vehicles & Motor Equip	139.30	0.00	139.30	
			433918	Parts, Vehicles & Motor Equip	64.73	0.00	64.73	
			434451	Parts, Vehicles & Motor Equip	81.35	0.00	81.35	
			CM433022	Parts, Vehicles & Motor Equip	-34.25	0.00	-34.25	
100265637	2/6/15	SUNNYVALE TOWING INC	290194	Vehicle Towing Services	200.00	0.00	200.00	\$240.00
			290335	Vehicle Towing Services	40.00	0.00	40.00	
100265638	2/6/15	SUNNYVALE WINDUSTRIAL CO INC	637365 01	Miscellaneous Equipment Parts & Supplies	597.80	0.00	597.80	\$1,106.94
			637571 01	Miscellaneous Equipment Parts & Supplies	428.29	0.00	428.29	
			637606 00	Miscellaneous Equipment Parts & Supplies	19.36	0.00	19.36	
			637781 00	Materials - Land Improve	61.49	0.00	61.49	
100265639	2/6/15	SWINERTON MANAGEMENT & CONSULTING	14100031-006	Consultants	2,340.00	0.00	2,340.00	\$11,050.00
			14100032-006	Consultants	1,300.00	0.00	1,300.00	
			14100033-006	Consultants	7,410.00	0.00	7,410.00	
100265641	2/6/15	TRI DIM FILTER CORP	1579696-1	Bldg Maint Matls & Supplies	20.46	0.00	20.46	\$20.46

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100265642	2/6/15	TRUGREEN LANDCARE	7874404	Services Maintain Land Improv	1,860.00	0.00	1,860.00	\$1,860.00
100265643	2/6/15	TURF & INDUSTRIAL EQUIPMENT CO	IV09965	Parts, Vehicles & Motor Equip	145.24	0.00	145.24	\$145.24
100265645	2/6/15	UNIVAR USA INC	SJ665160	Chemicals	3,063.90	0.00	3,063.90	\$3,063.90
100265646	2/6/15	VERIZON WIRELESS	9739177967	Utilities - Mobile Phones - City Mobile Phones	3,385.25	0.00	3,385.25	\$3,385.25
100265647	2/6/15	VERIZON WIRELESS	9739177969	Utilities - Mobile Phones - City Mobile Phones	2,490.15	0.00	2,490.15	\$2,490.15
100265650	2/6/15	VERIZON WIRELESS	9739177968	Utilities - Mobile Phones - City Mobile Phones	1,957.94	0.00	1,957.94	\$1,957.94
100265652	2/6/15	WHCI PLUMBING SUPPLY	S1986740.003	Bldg Maint Matls & Supplies	45.07	0.00	45.07	\$45.07
100265653	2/6/15	AIQUN CAO	CLAIM#1314-116	Liability Claims Paid	2,000.00	0.00	2,000.00	\$2,000.00
100265654	2/6/15	BILL WILSON CENTER	012715	Customer Loans Disbursed	18,098.00	0.00	18,098.00	\$18,098.00
100265655	2/6/15	CALIFORNIA DEPT OF FISH & WILDLIFE	FEES-020515	Taxes & Licenses - Misc	245.50	0.00	245.50	\$245.50
100265656	2/6/15	MP HOMESTEAD PARK ASSOCIATES	LOAN DRAW#9	Customer Loans Disbursed	33,748.38	0.00	33,748.38	\$33,748.38
100265657	2/6/15	MERRILEE HODGSON	CLAIM#1415-046	Liability Claims Paid	3,696.00	0.00	3,696.00	\$3,696.00
100265658	2/6/15	OAHU PUBLICATIONS INC	AD#718934-01	Advertising Services	4,748.69	0.00	4,748.69	\$13,903.66
			AD#719985-01	Advertising Services	4,748.69	0.00	4,748.69	
			AD#719990-01	Advertising Services	4,406.28	0.00	4,406.28	
100265659	2/6/15	OFFICEMAX CONTRACT INC	00263301122015	Supplies, Office 1	64.57	0.00	64.57	\$12,067.39
			00264401122015	Supplies, Office 1	56.19	0.00	56.19	
			00302701122015	Supplies, Office 1	71.83	0.00	71.83	
			00303101122015	Supplies, Office 1	120.54	0.00	120.54	
			00306501122015	Supplies, Office 1	61.96	0.00	61.96	
			00392801122015	Supplies, Office 1	409.77	0.00	409.77	
			00407601122015	Supplies, Office 1	9.41	0.00	9.41	
			00700901132015	Supplies, Office 1	10.30	0.00	10.30	
			01553001132015	Supplies, Office 1	185.19	0.00	185.19	
			01802001142015	Supplies, Office 1	-120.77	0.00	-120.77	
			01811001132015	Supplies, Office 1	281.17	0.00	281.17	
			02275001132015	Supplies, Office 1	514.46	0.00	514.46	

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			02339401132015	Supplies, Office 1	171.18	0.00	171.18	
			03642001142015	Supplies, Office 1	64.94	0.00	64.94	
			03721201142015	Supplies, Office 1	620.09	0.00	620.09	
			03804401142015	Supplies, Office 1	93.41	0.00	93.41	
			04883701142015	Inventory Purchase	3,931.94	0.00	3,931.94	
			05082601142015	Supplies, Office 1	95.02	0.00	95.02	
			05117101142015	Supplies, Office 1	75.28	0.00	75.28	
			05129401142015	Supplies, Office 1	13.69	0.00	13.69	
			29210501062015	Supplies, Office 1	252.01	0.00	252.01	
			34324801072015	Supplies, Office 1	12.39	0.00	12.39	
			81445401062015	Supplies, Office 1	25.92	0.00	25.92	
			86716801022015	Supplies, Office 1	39.45	0.00	39.45	
			89879801052015	Supplies, Office 1	55.52	0.00	55.52	
			90073801052015	Supplies, Office 1	280.00	0.00	280.00	
			90139101062015	Supplies, Office 1	23.72	0.00	23.72	
			91756201062015	Supplies, Office 1	10.03	0.00	10.03	
			91851901062015	Supplies, Office 1	240.13	0.00	240.13	
			91893801062015	Supplies, Office 1	9.36	0.00	9.36	
			92126001072015	Supplies, Office 1	67.62	0.00	67.62	
			92183501092015	Supplies, Office 1	151.59	0.00	151.59	
			92585901072015	Supplies, Office 1	297.19	0.00	297.19	
			92634701072015	Supplies, Office 1	260.48	0.00	260.48	
			92689501132015	Supplies, Office 1	251.43	0.00	251.43	
			92722401072015	Supplies, Office 1	18.46	0.00	18.46	
			92793101072015	Supplies, Office 1	13.36	0.00	13.36	
			92838801072015	Supplies, Office 1	291.35	0.00	291.35	
			93337401072015	Supplies, Office 1	318.44	0.00	318.44	
			93515401082015	Supplies, Office 1	23.06	0.00	23.06	
			93517301132015	Supplies, Office 1	19.52	0.00	19.52	
			93660801072015	Supplies, Office 1	56.76	0.00	56.76	
			94001701072015	Supplies, Office 1	173.99	0.00	173.99	

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			94559401142015	Supplies, Office 1	-234.24	0.00	-234.24	
			94560201082015	Supplies, Office 1	120.77	0.00	120.77	
			94760101082015	Supplies, Office 1	347.77	0.00	347.77	
			94814801082015	Supplies, Office 1	1,025.56	0.00	1,025.56	
			94822401082015	Supplies, Office 1	82.88	0.00	82.88	
			94836001082015	Supplies, Office 1	8.69	0.00	8.69	
			96125801082015	Supplies, Office 1	13.96	0.00	13.96	
			96221601082015	Supplies, Office 1	454.68	0.00	454.68	
			96875701092015	Supplies, Office 1	38.05	0.00	38.05	
			97159301092015	Supplies, Office 1	276.65	0.00	276.65	
			97881701092015	Supplies, Office 1	12.26	0.00	12.26	
			98286801092015	Supplies, Office 1	126.08	0.00	126.08	
			98556201142015	Supplies, Office 1	51.84	0.00	51.84	
			99564901122015	Supplies, Office 1	60.58	0.00	60.58	
			99726201122015	Supplies, Office 1	59.91	0.00	59.91	
100265664	2/6/15	PRI MANAGEMENT GROUP	2171	Training and Conferences	390.00	0.00	390.00	\$390.00
100265665	2/6/15	PACIFIC GAS & ELECTRIC CO	00328522410115	Utilities - Electric	10.38	0.00	10.38	\$11,532.96
			00697062300115	Utilities - Electric	10.06	0.00	10.06	
			03958470700115	Utilities - Electric	3,416.80	0.00	3,416.80	
			24528699500115	Utilities - Electric	70.20	0.00	70.20	
			36207655910115	Utilities - Electric	79.35	0.00	79.35	
			43357992720115	Utilities - Electric	11.47	0.00	11.47	
			45039216730115	Utilities - Electric	11.42	0.00	11.42	
			53350770050115	Fuel, Oil & Lubricants	471.92	0.00	471.92	
			60225901100115	Utilities - Gas	533.98	0.00	533.98	
			60225901101214	Utilities - Gas	547.69	0.00	547.69	
			65170651530115	Utilities - Electric	744.21	0.00	744.21	
			81703231610115	Utilities - Electric	16.24	0.00	16.24	
			91290311060115	Utilities - Electric	55.12	0.00	55.12	
			94639783770115	Utilities - Electric	42.26	0.00	42.26	
			96226804090115	Utilities - Electric	216.53	0.00	216.53	

List of All Claims and Bills Approved for Payment

For Payments Dated 2/1/2015 through 2/7/2015

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			97322830180115	Utilities - Electric	99.76	0.00	99.76	
			97322834740115	Utilities - Electric	12.36	0.00	12.36	
			SVVT136202121	Utilities - Electric	5,183.21	0.00	5,183.21	
			4					
100265667	2/6/15	PALO ALTO MEDICAL FOUNDATION	1849	Pre-Employment Testing	30.00	0.00	30.00	\$21,365.04
			1850	Pre-Employment Testing	30.00	0.00	30.00	
			1851	Pre-Employment Testing	30.00	0.00	30.00	
			1852	Pre-Employment Testing	75.00	0.00	75.00	
			1853	Pre-Employment Testing	125.00	0.00	125.00	
			1854	Medical Services	125.00	0.00	125.00	
			1855	Medical Services	125.00	0.00	125.00	
			1862	Pre-Employment Testing	75.00	0.00	75.00	
			1863	Pre-Employment Testing	125.00	0.00	125.00	
			1864	Pre-Employment Testing	179.52	0.00	179.52	
			1865	Pre-Employment Testing	75.00	0.00	75.00	
			1866	Pre-Employment Testing	125.00	0.00	125.00	
			1867	Pre-Employment Testing	57.00	0.00	57.00	
			1868	Pre-Employment Testing	30.00	0.00	30.00	
			1869	Pre-Employment Testing	125.00	0.00	125.00	
			1870	Pre-Employment Testing	57.00	0.00	57.00	
			1875	Pre-Employment Testing	75.00	0.00	75.00	
			1876	Pre-Employment Testing	52.00	0.00	52.00	
			1877	Pre-Employment Testing	57.00	0.00	57.00	
			1882	Pre-Employment Testing	57.00	0.00	57.00	
			1883	Pre-Employment Testing	75.00	0.00	75.00	
			1884	Pre-Employment Testing	125.00	0.00	125.00	
			1885	Pre-Employment Testing	45.00	0.00	45.00	
			1886	Pre-Employment Testing	45.00	0.00	45.00	
			1887	Pre-Employment Testing	11.00	0.00	11.00	
			1888	Medical Services	125.00	0.00	125.00	
			1889	Pre-Employment Testing	75.00	0.00	75.00	

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			1890	Pre-Employment Testing	125.00	0.00	125.00	
			1891	Pre-Employment Testing	30.00	0.00	30.00	
			1892	Pre-Employment Testing	45.00	0.00	45.00	
			1893	Pre-Employment Testing	125.00	0.00	125.00	
			1894	Pre-Employment Testing	179.52	0.00	179.52	
			1895	Pre-Employment Testing	105.00	0.00	105.00	
			1896	Medical Services	104.00	0.00	104.00	
			1898	Pre-Employment Testing	95.00	0.00	95.00	
			1899	Pre-Employment Testing	75.00	0.00	75.00	
			1900	Pre-Employment Testing	30.00	0.00	30.00	
			1901	Pre-Employment Testing	45.00	0.00	45.00	
			1902	Pre-Employment Testing	45.00	0.00	45.00	
			1903	Medical Services	290.00	0.00	290.00	
			1904	Medical Services	45.00	0.00	45.00	
			1905	Medical Services	45.00	0.00	45.00	
			1906	Pre-Employment Testing	57.00	0.00	57.00	
			1908	Pre-Employment Testing	75.00	0.00	75.00	
			1909	Pre-Employment Testing	125.00	0.00	125.00	
			1910	Pre-Employment Testing	125.00	0.00	125.00	
			1911	Pre-Employment Testing	30.00	0.00	30.00	
			1912	Medical Services	125.00	0.00	125.00	
			1913	Medical Services	125.00	0.00	125.00	
			634	Medical Services	104.00	0.00	104.00	
			635	Medical Services	105.00	0.00	105.00	
			636	Medical Services	290.00	0.00	290.00	
			637	Medical Services	45.00	0.00	45.00	
			638	Medical Services	45.00	0.00	45.00	
			639	Medical Services	75.00	0.00	75.00	
			643	Medical Services	75.00	0.00	75.00	
			644	Medical Services	35.00	0.00	35.00	
			645	Medical Services	105.00	0.00	105.00	

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Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			646	Medical Services	75.00	0.00	75.00	
			647	Medical Services	105.00	0.00	105.00	
			648	Medical Services	104.00	0.00	104.00	
			649	Medical Services	105.00	0.00	105.00	
			650	Medical Services	94.00	0.00	94.00	
			651	Medical Services	96.00	0.00	96.00	
			652	Medical Services	75.00	0.00	75.00	
			653	Medical Services	75.00	0.00	75.00	
			654	Medical Services	75.00	0.00	75.00	
			655	Medical Services	75.00	0.00	75.00	
			656	Medical Services	75.00	0.00	75.00	
			657	Medical Services	75.00	0.00	75.00	
			658	Medical Services	290.00	0.00	290.00	
			659	Medical Services	45.00	0.00	45.00	
			660	Medical Services	45.00	0.00	45.00	
			661	Medical Services	290.00	0.00	290.00	
			662	Medical Services	45.00	0.00	45.00	
			663	Medical Services	45.00	0.00	45.00	
			664	Medical Services	290.00	0.00	290.00	
			665	Medical Services	45.00	0.00	45.00	
			666	Medical Services	45.00	0.00	45.00	
			667	Medical Services	290.00	0.00	290.00	
			668	Medical Services	45.00	0.00	45.00	
			669	Medical Services	45.00	0.00	45.00	
			670	Medical Services	75.00	0.00	75.00	
			671	Medical Services	75.00	0.00	75.00	
			672	Medical Services	75.00	0.00	75.00	
			673	Medical Services	75.00	0.00	75.00	
			674	Medical Services	75.00	0.00	75.00	
			675	Medical Services	105.00	0.00	105.00	
			676	Medical Services	104.00	0.00	104.00	

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For Payments Dated 2/1/2015 through 2/7/2015

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			677	Medical Services	105.00	0.00	105.00	
			678	Medical Services	104.00	0.00	104.00	
			679	Medical Services	125.00	0.00	125.00	
			680	Medical Services	105.00	0.00	105.00	
			681	Medical Services	94.00	0.00	94.00	
			682	Medical Services	23.50	0.00	23.50	
			683	Medical Services	23.50	0.00	23.50	
			684	Medical Services	125.00	0.00	125.00	
			685	Medical Services	105.00	0.00	105.00	
			686	Medical Services	104.00	0.00	104.00	
			687	Medical Services	290.00	0.00	290.00	
			688	Medical Services	45.00	0.00	45.00	
			689	Medical Services	45.00	0.00	45.00	
			690	Medical Services	290.00	0.00	290.00	
			691	Medical Services	45.00	0.00	45.00	
			692	Medical Services	45.00	0.00	45.00	
			693	Medical Services	290.00	0.00	290.00	
			694	Medical Services	45.00	0.00	45.00	
			695	Medical Services	45.00	0.00	45.00	
			696	Medical Services	290.00	0.00	290.00	
			697	Medical Services	45.00	0.00	45.00	
			698	Medical Services	45.00	0.00	45.00	
			699	Medical Services	75.00	0.00	75.00	
			700	Medical Services	75.00	0.00	75.00	
			701	Medical Services	105.00	0.00	105.00	
			702	Medical Services	94.00	0.00	94.00	
			703	Medical Services	105.00	0.00	105.00	
			704	Medical Services	104.00	0.00	104.00	
			705	Medical Services	105.00	0.00	105.00	
			706	Medical Services	104.00	0.00	104.00	
			707	Medical Services	105.00	0.00	105.00	

List of All Claims and Bills Approved for Payment

For Payments Dated 2/1/2015 through 2/7/2015

Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			708	Medical Services	104.00	0.00	104.00	
			709	Medical Services	105.00	0.00	105.00	
			710	Medical Services	104.00	0.00	104.00	
			711	Medical Services	105.00	0.00	105.00	
			712	Medical Services	104.00	0.00	104.00	
			713	Medical Services	105.00	0.00	105.00	
			714	Medical Services	104.00	0.00	104.00	
			715	Medical Services	105.00	0.00	105.00	
			716	Medical Services	104.00	0.00	104.00	
			717	Medical Services	105.00	0.00	105.00	
			718	Medical Services	104.00	0.00	104.00	
			719	Medical Services	75.00	0.00	75.00	
			720	Medical Services	105.00	0.00	105.00	
			721	Medical Services	35.00	0.00	35.00	
			722	Medical Services	104.00	0.00	104.00	
			723	Medical Services	75.00	0.00	75.00	
			724	Medical Services	105.00	0.00	105.00	
			725	Medical Services	104.00	0.00	104.00	
			726	Medical Services	105.00	0.00	105.00	
			727	Medical Services	104.00	0.00	104.00	
			728	Medical Services	75.00	0.00	75.00	
			729	Medical Services	105.00	0.00	105.00	
			730	Medical Services	104.00	0.00	104.00	
			731	Medical Services	105.00	0.00	105.00	
			732	Medical Services	75.00	0.00	75.00	
			733	Medical Services	83.00	0.00	83.00	
			734	Medical Services	105.00	0.00	105.00	
			735	Medical Services	75.00	0.00	75.00	
			736	Medical Services	105.00	0.00	105.00	
			737	Medical Services	104.00	0.00	104.00	
			738	Medical Services	104.00	0.00	104.00	

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Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			739	Medical Services	105.00	0.00	105.00	
			740	Medical Services	104.00	0.00	104.00	
			741	Medical Services	105.00	0.00	105.00	
			742	Medical Services	75.00	0.00	75.00	
			743	Medical Services	75.00	0.00	75.00	
			744	Medical Services	96.00	0.00	96.00	
			745	Medical Services	75.00	0.00	75.00	
			746	Medical Services	75.00	0.00	75.00	
			747	Medical Services	75.00	0.00	75.00	
			748	Medical Services	290.00	0.00	290.00	
			749	Medical Services	45.00	0.00	45.00	
			750	Medical Services	45.00	0.00	45.00	
			751	Medical Services	290.00	0.00	290.00	
			752	Medical Services	45.00	0.00	45.00	
			753	Medical Services	45.00	0.00	45.00	
			754	Medical Services	290.00	0.00	290.00	
			755	Medical Services	45.00	0.00	45.00	
			756	Medical Services	45.00	0.00	45.00	
			757	Medical Services	290.00	0.00	290.00	
			758	Medical Services	45.00	0.00	45.00	
			759	Medical Services	45.00	0.00	45.00	
			760	Medical Services	290.00	0.00	290.00	
			761	Medical Services	45.00	0.00	45.00	
			762	Medical Services	45.00	0.00	45.00	
			763	Medical Services	290.00	0.00	290.00	
			764	Medical Services	45.00	0.00	45.00	
			765	Medical Services	45.00	0.00	45.00	
			766	Medical Services	290.00	0.00	290.00	
			767	Medical Services	45.00	0.00	45.00	
			768	Medical Services	45.00	0.00	45.00	
			769	Medical Services	290.00	0.00	290.00	

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Sorted by Payment Number

Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			770	Medical Services	45.00	0.00	45.00	
			771	Medical Services	45.00	0.00	45.00	
			772	Medical Services	290.00	0.00	290.00	
			773	Medical Services	45.00	0.00	45.00	
			774	Medical Services	45.00	0.00	45.00	
			775	Medical Services	290.00	0.00	290.00	
			776	Medical Services	45.00	0.00	45.00	
			777	Medical Services	45.00	0.00	45.00	
			778	Medical Services	290.00	0.00	290.00	
			779	Medical Services	45.00	0.00	45.00	
			780	Medical Services	45.00	0.00	45.00	
			781	Medical Services	95.00	0.00	95.00	
			782	Medical Services	45.00	0.00	45.00	
			783	Medical Services	45.00	0.00	45.00	
			784	Medical Services	290.00	0.00	290.00	
			785	Medical Services	45.00	0.00	45.00	
			786	Medical Services	45.00	0.00	45.00	
			787	Medical Services	290.00	0.00	290.00	
			788	Medical Services	45.00	0.00	45.00	
			789	Medical Services	45.00	0.00	45.00	
			790	Medical Services	290.00	0.00	290.00	
			791	Medical Services	45.00	0.00	45.00	
			792	Medical Services	45.00	0.00	45.00	
			793	Medical Services	45.00	0.00	45.00	
			794	Medical Services	45.00	0.00	45.00	
			795	Medical Services	290.00	0.00	290.00	
			796	Medical Services	125.00	0.00	125.00	
			797	Medical Services	75.00	0.00	75.00	
100265684	2/6/15	SACRAMENTO REGIONAL PUBLIC SAFETY	030915-031315	Training and Conferences	143.00	0.00	143.00	\$143.00
100265685	2/6/15	SAN FRANCISCO BAY REGIONAL WATER	F#2188.07-0215	Taxes & Licenses - Misc	200.00	0.00	200.00	\$200.00

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
100265686	2/6/15	SANTA CLARA COUNTY FIRE DEPT	041315-041715	Training and Conferences	590.00	0.00	590.00	\$590.00
100265687	2/6/15	COMPLETE ENVIRONMENTAL SOLUTIONS INC	M#311624	Deposits Payable - Hydrant Meter	2,262.00	0.00	2,262.00	\$2,123.56
			M#311624	Water Sales - Metered	-138.44	0.00	-138.44	
100265688	2/6/15	ELIZ ADEM	262165	Refund Recreation Fees	79.00	0.00	79.00	\$79.00
100265689	2/6/15	FLORES & BARRIOS	B1474522	Deposits Payable - Civil Subpoenas	275.00	0.00	275.00	\$275.00
100265690	2/6/15	KJ WOODS CONSTRUCTION INC	M#17082864	Deposits Payable - Hydrant Meter	2,262.00	0.00	2,262.00	\$449.21
			M#17082864	Water Sales - Metered	-1,812.79	0.00	-1,812.79	
100265691	2/6/15	O C JONES & SONS INC	M#15126228	Deposits Payable - Hydrant Meter	2,198.00	0.00	2,198.00	\$2,198.00
100265692	2/6/15	ERIC GOULD	1_110048_D	Training and Conferences	2,500.00	0.00	2,500.00	\$2,500.00
Grand Total Payment Amount								<u>\$865,213.67</u>

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
95010490	2/10/15	BAY COUNTIES WASTE SERVICES	DEC2014	SMaRT Contractor Payment	1,025,917.11	0.00	1,025,917.11	\$1,025,917.11
100265693	2/11/15	ADAMSON POLICE PRODUCTS	INV162446	Ammunition	199.30	0.00	199.30	\$8,257.31
			INV162446	Clothing, Uniforms & Access	5.06	0.00	5.06	
			INV164285	Ammunition	7,853.65	0.00	7,853.65	
			INV164285	Clothing, Uniforms & Access	199.30	0.00	199.30	
100265694	2/11/15	ADVANCED CHEMICAL TRANSPORT INC	68432	HazMat Disposal - Hazardous Waste Disposal	2,420.00	0.00	2,420.00	\$2,420.00
100265696	2/11/15	ALPINE AWARDS INC	288277	Employee Recognition Expenses	23.38	0.00	23.38	\$23.38
100265697	2/11/15	AMERICAN SOCIETY OF COMPOSERS AUTHORS &	JAN/15-JAN/16	Miscellaneous Services	1,339.92	0.00	1,339.92	\$1,339.92
100265698	2/11/15	B & A FRICTION MATERIALS INC	536133	Inventory Purchase	32.14	0.65	31.49	\$31.49
100265699	2/11/15	BKF ENGINEERS	15010622	Engineering Services	5,649.80	0.00	5,649.80	\$5,649.80
100265700	2/11/15	BADGER METER INC	1030528	Inventory Purchase	36,460.80	0.00	36,460.80	\$36,460.80
100265701	2/11/15	BARTEL ASSOC LLC	15-054	Financial Services	9,800.00	0.00	9,800.00	\$9,800.00
100265702	2/11/15	BARTLE WELLS ASSOC	1008	Professional Services	9,960.00	0.00	9,960.00	\$15,211.10
			1009	Professional Services	2,866.10	0.00	2,866.10	
			1010	Professional Services	2,385.00	0.00	2,385.00	
100265703	2/11/15	BAY AREA NEWS GROUP DIGITAL FIRST MEDIA	0005394472	Advertising Services	262.00	0.00	262.00	\$262.00
100265704	2/11/15	BAY AREA POLYGRAPH	576	Investigation Expense	4,100.00	0.00	4,100.00	\$4,100.00
100265705	2/11/15	BERT S ESPINOSA	BLJAN2015	Medical Services	3,825.00	0.00	3,825.00	\$3,825.00
100265706	2/11/15	BOUND TREE MEDICAL LLC	81686050	Inventory Purchase	407.27	0.00	407.27	\$407.27
100265707	2/11/15	CB&I ENVIRONMENTAL & INFRASTRUCTURE INC	828846-R8-0050	General Supplies	1,202.76	0.00	1,202.76	\$1,202.76
100265708	2/11/15	CDM SMITH	80510190/12	Engineering Services	16,315.43	0.00	16,315.43	\$137,260.65
			80511206	Consultants	96,908.82	0.00	96,908.82	
			80513036/13	Engineering Services	24,036.40	0.00	24,036.40	
100265709	2/11/15	CALIFORNIA DEPT OF GENERAL SERVICES	1406757	Utilities - Gas	26,442.28	0.00	26,442.28	\$26,442.28
100265710	2/11/15	CANNON DESIGN GROUP	14202	Professional Services	2,500.00	0.00	2,500.00	\$2,500.00
100265711	2/11/15	CENTURY GRAPHICS						\$284.06

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			40426	Clothing, Uniforms & Access	241.78	0.00	241.78	
			40903	Clothing, Uniforms & Access	42.28	0.00	42.28	
100265712	2/11/15	CLEANSOURCE INC	1582336-02	Inventory Purchase	1,737.96	0.00	1,737.96	\$1,737.96
100265713	2/11/15	COAST PERSONNEL SERVICES INC	238813	Contracts/Service Agreements	1,358.54	0.00	1,358.54	\$5,165.48
			238814	Contracts/Service Agreements	636.66	0.00	636.66	
			238815	Contracts/Service Agreements	1,425.36	0.00	1,425.36	
			238861	Contracts/Service Agreements	801.72	0.00	801.72	
			238862	Contracts/Service Agreements	943.20	0.00	943.20	
100265715	2/11/15	COASTAL TRACTOR	IV63745	Parts, Vehicles & Motor Equip	17.75	0.00	17.75	\$17.75
100265716	2/11/15	CODY ANDERSON WASNEY ARCHITECTS INC	1014.14006	Consultants	8,745.00	0.00	8,745.00	\$8,745.00
100265717	2/11/15	COMCAST	02/07-03/06/15	Miscellaneous Services	69.14	0.00	69.14	\$69.14
100265718	2/11/15	CU SOLUTIONS INC	0220	Miscellaneous Services	170.00	0.00	170.00	\$1,089.00
			0222	Miscellaneous Services	919.00	0.00	919.00	
100265719	2/11/15	CUBE SOLUTIONS	16441	Occupational Health and Safety Services	155.30	0.00	155.30	\$626.52
			16441	Workers' Compensation - Claims	129.14	0.00	129.14	
			16443	Occupational Health and Safety Services	186.78	0.00	186.78	
			16443	Workers' Compensation - Claims	155.30	0.00	155.30	
100265720	2/11/15	CUNNINGHAM ELECTRIC INC	8102	Facilities Maint & Repair - Labor	1,965.00	0.00	1,965.00	\$2,265.00
			8103	Facilities Maint & Repair - Labor	300.00	0.00	300.00	
100265721	2/11/15	D & M TRAFFIC SERVICES INC	42032	Inventory Purchase	548.10	0.00	548.10	\$548.10
100265722	2/11/15	DANIEL KAHN	011515EXAM	DED Services/Training - Support Services	405.00	0.00	405.00	\$580.63
			120114PURCHA SE	DED Services/Training - Books	36.63	0.00	36.63	
			PMI MBERSHIP	DED Services/Training - Support Services	139.00	0.00	139.00	
100265723	2/11/15	DAPPER TIRE CO INC	41524962	Inventory Purchase	1,784.25	0.00	1,784.25	\$1,784.25
100265724	2/11/15	DAWN KALTENBACH	2014NURSEEXA M	DED Services/Training - Support Services	90.00	0.00	90.00	\$90.00
100265725	2/11/15	DAWN LI	001630013063	DED Services/Training - Support Services	180.00	0.00	180.00	\$180.00
100265726	2/11/15	DEL GAVIO GROUP	7248	Architectural and Design Services	1,401.50	0.00	1,401.50	\$1,401.50
100265727	2/11/15	DELL MARKETING LP	XJMMT2PX6	Computer Hardware	1,073.04	0.00	1,073.04	\$1,073.04
100265728	2/11/15	EMPIRE SAFETY & SUPPLY	0068966-IN	Inventory Purchase	1,029.65	0.00	1,029.65	\$1,029.65

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100265729	2/11/15	ESBRO	11046	Materials - Land Improve	819.01	0.00		819.01	\$819.01
100265730	2/11/15	FEDERAL EXPRESS CORP	2-889-72200	Mailing & Delivery Services	32.60	0.00		32.60	\$53.34
			2-923-33620	Postage	20.74	0.00		20.74	
100265731	2/11/15	FOSTER BROS SECURITY SYSTEMS INC	266012	Bldg Maint Matls & Supplies	276.44	0.00		276.44	\$276.44
100265732	2/11/15	FREMONT UNION HIGH SCHOOL DISTRICT	V011515	DED Services/Training - Training	88.00	0.00		88.00	\$88.00
100265733	2/11/15	GALE/CENGAGE LEARNING	54197336	Library Acquisitions, Books	27.83	0.00		27.83	\$27.83
100265734	2/11/15	GARDA	10073221	Financial Services	2,782.00	0.00		2,782.00	\$2,782.00
100265735	2/11/15	GARDENLAND POWER EQUIPMENT	256691	Hand Tools	510.02	0.00		510.02	\$963.39
			257898	Misc Equip Maint & Repair - Materials	208.20	0.00		208.20	
			258876	Misc Equip Maint & Repair - Materials	245.17	0.00		245.17	
100265736	2/11/15	GOODYEAR COMMERCIAL TIRE & SERVICE CTR	189-1086285	Auto Maint & Repair - Labor	35.00	0.00		35.00	\$792.93
			189-1086285	Auto Maint & Repair - Materials	757.93	0.00		757.93	
100265738	2/11/15	GRAYBAR ELECTRIC CO INC	976951517	Comm Equip Maintain & Repair - Materials 2	745.41	0.00		745.41	\$882.62
			976951518	Comm Equip Maintain & Repair - Materials 2	137.21	0.00		137.21	
100265739	2/11/15	HDR ENGINEERING INC	00191777-B	Consultants	82,694.93	0.00		82,694.93	\$169,771.25
			12	Consultants	87,076.32	0.00		87,076.32	
100265740	2/11/15	IMAGEX	200369	Printing & Related Services	489.38	0.00		489.38	\$1,747.19
			200444	Printing & Related Services	1,257.81	0.00		1,257.81	
100265741	2/11/15	IMPERIAL SPRINKLER SUPPLY	2179838-00	Materials - Land Improve	118.32	0.00		118.32	\$118.32
100265742	2/11/15	INDEPENDENT ELECTRIC SUPPLY INC	S102183458.001	Electrical Parts & Supplies	46.98	0.00		46.98	\$89.33
			S102188828.001	Electrical Parts & Supplies	42.35	0.00		42.35	
100265743	2/11/15	INTERACTIVE DATA PRICING	04413124	Financial Services	110.23	0.00		110.23	\$225.75
			04635015	Financial Services	115.52	0.00		115.52	
100265744	2/11/15	IRVINE & JACHENS INC	9746	Clothing, Uniforms & Access	2,089.48	0.00		2,089.48	\$2,089.48
100265745	2/11/15	JDM PACKING SUPPLIES	242	General Supplies	68.51	0.00		68.51	\$68.51
100265746	2/11/15	JACOBSEN WEST	777766	Parts, Vehicles & Motor Equip	66.91	0.00		66.91	\$27,062.47
			778610	Parts, Vehicles & Motor Equip	36.24	0.00		36.24	
			782473	Parts, Vehicles & Motor Equip	15.01	0.00		15.01	
			782667	Parts, Vehicles & Motor Equip	24.11	0.00		24.11	

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			783395	Vehicles & Motorized Equip	27,479.52	0.00	27,479.52	
			783653	Parts, Vehicles & Motor Equip	136.85	0.00	136.85	
			786428	Vehicles & Motorized Equip	27,511.14	0.00	27,511.14	
			C59484	Cost of Merchandise Sold	-727.79	0.00	-727.79	
			C59867	Vehicles & Motorized Equip	-27,479.52	0.00	-27,479.52	
100265747	2/11/15	JENI SHORTES	JUL2014	Community Services Grant - Community	600.00	0.00	600.00	\$600.00
			PARADE	Event Grants				
100265748	2/11/15	JOHN DEERE LANDSCAPES INC	70655080	Materials - Land Improve	894.87	0.00	894.87	\$2,995.27
			70655247	Materials - Land Improve	290.26	0.00	290.26	
			70708547	Inventory Purchase	1,810.14	0.00	1,810.14	
100265749	2/11/15	JOHNSON ROBERTS & ASSOC INC	124511	Investigation Expense	195.00	0.00	195.00	\$195.00
100265750	2/11/15	KENNEDY JENKS CONSULTANTS	88923	Engineering Services	11,631.93	0.00	11,631.93	\$13,064.33
			89599	HazMat Disposal - Hazardous Waste	1,432.40	0.00	1,432.40	
				Disposal				
100265751	2/11/15	KOHLWEISS AUTO PARTS INC	01OB5716	Parts, Vehicles & Motor Equip	17.91	0.00	17.91	\$614.49
			01OB5718	Parts, Vehicles & Motor Equip	42.71	0.00	42.71	
			01OC0617	Parts, Vehicles & Motor Equip	12.02	0.00	12.02	
			01OC1572	Inventory Purchase	527.90	10.56	517.34	
			01OC1926	Inventory Purchase	25.01	0.50	24.51	
100265752	2/11/15	L N CURTIS & SONS INC	1338577-00	Clothing, Uniforms & Access	376.82	0.00	376.82	\$699.50
			6241215-00	Safety Equipment Maintenance & Repair	322.68	0.00	322.68	
100265753	2/11/15	LC ACTION POLICE SUPPLY	319554	Clothing, Uniforms & Access	158.58	0.00	158.58	\$4,484.67
			320408	Clothing, Uniforms & Access	336.25	0.00	336.25	
			320409	Clothing, Uniforms & Access	2,238.08	0.00	2,238.08	
			321212	Clothing, Uniforms & Access	750.38	0.00	750.38	
			321912	Clothing, Uniforms & Access	165.30	0.00	165.30	
			323901	Clothing, Uniforms & Access	130.18	0.00	130.18	
			324565	Clothing, Uniforms & Access	16.75	0.00	16.75	
			324566	Clothing, Uniforms & Access	26.90	0.00	26.90	
			324567	Clothing, Uniforms & Access	52.31	0.00	52.31	
			325111	Clothing, Uniforms & Access	326.25	0.00	326.25	
			325135	Clothing, Uniforms & Access	231.93	0.00	231.93	

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			325136	Clothing, Uniforms & Access	32.40	0.00	32.40	
			325137	Clothing, Uniforms & Access	19.36	0.00	19.36	
100265755	2/11/15	LCC PENINSULA DIVISION	022615MTG	Council Travel Expenses - Seat #5	40.00	0.00	40.00	\$40.00
100265756	2/11/15	LESLIES POOL SUPPLIES INC	175-273476	Materials - Land Improve	184.07	0.00	184.07	\$184.07
100265757	2/11/15	LEVEL 3 COMMUNICATIONS LLC	38071558	Comm Equip Maintain & Repair - Labor 1	4,004.23	0.00	4,004.23	\$4,004.23
100265758	2/11/15	LEXISNEXIS RISK DATA MANAGEMENT INC	1409790-150131	Financial Services	130.00	0.00	130.00	\$130.00
100265759	2/11/15	LILLIAN HULL	858108159	DED Services/Training - Books	45.82	0.00	45.82	\$45.82
100265760	2/11/15	LISA MOREL	010515PURCHASE	DED Services/Training - Books	15.04	0.00	15.04	\$15.04
100265761	2/11/15	MAZE & ASSOC	12083	Financial Services	4,500.00	0.00	4,500.00	\$4,500.00
100265762	2/11/15	MCMASTER CARR SUPPLY CO	22134118	Chemicals	74.03	0.00	74.03	\$98.03
			2217100	Supplies, Safety	24.00	0.00	24.00	
100265763	2/11/15	MEYERS NAVE	2014120635	Legal Services	8,304.48	0.00	8,304.48	\$8,304.48
100265764	2/11/15	MIDWEST TAPE	92517929	Library Acquis, Audio/Visual	659.48	0.00	659.48	\$3,002.33
			92536970	Library Acquis, Audio/Visual	2,342.85	0.00	2,342.85	
100265765	2/11/15	MISSION LINEN SERVICE	470233800-2015	Laundry & Cleaning Services	19.13	0.00	19.13	\$429.05
			470233805	Laundry & Cleaning Services	23.65	0.00	23.65	
			470234660	Laundry & Cleaning Services	39.82	0.00	39.82	
			470235302	Laundry & Cleaning Services	23.65	0.00	23.65	
			470235307	Laundry & Cleaning Services	34.77	0.00	34.77	
			470236153	Laundry & Cleaning Services	39.82	0.00	39.82	
			470236791	Laundry & Cleaning Services	22.64	0.00	22.64	
			470236796	Laundry & Cleaning Services	34.77	0.00	34.77	
			470237646	Laundry & Cleaning Services	39.82	0.00	39.82	
			470238294	Laundry & Cleaning Services	16.93	0.00	16.93	
			470238299	Laundry & Cleaning Services	34.77	0.00	34.77	
			470239150	Laundry & Cleaning Services	39.82	0.00	39.82	
			470239795	Laundry & Cleaning Services	20.29	0.00	20.29	
			470239800	Laundry & Cleaning Services	39.17	0.00	39.17	
100265767	2/11/15	MOFFETT PLACE LLC	TRC INV#13590	Miscellaneous Services	4,450.00	0.00	4,450.00	\$4,450.00
100265768	2/11/15	MOUNTAIN VIEW GARDEN CENTER	75298	Materials - Land Improve	545.60	0.00	545.60	\$1,061.67

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			75320	Materials - Land Improve	432.06	0.00	432.06	
			75472	Materials - Land Improve	84.01	0.00	84.01	
100265769	2/11/15	MUFUDDAL ESMAEL	597413-9256239	DED Services/Training - Books	9.99	0.00	9.99	\$121.99
			QQPURVJ8	DED Services/Training - Books	112.00	0.00	112.00	
100265770	2/11/15	MUNICIPAL MAINTENANCE EQUIPMENT INC	0097586-IN	Parts, Vehicles & Motor Equip	135.10	0.00	135.10	\$1,264.70
			0097696-IN	Parts, Vehicles & Motor Equip	959.67	0.00	959.67	
			0097849-IN	Parts, Vehicles & Motor Equip	169.93	0.00	169.93	
100265771	2/11/15	MUNICIPAL RESOURCE GROUP LLC	03-15-26	Professional Services	3,505.40	0.00	3,505.40	\$3,505.40
100265772	2/11/15	MY FIRST ART CLASS	087	Rec Instructors/Officials	750.00	0.00	750.00	\$750.00
100265773	2/11/15	NAPA AUTO PARTS	155138	Parts, Vehicles & Motor Equip	157.15	0.00	157.15	\$450.99
			155139	Parts, Vehicles & Motor Equip	157.15	0.00	157.15	
			156502	Parts, Vehicles & Motor Equip	58.97	0.00	58.97	
			156669	Parts, Vehicles & Motor Equip	77.72	0.00	77.72	
100265774	2/11/15	NATASHA BERNES	837525-9728241	DED Services/Training - Books	93.63	0.00	93.63	\$93.63
100265775	2/11/15	NORTHERN TECHNOLOGIES INTERNATIONAL CORP	191913	General Supplies	2,420.88	0.00	2,420.88	\$2,420.88
100265776	2/11/15	OCLC INC	0000371773	Lib Database Services (OCLC)	2,003.30	0.00	2,003.30	\$2,003.30
100265777	2/11/15	OVERDRIVE INC	0910-135855360	Library Periodicals/Databases	294.27	0.00	294.27	\$702.39
			0910-165734547	Library Periodicals/Databases	408.12	0.00	408.12	
100265778	2/11/15	P&R PAPER SUPPLY CO INC	30025118-00	Inventory Purchase	520.97	0.00	520.97	\$520.97
100265779	2/11/15	PAYFLEX SYSTEMS USA INC	000200480	Miscellaneous Payment	646.00	0.00	646.00	\$896.00
			130534-625878	Professional Services	180.00	0.00	180.00	
			130536-625880	Professional Services	70.00	0.00	70.00	
100265780	2/11/15	PACIFIC TELEMAGEMENT SERVICES	715181	Utilities - Telephone	75.00	0.00	75.00	\$75.00
100265781	2/11/15	PENINSULA BATTERY INC	110834	Inventory Purchase	95.53	0.00	95.53	\$95.53
100265782	2/11/15	PITCH PLEASE!	12122014	Special Events	200.00	0.00	200.00	\$200.00
100265783	2/11/15	POMI MECHANICAL INC	2015-133	Services Maintain Land Improv	2,805.00	0.00	2,805.00	\$5,555.00
			2015-135	Services Maintain Land Improv	2,750.00	0.00	2,750.00	
100265784	2/11/15	PORTNOV COMPUTER SCHOOL	01-03-15	DED Services/Training - Training	595.00	0.00	595.00	\$1,190.00
			01-16-15	DED Services/Training - Training	595.00	0.00	595.00	
100265785	2/11/15	QIHUA LUO	011615PURCHASE	DED Services/Training - Books	132.00	0.00	132.00	\$92.00

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			011615REFUND	DED Services/Training - Books	-40.00	0.00	-40.00	
100265786	2/11/15	QUALITY TRAFFIC DATA LLC	2014265	Consultants	1,860.00	0.00	1,860.00	\$1,860.00
100265787	2/11/15	RASH CURTIS & ASSOC	662700000201	Financial Services	49.00	0.00	49.00	\$49.00
100265788	2/11/15	RAYVERN LIGHTING SUPPLY CO INC	31218-1	Inventory Purchase	1,519.51	0.00	1,519.51	\$1,647.27
			31588-1	Inventory Purchase	127.76	0.00	127.76	
100265789	2/11/15	REED & GRAHAM INC	826133	Materials - Land Improve	97.19	0.00	97.19	\$1,566.52
			826339	Materials - Land Improve	95.00	0.00	95.00	
			826483	Materials - Land Improve	95.00	0.00	95.00	
			826484	Materials - Land Improve	621.75	0.00	621.75	
			826768	Materials - Land Improve	657.58	0.00	657.58	
100265790	2/11/15	ROYAL BRASS INC	749842-001	Parts, Vehicles & Motor Equip	269.20	0.00	269.20	\$751.16
			750037-001	Parts, Vehicles & Motor Equip	481.96	0.00	481.96	
100265791	2/11/15	SDSU	8082804	DED Services/Training - Training	1,152.00	0.00	1,152.00	\$1,152.00
100265792	2/11/15	SFO REPROGRAPHICS	19493	Printing & Related Services	41.67	0.00	41.67	\$41.67
100265793	2/11/15	SAFEWAY INC	724981-020215	Food Products	44.85	0.00	44.85	\$75.90
			806439-020615	Food Products	31.05	0.00	31.05	
100265794	2/11/15	SAN DIEGO POLICE EQUIPMENT CO	616059	Ammunition	586.17	0.00	586.17	\$586.17
100265795	2/11/15	SANDERSON SAFETY SUPPLY CO	8083933-02	Inventory Purchase	508.41	4.68	503.73	\$503.73
100265796	2/11/15	SANTA CLARA VALLEY WATER DISTRICT	GN012792	Construction Services	99,644.44	0.00	99,644.44	\$99,644.44
100265797	2/11/15	SANTA CLARA VALLEY WATER DISTRICT	GM012374	Taxes & Licenses - Misc	5,796.72	0.00	5,796.72	\$5,796.72
100265798	2/11/15	SHAPE PRODUCTS	180487	Chemicals	191.61	0.00	191.61	\$191.61
100265799	2/11/15	SILICON VALLEY AUTOBODY INC	189841	Auto Maint & Repair - Labor	840.00	0.00	840.00	\$2,441.95
			189841	Auto Maint & Repair - Materials	1,601.95	0.00	1,601.95	
100265800	2/11/15	SMART & FINAL INC	112988-020215	Food Products	2.35	0.00	2.35	\$292.27
			113397-020315	General Supplies	35.17	0.00	35.17	
			113446-020315	Employee Recognition Expenses	4.99	0.00	4.99	
			115376-020615	Food Products	245.58	0.00	245.58	
			115376-020615	General Supplies	4.18	0.00	4.18	
100265801	2/11/15	STATE WATER RESOURCES CONTROL BOARD	GR	Membership Fees	120.00	0.00	120.00	\$120.00
			D3-OP#14975					
100265802	2/11/15	STATE OF CALIFORNIA	C#40671-2015	Membership Fees	115.00	0.00	115.00	\$115.00

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100265803	2/11/15	STOP PROCESSING CENTER	15469	Financial Services	41.58	0.00	41.58	\$41.58
100265804	2/11/15	SUJATA IYER	137941-6960201	DED Services/Training - Books	145.92	0.00	145.92	\$145.92
100265805	2/11/15	SUNNYVALE BUILDING MAINTENANCE	97396	Professional Services	450.00	0.00	450.00	\$2,744.76
			97407	Professional Services	1,208.20	0.00	1,208.20	
			97482	Professional Services	966.56	0.00	966.56	
			97692	Professional Services	120.00	0.00	120.00	
100265806	2/11/15	SUNNYVALE WINDUSTRIAL CO INC	636994 02	Miscellaneous Equipment Parts & Supplies	20.93	0.00	20.93	\$1,543.85
			637100 03	Miscellaneous Equipment Parts & Supplies	708.82	0.00	708.82	
			637791 00	Miscellaneous Equipment Parts & Supplies	31.22	0.00	31.22	
			637826 00	Miscellaneous Equipment Parts & Supplies	262.32	0.00	262.32	
			637826 02	Miscellaneous Equipment Parts & Supplies	520.56	0.00	520.56	
100265807	2/11/15	SYNAGRO-WWT INC	03-101659	Miscellaneous Services	243,227.98	0.00	243,227.98	\$243,227.98
100265808	2/11/15	TJKM	0044015	Consultants	175.00	0.00	175.00	\$175.00
100265809	2/11/15	THE SANDBAGGER LLC	3119	General Supplies	6,450.00	0.00	6,450.00	\$6,450.00
100265810	2/11/15	THE STATE BAR OF CALIFORNIA	CK#01789664	Deposits Payable - Civil Subpoenas	275.00	0.00	275.00	\$275.00
100265811	2/11/15	TIFFIN ATHLETIC MATS INC	149482	Miscellaneous Equipment	10,731.00	0.00	10,731.00	\$10,731.00
100265812	2/11/15	TRAM DANG	366067	DED Services/Training - Books	104.00	0.00	104.00	\$104.00
100265813	2/11/15	TURF & INDUSTRIAL EQUIPMENT CO	UI14826	Vehicles & Motorized Equip	15,441.41	0.00	15,441.41	\$15,441.41
100265814	2/11/15	UC REGENTS	909920-144	DED Services/Training - Training	575.00	0.00	575.00	\$1,150.00
			910116-144	DED Services/Training - Training	575.00	0.00	575.00	
100265815	2/11/15	UNIQUE MANAGEMENT SERVICES INC	300097	Financial Services	429.60	0.00	429.60	\$429.60
100265816	2/11/15	UNIVERSITY OF CALIFORNIA SANTA CRUZ	56230	DED Services/Training - Training	600.00	0.00	600.00	\$5,722.50
			56259	DED Services/Training - Training	600.00	0.00	600.00	
			56285	DED Services/Training - Training	464.00	0.00	464.00	
			56310	DED Services/Training - Training	600.00	0.00	600.00	
			56315	DED Services/Training - Training	600.00	0.00	600.00	
			56490	DED Services/Training - Training	352.00	0.00	352.00	
			56637	DED Services/Training - Training	2,506.50	0.00	2,506.50	
100265817	2/11/15	VWR INTERNATIONAL LLC	8040160055	General Supplies	113.54	0.00	113.54	\$721.71
			8040221109	Chemicals	608.17	0.00	608.17	

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100265818	2/11/15	WEST COAST COATING CONSULTANTS LLC	1296-4	Consultants	4,522.50	0.00	4,522.50	\$5,062.50
			1321	Consultants	540.00	0.00	540.00	
100265819	2/11/15	WINNER CHEVROLET INC	3989	Vehicles & Motorized Equip	21,654.35	0.00	21,654.35	\$64,963.05
			3990	Vehicles & Motorized Equip	21,654.35	0.00	21,654.35	
			3991	Vehicles & Motorized Equip	21,654.35	0.00	21,654.35	
100265820	2/11/15	WAITER.COM INC	F0204942791	Food Products	89.64	0.00	89.64	\$89.64
100265821	2/11/15	ALL OVER AGAIN PRODUCTIONS LLC	FEB/14/2015	Special Events	2,234.13	0.00	2,234.13	\$2,234.13
100265822	2/11/15	AVAYA INC	2733339220	Comm Equip Maintain & Repair - Labor 1	6,332.99	0.00	6,332.99	\$6,332.99
100265823	2/11/15	BAY AREA AIR QUALITY MANAGEMENT DISTRICT	SITE#A5905	Legal Services	441.00	0.00	441.00	\$441.00
100265824	2/11/15	BROADWAY SAN JOSE	55	Excursions	4,056.00	0.00	4,056.00	\$4,056.00
100265825	2/11/15	OFFICEMAX CONTRACT INC	05295201152015	Supplies, Office 1	65.25	0.00	65.25	\$6,359.45
			05413301212015	Supplies, Office 1	72.45	0.00	72.45	
			05866601152015	Supplies, Office 1	473.77	0.00	473.77	
			05940901152015	Supplies, Office 1	171.86	0.00	171.86	
			06501201152015	Supplies, Office 1	84.44	0.00	84.44	
			06541301152015	Supplies, Office 1	356.69	0.00	356.69	
			07304001152015	Supplies, Office 1	31.99	0.00	31.99	
			07862101162015	Supplies, Office 1	383.37	0.00	383.37	
			08664301162015	Supplies, Office 1	99.48	0.00	99.48	
			09198301162015	Supplies, Office 1	61.01	0.00	61.01	
			10405401192015	Supplies, Office 1	119.95	0.00	119.95	
			10810701192015	Supplies, Office 1	213.03	0.00	213.03	
			13795601212015	Supplies, Office 1	25.72	0.00	25.72	
			14127201212015	Supplies, Office 1	247.57	0.00	247.57	
			14406001212015	Supplies, Office 1	57.48	0.00	57.48	
			14778801212015	Supplies, Office 1	239.23	0.00	239.23	
			14819601212015	Supplies, Office 1	124.08	0.00	124.08	
			15290601222015	Supplies, Office 1	124.47	0.00	124.47	
			16742001222015	Supplies, Office 1	29.60	0.00	29.60	
			17148601212015	Supplies, Office 1	-56.82	0.00	-56.82	

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			17300801222015	Supplies, Office 1	214.24	0.00	214.24	
			18424301232015	Supplies, Office 1	146.95	0.00	146.95	
			18491801232015	Supplies, Office 1	216.56	0.00	216.56	
			18744501232015	Supplies, Office 1	50.40	0.00	50.40	
			19083701232015	Supplies, Office 1	7.75	0.00	7.75	
			19266201232015	Supplies, Office 1	169.85	0.00	169.85	
			19353501232015	Supplies, Office 1	131.27	0.00	131.27	
			19600201262015	Supplies, Office 1	19.33	0.00	19.33	
			19768801262015	Supplies, Office 1	-261.52	0.00	-261.52	
			20378701262015	Supplies, Office 1	996.47	0.00	996.47	
			20533401262015	Supplies, Office 1	77.42	0.00	77.42	
			20896201262015	Supplies, Office 1	424.85	0.00	424.85	
			21046501262015	Supplies, Office 1	69.67	0.00	69.67	
			21931301302015	Supplies, Office 1	13.36	0.00	13.36	
			22299901272015	Supplies, Office 1	87.94	0.00	87.94	
			22371401272015	Supplies, Office 1	83.33	0.00	83.33	
			23021101272015	Supplies, Office 1	139.10	0.00	139.10	
			23777401282015	Supplies, Office 1	148.94	0.00	148.94	
			24062001282015	Supplies, Office 1	69.86	0.00	69.86	
			24156201282015	Supplies, Office 1	56.82	0.00	56.82	
			24166001282015	Supplies, Office 1	318.25	0.00	318.25	
			24214901282015	Supplies, Office 1	46.24	0.00	46.24	
			24282001282015	Supplies, Office 1	7.60	0.00	7.60	
			24379101282015	Supplies, Office 1	127.94	0.00	127.94	
			24388001282015	Supplies, Office 1	6.50	0.00	6.50	
			24446101282015	Supplies, Office 1	272.15	0.00	272.15	
			24650801282015	Supplies, Office 1	107.09	0.00	107.09	
			28215801292015	Supplies, Office 1	-15.84	0.00	-15.84	
			92321601162015	Supplies, Office 1	-252.01	0.00	-252.01	
			94033101262015	Supplies, Office 1	0.01	0.00	0.01	
			99719601152015	Supplies, Office 1	-45.69	0.00	-45.69	

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100265831	2/11/15	BAY CITIES PAVING & GRADING INC	M#10607573	Deposits Payable - Hydrant Meter	2,198.00	0.00	2,198.00	\$1,338.08
			M#10607573	Water Sales - Metered	-859.92	0.00	-859.92	
100265832	2/11/15	DAVID HEFFERNAN	P#2015-0273	Permit - Building	183.20	0.00	183.20	\$183.20
100265833	2/11/15	DURAN & VENABLES	M#16097551	Deposits Payable - Hydrant Meter	2,198.00	0.00	2,198.00	\$4,186.20
			M#16097551	Water Sales - Metered	-20.69	0.00	-20.69	
			M#17082946	Deposits Payable - Hydrant Meter	2,198.00	0.00	2,198.00	
			M#17082946	Water Sales - Metered	-189.11	0.00	-189.11	
100265834	2/11/15	GLORIA STEINBERG	262791	Refund Recreation Fees	53.00	0.00	53.00	\$53.00
100265835	2/11/15	LESLIE LOCKE	262917	Refund Recreation Fees	114.00	0.00	114.00	\$114.00
100265836	2/11/15	LEVEL 10 CONSTRUCTION	M#11508617	Deposits Payable - Hydrant Meter	2,198.00	0.00	2,198.00	\$2,167.00
			M#11508617	Water Sales - Metered	-31.00	0.00	-31.00	
100265837	2/11/15	MARCELL CAMPANO	262685	Refund Recreation Fees	53.00	0.00	53.00	\$53.00
100265838	2/11/15	RUTH ROWE	262683	Refund Recreation Fees	53.00	0.00	53.00	\$53.00
100265839	2/11/15	SOLAR CITY	P#2014-3286	Permit - Building	202.40	0.00	202.40	\$499.90
			P#2014-4258	Permit - Building	279.50	0.00	279.50	
			P#2014-4258	Technology Surcharge	18.00	0.00	18.00	
100265840	2/11/15	TAYLOR MORRISON	M#10562928	Deposits Payable - Hydrant Meter	2,262.00	0.00	2,262.00	\$2,213.69
			M#10562928	Water Sales - Metered	-48.31	0.00	-48.31	
100265841	2/13/15	4LEAF INC	J1745A11	Salaries - Contract Personnel	6,162.50	0.00	6,162.50	\$6,162.50
100265842	2/13/15	A J GOLF CAR CENTER	15166	Misc Equip Maint & Repair - Labor	305.00	0.00	305.00	\$467.33
			15166	Misc Equip Maint & Repair - Materials	162.33	0.00	162.33	
100265843	2/13/15	AAA SPEEDY SMOG TEST ONLY STATION	17424REV	Auto Maint & Repair - Labor	-40.00	0.00	-40.00	\$80.00
			17427	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17573	Auto Maint & Repair - Labor	40.00	0.00	40.00	
			17589	Auto Maint & Repair - Labor	40.00	0.00	40.00	
100265844	2/13/15	ACUSHNET CO	900040301	Inventory Purchase	-1.66	0.00	-1.66	\$173.98
			900072610	Inventory Purchase	179.00	3.36	175.64	
100265845	2/13/15	AEGIS ITS INC	12327	Services Maintain Land Improv	68.02	0.00	68.02	\$46,324.39
			12383	Services Maintain Land Improv	4,033.69	0.00	4,033.69	
			12390	Services Maintain Land Improv	3,060.00	0.00	3,060.00	
			12394	Services Maintain Land Improv	2,801.64	0.00	2,801.64	

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			12400	Services Maintain Land Improv	4,198.80	0.00	4,198.80	
			12407	Services Maintain Land Improv	1,130.84	0.00	1,130.84	
			12442	Services Maintain Land Improv	4,094.84	0.00	4,094.84	
			12443	Services Maintain Land Improv	11,493.31	0.00	11,493.31	
			12454	Services Maintain Land Improv	3,232.87	0.00	3,232.87	
			12455	Services Maintain Land Improv	11,750.00	0.00	11,750.00	
			12457	Services Maintain Land Improv	460.38	0.00	460.38	
100265846	2/13/15	AIR COOLED ENGINES INC	75934	Parts, Vehicles & Motor Equip	108.05	0.00	108.05	\$108.05
100265847	2/13/15	AIRGAS USA LLC	9035462209	General Supplies	654.72	0.00	654.72	\$654.72
100265848	2/13/15	ALAMEDA COUNTY SHERIFFS OFFICE	3740-RE	Training and Conferences	7,600.00	0.00	7,600.00	\$7,600.00
100265849	2/13/15	ALAMEDA CTY INFORMATION TECHNOLOGY DEPT	112-1412062RE	Software As a Service	1,319.54	0.00	1,319.54	\$1,319.54
100265850	2/13/15	ALBINO D MARTINEZ	C2015-S2	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265851	2/13/15	ALPINE AWARDS INC	288247	Clothing, Uniforms & Access	181.88	0.00	181.88	\$181.88
100265852	2/13/15	APPLEONE EMPLOYMENT SERVICES	01-3538156	Contracts/Service Agreements	494.40	0.00	494.40	\$494.40
100265853	2/13/15	AUTOSCRIBE CORP	138672	Financial Services	897.02	0.00	897.02	\$897.02
100265854	2/13/15	AVAYA INC	2733365618	Comm Equip Maintain & Repair - Labor 1	6,332.99	0.00	6,332.99	\$6,332.99
100265855	2/13/15	BANK OF SACRAMENTO	ANAEROBC123 #13	Construction Project Contract Retainage	7,639.90	0.00	7,639.90	\$7,639.90
100265856	2/13/15	BAY PRO LANDSCAPE SERVICES INC	E1228	Services Maintain Land Improv	450.00	0.00	450.00	\$1,161.00
			M2728	Services Maintain Land Improv	711.00	0.00	711.00	
100265857	2/13/15	BIGGS CARDOSA ASSOC INC	66242	Consultants	40,354.96	0.00	40,354.96	\$40,354.96
100265858	2/13/15	BUCKLES-SMITH ELECTRIC CO	1429358-00	Software Licensing & Support	517.42	0.00	517.42	\$517.42
100265859	2/13/15	CARA ENTERPRISES INC	150116	Professional Services	150.00	0.00	150.00	\$150.00
100265860	2/13/15	CALIFORNIA PRODUCT STEWARDSHIP COUNCIL	003-SV	General Supplies	736.00	0.00	736.00	\$7,812.06
			004-SV	General Supplies	7,076.06	0.00	7,076.06	
100265861	2/13/15	CALTEST ANALYTICAL LABORATORY	532825	Water Lab Services	134.10	0.00	134.10	\$688.20
			537354	Water Lab Services	440.70	0.00	440.70	
			537678	Water Lab Services	113.40	0.00	113.40	
100265862	2/13/15	CENTRAL DRUG SYSTEM INC	242129	Professional Services	5,841.00	0.00	5,841.00	\$5,841.00
100265863	2/13/15	CORELOGIC SOLUTIONS LLC	50011952	Software As a Service	8,545.33	0.00	8,545.33	\$8,545.33
100265864	2/13/15	CORIX WATER PRODUCTS (US) INC	17513002721	Inventory Purchase	672.40	6.18	666.22	\$666.22

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100265865	2/13/15	COSMOTЕК COLLEGE	PM2079	DED Services/Training - Training	3,419.00	0.00	3,419.00	\$3,419.00
100265866	2/13/15	CU SOLUTIONS INC	0228	Miscellaneous Services	680.00	0.00	680.00	\$680.00
100265867	2/13/15	CYBERSOURCE CORP	235956975427	Software As a Service	75.00	0.00	75.00	\$75.00
100265868	2/13/15	DAPPER TIRE CO INC	41528953	Inventory Purchase	953.68	0.00	953.68	\$953.68
100265869	2/13/15	DAVIDOVITZ & BENNETT LLP	9074	Legal Services	36,150.60	0.00	36,150.60	\$85,509.29
			9131	Legal Services	49,358.69	0.00	49,358.69	
100265870	2/13/15	DEBRA CHROMCZAK	23	Professional Services	1,620.00	0.00	1,620.00	\$1,620.00
100265871	2/13/15	DEPARTMENT OF JUSTICE	079317	Contracts/Service Agreements	1,220.00	0.00	1,220.00	\$1,220.00
100265872	2/13/15	DERONE ENTERPRISES	50055	Misc Equip Maint & Repair - Materials	622.91	0.00	622.91	\$622.91
100265873	2/13/15	DETAIL PLUS	26596	Auto Maint & Repair - Labor	165.00	0.00	165.00	\$290.00
			26604	Vehicles & Motorized Equip	125.00	0.00	125.00	
100265874	2/13/15	DEWEY HUANG	12/8/14-2/5/15	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265875	2/13/15	DISTRICT ATTORNEYS CRIME LABORATORY	CY2014	Contracts/Service Agreements	168,156.00	0.00	168,156.00	\$168,156.00
100265877	2/13/15	DRYCO CONSTRUCTION INC	PRKTNBSKBKL #02	Construction Services	110,060.30	0.00	110,060.30	\$110,060.30
100265878	2/13/15	EV CHARGING PROS	JAN2015	Contracts/Service Agreements	2,550.00	0.00	2,550.00	\$2,550.00
100265879	2/13/15	EUPHRAT MUSEUM OF ART	130	Rec Instructors/Officials	3,000.00	0.00	3,000.00	\$3,000.00
100265880	2/13/15	FEDERAL EXPRESS CORP	2-852-41814	Mailing & Delivery Services	6.42	0.00	6.42	\$36.99
			2-917-06017	Mailing & Delivery Services	24.69	0.00	24.69	
			2-923-06894	Mailing & Delivery Services	5.88	0.00	5.88	
100265882	2/13/15	FITGUARD INC	0000096015	Professional Services	177.50	0.00	177.50	\$177.50
100265883	2/13/15	FOSTER BROS SECURITY SYSTEMS INC	265820	Facilities Maint & Repair - Labor	5.44	0.00	5.44	\$5.44
100265884	2/13/15	FREEDMAN TUNG + SASAKI	1211	Professional Services	12,259.00	0.00	12,259.00	\$12,259.00
100265885	2/13/15	GALE/CENGAGE LEARNING	54347664	Library Acquisitions, Books	26.10	0.00	26.10	\$50.45
			54371644	Library Acquisitions, Books	24.35	0.00	24.35	
100265886	2/13/15	GLOBAL ACCESS INC	13452	Software As a Service	236.00	0.00	236.00	\$236.00
100265887	2/13/15	GOLDEN GATE TRUCK CENTER	F005619062:01	Parts, Vehicles & Motor Equip	-43.50	0.00	-43.50	\$625.94
			F005631665:01	Parts, Vehicles & Motor Equip	33.02	0.00	33.02	
			F005632501:01	Parts, Vehicles & Motor Equip	344.19	0.00	344.19	
			F005632929:01	Parts, Vehicles & Motor Equip	292.23	0.00	292.23	
			R005062592:01	Parts, Vehicles & Motor Equip	585.04	0.00	585.04	

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			R005062725:01	Parts, Vehicles & Motor Equip	-585.04	0.00	-585.04	
100265888	2/13/15	GOLDER ASSOC INC	405155	Engineering Services	235.85	0.00	235.85	\$2,131.79
			405952	Engineering Services	1,895.94	0.00	1,895.94	
100265889	2/13/15	GRANITE CONSTRUCTION CO	763828	Materials - Land Improve	1,099.25	0.00	1,099.25	\$5,948.43
			764272	Materials - Land Improve	943.96	0.00	943.96	
			765170	Materials - Land Improve	499.38	0.00	499.38	
			766089	Materials - Land Improve	2,189.36	0.00	2,189.36	
			766313	Materials - Land Improve	1,216.48	0.00	1,216.48	
100265890	2/13/15	HDL COREN & CONE	0021263-IN	Financial Services	4,562.50	0.00	4,562.50	\$4,562.50
100265891	2/13/15	HYDEC CORP	20229	Electrical Parts & Supplies	11,890.24	0.00	11,890.24	\$11,890.24
100265892	2/13/15	HYDROSCIENCE ENGINEERS INC	262001061	Professional Services	1,320.00	0.00	1,320.00	\$1,320.00
100265893	2/13/15	IDEXX DISTRIBUTION GROUP	285026065	General Supplies	2,153.17	0.00	2,153.17	\$2,153.17
100265894	2/13/15	INGRAM LIBRARY SERVICES INC	74043179	Library Acquisitions, Books	-102.26	0.00	-102.26	\$183.89
			80822465	Library Acquisitions, Books	300.00	0.00	300.00	
			82003648	Library Acquisitions, Books	-13.85	0.00	-13.85	
100265895	2/13/15	INSIGHT PUBLIC SECTOR INC	1100402494	Hardware Maintenance	51,414.88	0.00	51,414.88	\$51,414.88
100265896	2/13/15	JANEEN ROCKWELL	117920	Professional Services	550.00	0.00	550.00	\$550.00
100265897	2/13/15	JAVELCO EQUIPMENT SERVICE INC	48685	Parts, Vehicles & Motor Equip	7.91	0.00	7.91	\$40.47
			48704	Inventory Purchase	32.56	0.00	32.56	
100265898	2/13/15	JAYME VANDERWEGE	S2015-C1	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265899	2/13/15	JOHN DEERE LANDSCAPES INC	70658182	General Supplies	161.62	0.00	161.62	\$812.90
			70744081	Inventory Purchase	651.28	0.00	651.28	
100265900	2/13/15	JONES & MAYER	71168	Legal Services	3,227.58	0.00	3,227.58	\$3,227.58
100265901	2/13/15	JUAN LUSICH	C2015-S1	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265902	2/13/15	JUAN ZAPIEN	C2015-B3	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265903	2/13/15	KME FIRE APPARATUS	CA 530667	Parts, Vehicles & Motor Equip	48.24	0.00	48.24	\$48.24
100265904	2/13/15	KELLY PAPER CO	7063929	General Supplies	660.06	0.00	660.06	\$660.06
100265905	2/13/15	KOHLWEISS AUTO PARTS INC	01OB7124	Parts, Vehicles & Motor Equip	39.32	0.00	39.32	\$49.82
			01OC2947	Parts, Vehicles & Motor Equip	10.50	0.00	10.50	
100265906	2/13/15	KYLE WELCH	RAIN BARRELS	Miscellaneous Equipment Parts & Supplies	100.00	0.00	100.00	\$100.00
100265907	2/13/15	LEHR AUTO ELECTRIC	01 107166	Vehicles & Motorized Equip	592.46	0.00	592.46	\$592.46

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100265908	2/13/15	M & R REPAIR CO	10155	Facilities Maint & Repair - Labor	120.00	0.00	120.00	\$711.97
			10155	Facilities Maint & Repair - Materials	94.61	0.00	94.61	
			10175	Facilities Maint & Repair - Labor	120.00	0.00	120.00	
			10175	Facilities Maint & Repair - Materials	377.36	0.00	377.36	
100265909	2/13/15	MGT OF AMERICA INC	26237	Mandated Cost SB 90	4,350.00	0.00	4,350.00	\$4,350.00
100265910	2/13/15	MACIAS GINI AND OCONNELL LLP	205140	Financial Services	1,232.00	0.00	1,232.00	\$2,358.00
			205142	Financial Services	1,126.00	0.00	1,126.00	
100265911	2/13/15	MCMASTER CARR SUPPLY CO	22117100	Supplies, Safety	24.00	0.00	24.00	\$65.91
			2217100REV	Supplies, Safety	-24.00	0.00	-24.00	
			22439929	Miscellaneous Equipment Parts & Supplies	65.91	0.00	65.91	
100265912	2/13/15	MIALI REYNOSO	C2015-B2	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265913	2/13/15	MIDWEST TAPE	92471577	Library Technology Services	445.37	0.00	445.37	\$5,460.23
			92490155	Library Technology Services	311.26	0.00	311.26	
			92508037	Library Technology Services	839.82	0.00	839.82	
			92526136	Library Technology Services	795.28	0.00	795.28	
			92536949	Library Acquis, Audio/Visual	2,357.61	0.00	2,357.61	
			92541491	Library Technology Services	710.89	0.00	710.89	
100265914	2/13/15	MOUNTAIN VIEW GARDEN CENTER	75125	Materials - Land Improve	332.94	0.00	332.94	\$6,755.41
			75129	Materials - Land Improve	361.09	0.00	361.09	
			75132-2015	Materials - Land Improve	364.30	0.00	364.30	
			75134	Materials - Land Improve	321.68	0.00	321.68	
			75139	Materials - Land Improve	361.90	0.00	361.90	
			75143	Materials - Land Improve	361.90	0.00	361.90	
			75148	Materials - Land Improve	361.90	0.00	361.90	
			75251	Materials - Land Improve	32.57	0.00	32.57	
			75270	Materials - Land Improve	361.90	0.00	361.90	
			75275	Materials - Land Improve	361.90	0.00	361.90	
			75276	Materials - Land Improve	361.90	0.00	361.90	
			75277	Materials - Land Improve	361.90	0.00	361.90	
			75278	Materials - Land Improve	361.90	0.00	361.90	
			75291	Materials - Land Improve	97.71	0.00	97.71	

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Payment No.	Payment Date	Vendor Name	Invoice No.	Description	Invoice Amount	Discount Taken	Amount Paid	Payment Total
			75342	Materials - Land Improve	361.90	0.00	361.90	
			75347	Materials - Land Improve	361.90	0.00	361.90	
			75348	Materials - Land Improve	361.90	0.00	361.90	
			75350	Materials - Land Improve	361.90	0.00	361.90	
			75365	Materials - Land Improve	540.42	0.00	540.42	
			75380	Materials - Land Improve	361.90	0.00	361.90	
100265916	2/13/15	NAPA AUTO PARTS	154072	Parts, Vehicles & Motor Equip	123.61	0.00	123.61	\$543.20
			154576	Parts, Vehicles & Motor Equip	137.12	0.00	137.12	
			157220	Parts, Vehicles & Motor Equip	144.14	0.00	144.14	
			157358	Parts, Vehicles & Motor Equip	109.70	0.00	109.70	
			157806	Parts, Vehicles & Motor Equip	28.63	0.00	28.63	
100265917	2/13/15	NET TRANSCRIPTS INC	011615-31	Professional Services	99.00	0.00	99.00	\$99.00
100265918	2/13/15	NEXTEL COMMUNICATIONS	399952037-118	Utilities - Mobile Phones - City Mobile Phones	39.22	0.00	39.22	\$39.22
100265919	2/13/15	NEXTEL COMMUNICATIONS	190462036-118	Utilities - Mobile Phones - City Mobile Phones	70.52	0.00	70.52	\$70.52
100265920	2/13/15	NEXTEL COMMUNICATIONS	675452038-118	Utilities - Mobile Phones - City Mobile Phones	90.92	0.00	90.92	\$181.91
			675452038-119	Utilities - Mobile Phones - City Mobile Phones	90.99	0.00	90.99	
100265921	2/13/15	NEXTEL COMMUNICATIONS	703654486-084	Utilities - Mobile Phones - City Mobile Phones	108.48	0.00	108.48	\$216.96
			703654486-085	Utilities - Mobile Phones - City Mobile Phones	108.48	0.00	108.48	
100265922	2/13/15	OGRADY PAVING INC	HENDYAVENU E#11	Construction Services	225,701.48	0.00	225,701.48	\$225,701.48
100265923	2/13/15	OCCUPATIONAL TRAINING INSTITUTE	WIA-1207	DED Services/Training - Training	668.15	0.00	668.15	\$668.15
100265924	2/13/15	OPTONY INC	145111	Professional Services	1,413.00	0.00	1,413.00	\$2,340.00
			150211	Professional Services	927.00	0.00	927.00	
100265925	2/13/15	P&R PAPER SUPPLY CO INC	30025118-01	Inventory Purchase	426.25	0.00	426.25	\$2,976.34
			30025681-00	Inventory Purchase	2,550.09	0.00	2,550.09	
100265926	2/13/15	PAN ASIAN PUBLICATIONS INC	U-14317	Library Acquisitions, Books	1,002.02	0.00	1,002.02	\$1,676.26
			U-14320	Library Acquisitions, Books	674.24	0.00	674.24	

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100265927	2/13/15	PANKEYS RADIATOR SHOP INC	224026	Auto Maint & Repair - Labor	125.00	0.00	125.00	\$1,275.00
			224085	Auto Maint & Repair - Labor	1,150.00	0.00	1,150.00	
100265928	2/13/15	PETERSON TRUCKS	155333P	Parts, Vehicles & Motor Equip	134.34	0.00	134.34	\$181.37
			417313P	Parts, Vehicles & Motor Equip	47.03	0.00	47.03	
100265929	2/13/15	PINE CONE LUMBER CO INC	575767	Inventory Purchase	826.12	8.26	817.86	\$817.86
100265930	2/13/15	RANDALL J BLACK	777	Misc Equip Maint & Repair - Labor	240.00	0.00	240.00	\$240.00
100265931	2/13/15	RICHARD P CARR PHYSICAL THERAPY INC	7659	Occupational Health and Safety Services	555.00	0.00	555.00	\$555.00
100265932	2/13/15	ROBERT AJITOMI	12/8/14-2/5/15	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265933	2/13/15	ROYAL BRASS INC	751366-001	Parts, Vehicles & Motor Equip	32.04	0.00	32.04	\$32.04
100265934	2/13/15	ROYAL COACH TOURS INC	3735	Travel Related Services	955.80	0.00	955.80	\$935.80
			3753	Travel Related Services	-20.00	0.00	-20.00	
100265935	2/13/15	SAFEWAY INC	438750-020315	General Supplies	42.43	0.00	42.43	\$42.43
100265936	2/13/15	SHANE M REYNOLDS	B2015-B3	Rec Instructors/Officials	1,000.00	0.00	1,000.00	\$1,000.00
100265937	2/13/15	SIGN WIZ	11453	General Supplies	73.95	0.00	73.95	\$73.95
100265938	2/13/15	SILICON VALLEY COMMUNITY NEWSPAPERS	5370380-010215	Advertising Services	299.50	0.00	299.50	\$998.33
			5370380-011615	Advertising Services	299.50	0.00	299.50	
			5370380-013015	Advertising Services	399.33	0.00	399.33	
100265939	2/13/15	SILICON VALLEY LEADERSHIP	1818	Contracts/Service Agreements	245.00	0.00	245.00	\$245.00
100265940	2/13/15	SILICON VALLEY SECURITY & PATROL INC	2020728	Miscellaneous Services	236.64	0.00	236.64	\$236.64
100265941	2/13/15	SMART & FINAL INC	100103-011215	Food Products	79.80	0.00	79.80	\$79.80
100265942	2/13/15	SPORTS TURF MANAGEMENT	10342	Professional Services	400.00	0.00	400.00	\$800.00
			12439	Professional Services	400.00	0.00	400.00	
100265943	2/13/15	SUNNYVALE FORD	434179	Parts, Vehicles & Motor Equip	242.96	0.00	242.96	\$373.68
			434407	Parts, Vehicles & Motor Equip	72.57	0.00	72.57	
			434490	Parts, Vehicles & Motor Equip	43.50	0.00	43.50	
			434845	Parts, Vehicles & Motor Equip	14.65	0.00	14.65	
100265944	2/13/15	SUNNYVALE TOWING INC	288376	Vehicle Towing Services	35.00	0.00	35.00	\$425.00
			288405	Vehicle Towing Services	35.00	0.00	35.00	
			289202	Vehicle Towing Services	250.00	0.00	250.00	
			290379	Vehicle Towing Services	35.00	0.00	35.00	

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			290405	Vehicle Towing Services	35.00	0.00	35.00	
			290407	Vehicle Towing Services	35.00	0.00	35.00	
100265945	2/13/15	SYNAGRO-WWT INC	03-101704	Miscellaneous Services	215,018.48	0.00	215,018.48	\$215,018.48
100265946	2/13/15	TJKM	0044016	Engineering Services	2,310.00	0.00	2,310.00	\$2,310.00
100265947	2/13/15	TARGET SPECIALTY PRODUCTS INC	1728956	Materials - Land Improve	1,039.00	0.00	1,039.00	\$1,039.00
100265948	2/13/15	TURF & INDUSTRIAL EQUIPMENT CO	IV09830	Parts, Vehicles & Motor Equip	227.27	0.00	227.27	\$795.36
			IV09931	Parts, Vehicles & Motor Equip	77.26	0.00	77.26	
			IV10040	Parts, Vehicles & Motor Equip	273.33	0.00	273.33	
			IV10140	Inventory Purchase	217.50	0.00	217.50	
100265949	2/13/15	UC REGENTS	843093-151	DED Services/Training - Training	5,400.00	0.00	5,400.00	\$10,575.00
			946691-151	DED Services/Training - Training	5,175.00	0.00	5,175.00	
100265950	2/13/15	UNITED ROTARY BRUSH CORP	CI165463	Parts, Vehicles & Motor Equip	408.70	0.00	408.70	\$408.70
100265951	2/13/15	UNIVERSITY OF CALIFORNIA SANTA CRUZ	56236	DED Services/Training - Training	548.00	0.00	548.00	\$4,656.50
			56645	DED Services/Training - Training	4,108.50	0.00	4,108.50	
100265952	2/13/15	WECK LABORATORIES INC	W5A1642-COSV	Water Lab Services	355.25	0.00	355.25	\$1,532.73
			W5A1729-COSV	Water Lab Services	1,177.48	0.00	1,177.48	
100265953	2/13/15	WEST VALLEY STAFFING GROUP	127069	Professional Services	2,198.44	0.00	2,198.44	\$5,940.35
			128437	Professional Services	1,673.48	0.00	1,673.48	
			129505	Professional Services	2,068.43	0.00	2,068.43	
100265954	2/13/15	WAITER.COM INC	F0210944372	Food Products	118.57	0.00	118.57	\$118.57
100265955	2/13/15	GRANITEROCK CO	872851	Materials - Land Improve	1,475.20	0.00	1,475.20	\$2,277.89
			872932	Materials - Land Improve	802.69	0.00	802.69	
100265956	2/13/15	PACIFIC GAS & ELECTRIC CO	05225890200115	Utilities - Gas	547.16	0.00	547.16	\$6,372.50
			05225892760115	Utilities - Electric	3,249.77	0.00	3,249.77	
			06075133000115	Utilities - Electric	11.05	0.00	11.05	
			100023460215	Utilities - Electric	1,354.20	0.00	1,354.20	
			14823837850115	Utilities - Electric	54.01	0.00	54.01	
			18068041900115	Utilities - Electric	109.75	0.00	109.75	
			19867842520115	Utilities - Electric	43.54	0.00	43.54	
			38257235830115	Utilities - Electric	10.38	0.00	10.38	
			39509111000115	Utilities - Electric	50.22	0.00	50.22	

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			48131400740115	Utilities - Electric	10.35	0.00	10.35	
			52896844240115	Utilities - Gas	118.49	0.00	118.49	
			52896847890115	Utilities - Electric	666.56	0.00	666.56	
			63004478110115	Utilities - Electric	67.04	0.00	67.04	
			66172622090115	Utilities - Electric	79.98	0.00	79.98	
100265958	2/13/15	PENINSULA CORRIDOR JOINT POWERS BOARD	FAIROAKSOH0115	Engineering Services	50,000.00	0.00	50,000.00	\$50,000.00
100265959	2/13/15	CHANCELLOR TSENG	174809-34470	Refund Utility Account Credit	180.58	0.00	180.58	\$180.58
100265960	2/13/15	MARISSA HOUSE	119957-21960	Refund Utility Account Credit	11.85	0.00	11.85	\$11.85
400000477	2/12/15	UNION BANK OF CALIFORNIA		Workers' Compensation - Claims	95,289.81	0.00	95,289.81	\$95,289.81
400000478	2/12/15	CALIFORNIA PUBLIC EMP RETIREMENT SYSTEM	14439367	Insurances - Retiree Medical - PERS	388,022.27	0.00	388,022.27	\$1,491,528.27
				Insurances - Medical	1,103,506.00	0.00	1,103,506.00	
400000479	2/12/15	UNION BANK OF CALIFORNIA		Workers' Compensation - Claims	17,180.00	0.00	17,180.00	\$17,180.00
950100489	2/10/15	SANTA CLARA VALLEY WATER DISTRICT	TI001880	Water for Resale	529,806.97	0.00	529,806.97	\$529,806.97
950100490	2/10/15	BAY COUNTIES WASTE SERVICES	DEC2014	Curbside Revenues - Sunnyvale Portion	-78,443.72	0.00	-78,443.72	-\$86,371.14
			DEC2014	Host Fees - SMaRT Station - Public Haul Fees	-5,296.52	0.00	-5,296.52	
			DEC2014	MRF Revenues - SMaRT	-52,295.79	0.00	-52,295.79	
			DEC2014	Kirby Canyon SMaRT Operator	-54,358.41	0.00	-54,358.41	
			DEC2014	Yardwaste - Mountain View	12,541.02	0.00	12,541.02	
			DEC2014	Yardwaste - Palo Alto	28,320.12	0.00	28,320.12	
			DEC2014	Yardwaste - Sunnyvale	23,309.10	0.00	23,309.10	
			DEC2014	Facilities Equipment	29,884.81	0.00	29,884.81	
			DEC2014	General Supplies	419.17	0.00	419.17	
			DEC2014	HazMat Disposal - Hazardous Waste Disposal	9,549.08	0.00	9,549.08	

Grand Total Payment Amount

\$5,330,255.82



City of Sunnyvale

Agenda Item

15-0130

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Award of Contract for the Design of Park Buildings Rehabilitation at Washington, Raynor, De Anza and Ponderosa Parks (F15-29)

REPORT IN BRIEF

Approval is requested to award a design contract to Dougherty + Dougherty Architects, LLP of Oakland in the amount of \$330,785 to design and provide construction support for the Park Buildings Rehabilitation at Washington, Raynor, De Anza and Ponderosa Parks (Public Works Project No. PR-14/08-15). Approval is also requested for a 15% design contingency in the amount of \$49,618, as more fully explained below.

ENVIRONMENTAL REVIEW

This award of an engineering design contract is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA). Project CEQA review will be conducted when the design work is complete.

BACKGROUND AND DISCUSSION

Capital Project 818550 (Park Buildings - Rehabilitation) provides for repairs and renovations to existing park buildings such as replacement of flooring, window coverings, fixtures, HVAC, roofs, and other work required to keep existing structures in a safe, usable, and attractive condition. These projects are evaluated and prioritized according to applicable codes, safety issues, and relationships to other rehabilitation projects that may trigger work to the buildings such as playground renovations or ADA upgrades to restrooms.

The scope of this project is to renovate the existing recreation buildings at Washington, Raynor, De Anza and Ponderosa Parks, as well as the auxiliary restrooms at Washington Park's Jelcick Field and De Anza Park. The renovation improvements are intended to bring the buildings into compliance with current federal, state and local regulations; improve the functionality and accessibility of the buildings for all users; and enhance the building aesthetics.

Request for Proposal (RFP) specifications were prepared by Public Works and Purchasing staff. Request for Proposals No. F15-29 was directly distributed to three Bay Area architectural firms and posted on the Onvia Demandstar public procurement network. Twenty two (22) firms requested the RFP documents. Proposals were received on December 3, 2014. Two responsive proposals were received as follows:

Dougherty + Dougherty Architects, LLP of Oakland	\$388,470
IBI Group Architecture, of San Jose	\$679,580

Subsequent to an evaluation process, Dougherty + Dougherty was selected as the highest ranked proposer, at which point project scope and fee negotiations commenced. Ultimately, proposal pricing was reduced from \$388,470 to \$330,785, mainly by reconciling the actual project scope with the assumptions the consultant used to estimate the cost.

The buildings proposed for rehabilitation were constructed in the 1940's and 1950's. While routine maintenance has occurred throughout the years, the buildings have never undergone major renovations. For this reason staff is requesting a 15% design contingency in the amount of \$49,618 to address unknown design and code compliance challenges as the plans and specifications are developed.

FISCAL IMPACT

Project costs are as follows:

Project design (including construction support)	\$330,785
Design contingency (15%)	<u>\$49,618</u>
Total cost	\$380,403

Budgeted funds are available in Capital Project 818550 (Park Buildings - Rehabilitation), funded by the Park Dedication Fund.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Award a contract, in substantially the same format as Attachment 1 and in the amount of \$330,785 to Dougherty + Dougherty Architects, LLP for the subject project, and authorize the City Manager to execute the contract when all the necessary conditions have been met; and 2) Approve a 15% design contingency in the amount of \$49,618.

Prepared by: Pete Gonda, Purchasing Officer
Reviewed by: Grace K. Leung, Director, Finance
Reviewed by: Manuel Pineda, Director, Public Works
Reviewed by: Robert A. Walker, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Draft Consultant Services Agreement

DRAFT**CONSULTANT SERVICES AGREEMENT BETWEEN CITY OF SUNNYVALE AND
DOUGHERTY+DOUGHERTY ARCHITECTS. LLP FOR PROFESSIONAL SERVICES, DESIGN,
AND CONSTRUCTION SUPPORT SERVICES FOR PARK BUILDINGS REHABILITATION AT
WASHINGTON, RAYNOR, DE ANZA, AND PONDEROSA PARKS**

THIS AGREEMENT dated _____ is by and between the CITY OF SUNNYVALE, a municipal corporation ("CITY"), and DOUGHERTY+DOUGHERTY ARCHITECTS, LLP ("CONSULTANT").

WHEREAS, CITY desires to secure professional services necessary for design, preparation of bid documents, services during construction and other services for a project known as "Park Buildings Rehabilitation at Washington, Raynor, De Anza and Ponderosa Parks"; and

WHEREAS, CONSULTANT represents that it, and its sub-consultants, if any, possess the professional qualifications and expertise to provide the required services and are licensed by the State of California to practice engineering in the required disciplines;

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AGREEMENT.

1. Services by CONSULTANT

CONSULTANT shall provide services in accordance with Exhibit "A" entitled "Scope of Work." All exhibits referenced in this Agreement are attached hereto and are incorporated herein by reference. To accomplish that end, CONSULTANT agrees to assign Gray Dougherty, AIA to this project, to act in the capacity of Project Manager and personally direct the professional services to be provided by CONSULTANT.

Except as specified in this Agreement, CONSULTANT shall furnish all technical and professional services, including labor, material, equipment, transportation, supervision and expertise to perform all operations necessary and required to satisfactorily complete the services required in this Agreement.

2. Notice to Proceed/Completion of Services

- (a) CONSULTANT shall commence services upon receipt of a Notice to Proceed from CITY. Notice shall be deemed to have occurred three (3) calendar days after deposit in the regular course of the United States mail.
- (b) When CITY determines that CONSULTANT has satisfactorily completed the services defined in Exhibit "A," CITY shall give CONSULTANT written Notice of Final Acceptance, and CONSULTANT shall not incur any further costs hereunder. CONSULTANT may request this determination of completion when, in its opinion, it has satisfactorily completed the Scope of Work (Exhibit "A"), and if so requested, CITY shall make this determination within fourteen (14) days of such request.

3. Project Schedule

The Project Schedule is set forth in the attached Exhibit "A-1".

4. Payment of Fees and Expenses

Payments shall be made to CONSULTANT on a monthly basis as set forth in the attached Exhibit "B" entitled "Compensation Schedule." All compensation will be based on monthly billings as provided in Exhibit "B."

Compensation will not be due until said detailed billing is submitted to CITY within a reasonable time before payment is expected to allow for normal CITY processing. An estimate of the percent of total completion associated with the various categories of the services shall be furnished by CONSULTANT with said billing. When applicable, copies of pertinent financial records will be included with the submission of billing(s) for all direct reimbursables. Compensation shall not exceed the amounts set forth in Exhibit "B" for each phase. In no event shall the total amount of compensation payable under this agreement exceed the sum of Three Hundred Thirty Thousand Seven Hundred Eighty Five and No/100 Dollars (\$330,785.00) unless upon written modification of this Agreement. All invoices, including detailed backup, shall be sent to City of Sunnyvale, attention Accounts Payable, P.O. Box 3707, Sunnyvale, CA 94088-3707.

5. No Assignment of Agreement

CONSULTANT bind themselves, their partners, successors, assigns, executors, and administrators to all covenants of this Agreement. Except as otherwise set forth in this Agreement, no interest in this Agreement or any of the work provided for under this Agreement shall be assigned or transferred, either voluntarily or by operation of law, without the prior written approval of CITY. However, claims for money due to or to become due to CONSULTANT from CITY under this Agreement may be assigned to a bank, trust company or other financial institutions, or to a trustee in bankruptcy, provided that written notice of any such assignment or transfer shall be first furnished to CITY. In case of the death of one or more members of CONSULTANT's firm, the surviving member or members shall complete the services covered by this Agreement. Any such assignment shall not relieve CONSULTANT from any liability under the terms of this Agreement.

6. Consultant is an Independent Contractor

CONSULTANT is not an agent or employee of CITY but is an independent contractor with full rights to manage its employees subject to the requirements of the law. All persons employed by CONSULTANT in connection with this Agreement will be employees of CONSULTANT and not employees of CITY in any respect. CONSULTANT is responsible for obtaining statutory Workers' Compensation coverage for its employees.

7. Consultant's Services to be Approved by a Registered Professional

All reports, costs estimates, plans and other documents which may be submitted or furnished by CONSULTANT shall be approved and signed by a qualified registered professional in the State of California. The title sheet for calculations, specifications and reports, and each sheet of plans, shall bear the professional seal, certificate number, registration classification, expiration date of certificate and signature of the professional responsible for their preparation.

8. Standard of Workmanship

CONSULTANT represents and maintains that it is skilled in the professional calling necessary to perform the services and its duties and obligations, expressed and implied, contained herein, and CITY expressly relies upon CONSULTANT's representations regarding its skills and knowledge. CONSULTANT shall perform such services and duties in conformance to and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California.

The plans, designs, specifications, estimates, calculations reports and other documents furnished under the Scope of Work (Exhibit "A") shall be of a quality acceptable to CITY. The criteria for acceptance of the work provided under this Agreement shall be a product of neat appearance, well-organized, technically and grammatically correct, checked and having the maker and checker identified. The minimum standard of appearance, organization and content of the drawings shall be that used by CITY for similar projects.

9. Responsibility of CONSULTANT

CONSULTANT shall be responsible for the professional quality, technical accuracy and the coordination of the services furnished by it under this Agreement. Neither CITY's review, acceptance nor payment for any of the services required under this Agreement shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement and CONSULTANT shall be and remain liable to CITY in accordance with applicable law for all damages to CITY caused by CONSULTANT's negligent performance of any of the services furnished under this Agreement.

Any acceptance by CITY of plans, specifications, calculations, construction contract documents, reports, diagrams, maps and other material prepared by CONSULTANT shall not, in any respect, absolve CONSULTANT for the responsibility CONSULTANT has in accordance with customary standards of good engineering practice in compliance with applicable Federal, State, County and/or municipal laws, ordinances, regulations, rules and orders.

10. Right of CITY to Inspect Records of CONSULTANT

CITY, through its authorized employees, representatives, or agents, shall have the right, at any and all reasonable times, to audit the books and records including, but not limited to, invoices, vouchers, canceled checks, time cards of CONSULTANT for the purpose of verifying any and all charges made by CONSULTANT in connection with this Agreement. CONSULTANT shall maintain for a minimum period of three (3) years from the date of final payment to CONSULTANT or for any longer period required by law, sufficient books and records in accordance with generally accepted accounting practices to establish the correctness of all charges submitted to CITY by CONSULTANT. Any expenses not so recorded shall be disallowed by CITY.

11. Confidentiality of Material

All ideas, memoranda, specifications, plans, calculations, manufacturing procedures, data, drawings, descriptions, documents, discussions or other information developed or received by or for CONSULTANT and all other written information submitted to CONSULTANT in connection with the performance of this Agreement shall be held confidential by CONSULTANT and shall not, without the prior written consent of CITY be used for any purposes other than the performance of the Project services, nor be disclosed to an entity not connected with the performance of the Project services. Nothing furnished to CONSULTANT which is otherwise known to CONSULTANT or is or becomes generally known to the related industry shall be deemed confidential. CONSULTANT shall not use CITY's name, insignia or distribute exploitative publicity pertaining to the services rendered under this Agreement in any magazine, trade paper, newspaper or other medium without the express written consent of CITY.

12. No Pledging of CITY's Credit

Under no circumstances shall CONSULTANT have the authority or power to pledge the credit of CITY or incur any obligation in the name of CITY.

13. Ownership of Material

All material, including information developed on computer(s), which shall include, but not be limited to, data, sketches, tracings, drawings, plans, diagrams, quantities, estimates, specifications, proposals, tests, maps, calculations, photographs, reports and other material developed, collected, prepared or caused to be prepared, under this Agreement shall be the property of CITY, but CONSULTANT may retain and use copies thereof.

CITY shall not be limited, in any way, in its use of said material, at any time, for work associated with Project. However, CONSULTANT shall not be responsible for damages resulting from the use of said material for

work other than Project, including, but not limited to the release of this material to third parties for work other than on Project.

14. Hold Harmless/Indemnification

To the extent permitted by law (including, without limitation, California Civil Code section 2782.8), CONSULTANT agrees to indemnify, defend and hold harmless CITY, its officers and employees from any and all claims, demands, actions, causes of action, losses, damages, liabilities, known or unknown, and all costs and expenses, including reasonable attorneys' fees in connection with any injury or damage to persons or property to the extent arising out of any negligence, recklessness or willful misconduct of CONSULTANT, its officers, employees, agents, contractor, subcontractors or any officer, agent or employee thereof in relation to CONSULTANT's performance under this Agreement. Such defense and indemnification shall not apply in any instance of and to the extent caused by the sole negligence, recklessness or willful misconduct of CITY, its officers, employees, agents or representatives.

15. Insurance Requirements

CONSULTANT shall take out and maintain during the life of this Agreement policies of insurance as specified in Exhibit "C" attached and incorporated by reference, and shall provide all certificates and/or endorsements as specified in Exhibit "C."

16. No Third Party Beneficiary

This Agreement shall not be construed or deemed to be an agreement for the benefit of any third party or parties and no third party or parties shall have any claim or right of action hereunder for any cause whatsoever.

17. Notices

All notices required by this Agreement, other than invoices for payment which shall be sent directly to Accounts Payable, shall be in writing, and shall be personally delivered, sent by first class with postage prepaid, or sent by commercial courier, addressed as follows:

To CITY: Craig Mobeck, Assistant Director of Public Works
Department of Public Works
CITY OF SUNNYVALE
P. O. Box 3707
Sunnyvale, CA 94088-3707

To CONSULTANT: DOUGHERTY+DOUGHERTY ARCHITECTS, LLP
Attn: Gray Dougherty
5427 Telegraph Avenue, Suite C
Oakland, CA 94609

Nothing in this provision shall be construed to prohibit communication by more expedient means, such as by telephone or facsimile transmission, to accomplish timely communication. However, to constitute effective notice, written confirmation of a telephone conversation or an original of a facsimile transmission must be sent by first class mail, by commercial carrier, or hand-delivered. Each party may change the address by written notice in accordance with this paragraph. Notices delivered personally shall be deemed communicated as of actual receipt; mailed notices shall be deemed communicated as of three days after mailing, unless such date is a date on which there is no mail service. In that event communication is deemed to occur on the next mail service day.

18. Waiver

CONSULTANT agrees that waiver by CITY of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

19. Amendments

No alterations or changes to the terms of this Agreement shall be valid unless made in writing and signed by both parties.

20. Integrated Agreement

This Agreement embodies the agreement between CITY and CONSULTANT and its terms and conditions. No verbal agreements or conversation with any officer, agent or employee of CITY prior to execution of this Agreement shall affect or modify any of the terms or obligations contained in any documents comprising this Agreement. Any such verbal agreement shall be considered as unofficial information and in no way binding upon CITY.

21. Conflict of Interest

CONSULTANT shall avoid all conflicts of interest, or appearance of conflict, in performing the services and agrees to immediately notify CITY of any facts that may give rise to a conflict of interest. CONSULTANT is aware of the prohibition that no officer of CITY shall have any interest, direct or indirect, in this Agreement or in the proceeds thereof. During the term of this Agreement CONSULTANT shall not accept employment or an obligation which is inconsistent or incompatible with CONSULTANT'S obligations under this Agreement.

22. California Agreement

This Agreement has been entered into in the State of California and this Agreement shall be governed by California law.

23. Records, Reports and Documentation

CONSULTANT shall maintain complete and accurate records of its operation, including any and all additional records required by CITY in writing. CONSULTANT shall submit to CITY any and all reports concerning its performance under this Agreement that may be requested by CITY in writing. CONSULTANT agrees to assist CITY in meeting CITY's reporting requirements to the state and other agencies with respect to CONSULTANT's work hereunder. All records, reports and documentation relating to the work performed under this Agreement shall be made available to City during the term of this Agreement.

24. Termination of Agreement

If CONSULTANT defaults in the performance of this Agreement, or materially breaches any of its provisions, CITY at its option may terminate this Agreement by giving written notice to CONSULTANT. If CITY fails to pay CONSULTANT, CONSULTANT at its option may terminate this Agreement if the failure is not remedied by CITY within thirty (30) days after written notification of failure to pay.

Without limitation to such rights or remedies as CITY shall otherwise have by law, CITY also shall have the right to terminate this Agreement for any reason upon ten (10) days' written notice to CONSULTANT. In the event of such termination, CONSULTANT shall be compensated in proportion to the percentage of services performed or materials furnished (in relation to the total which would have been performed or furnished) through the date of receipt of notification from CITY to terminate. CONSULTANT shall present CITY with any work product completed at that point in time.

25. Subcontracting

None of the services covered by this Agreement shall be subcontracted without the prior written consent of CITY. Such consent may be issued with notice to proceed if subcontract consultants are listed in the project work plan.

26. Fair Employment

CONSULTANT shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, condition of physical handicap, religion, ethnic background or marital status, in violation of state or federal law.

27. Changes

CITY or CONSULTANT may, from time to time, request changes in the terms and conditions of this Agreement. Such changes, which are mutually agreed upon by CITY and CONSULTANT, shall be incorporated in amendments to this Agreement.

28. Other Agreements

This Agreement shall not prevent either Party from entering into similar agreements with others.

29. Severability Clause

In case any one or more of the provisions contained herein shall, for any reason, be held invalid, illegal or unenforceable in any respect, it shall not affect the validity of the other provisions which shall remain in full force and effect.

30. Captions

The captions of the various sections, paragraphs and subparagraphs, of the contract are for convenience only and shall not be considered nor referred to for resolving questions of interpretation.

31. Entire Agreement; Amendment

This writing constitutes the entire agreement between the parties relating to the services to be performed or materials to be furnished hereunder. No modification of this Agreement shall be effective unless and until such modification is evidenced by writing signed by all parties.

32. Miscellaneous

Time shall be of the essence in this Agreement. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision. This Agreement shall be governed and construed in accordance with the laws of the State of California.

IN WITNESS WHEREOF, the parties have executed this Agreement.

ATTEST:

CITY OF SUNNYVALE ("CITY")

By _____
City Clerk

By _____
City Manager

DOUGHERTY+DOUGHERTY ARCHITECTS, LLP
("CONSULTANT")

By _____

APPROVED AS TO FORM:

Name/Title

City Attorney

By _____

Name/Title



City of Sunnyvale

Agenda Item

15-0176

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Award of Contracts for Piping Supplies for Water and Sewer Services (F15-12)

REPORT IN BRIEF

Approval is requested to award one-year contracts, not to exceed budgeted amounts, to Ferguson Enterprises dba Groeniger & Company (Groeniger) and Corix Water Products (Corix) for piping supplies, and to authorize the City Manager to renew the contracts for up to three additional one-year periods if pricing and service remain acceptable to the City.

ENVIRONMENTAL REVIEW

N/A

BACKGROUND AND DISCUSSION

Piping supplies such as valve parts, fittings, and couplings are used regularly by Environmental Services Department staff for both infrastructure maintenance and upgrades. Items that are used on a regular, high-volume basis are stocked at the Central Stores warehouse, while supplies needed for emergencies, special projects, or other repairs are purchased on an as-needed basis. All purchases are coordinated through Central Stores.

Bid specifications were prepared by Purchasing and Environmental Services staff. Invitation for Bids No. F15-12 was posted on the Onvia DemandStar public procurement network and directly provided to known local suppliers. Sealed bids were publicly opened on December 17, 2014. Two responsive bids were received, from Groeniger and Corix.

As can be seen on the Bid Summary (Attachment 1), neither supplier bid on all of the line items specified. In order to ensure product availability, staff recommends establishing contracts with both suppliers. Required items will be routinely ordered from the low-bid supplier, but if there is an urgent need for a particular item and it is not readily available from the low-bid supplier, it can be obtained from the backup supplier.

FISCAL IMPACT

For the last several years, these types of supply contracts have been established with not-to-exceed budgeted amounts because it is difficult to predict exactly how many items will be needed throughout the year. This difficulty is exacerbated by the City's aging infrastructure and the lingering effects of deferred maintenance over the years.

Expenses have nearly doubled over the last several years, from an average of approximately \$200,000 between 2008-2011, to \$386,000 in 2014. These expenses have been within budgeted amounts in Operating Programs 360 (Water Resources) and 367 (Wastewater Collection Systems),

and various capital projects. As part of the annual budget process, staff will continue to analyze piping supplies purchases and recommend appropriate levels of expenditure for the contract term.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Award one-year contracts to Ferguson Enterprises dba Groeniger & Company and Corix Water Products in substantially the same form as the draft blanket purchase orders attached to the report, not to exceed budgeted amounts, and 2) Authorize the City Manager to renew the contracts for up to three additional one-year periods provided that pricing and service remain acceptable to the City.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Grace K. Leung, Director, Finance

Reviewed by: John Stufflebean, Director, Environmental Services

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Bid Summary
2. Draft Blanket Purchase Order to Corix Water Products
3. Draft Blanket Purchase Order to Ferguson Enterprises dba Groeniger & Company

Invitation for Bids No. F15-12
Piping Supplies
Bid Summary

<i>Vendor Name</i> <i>Address</i> <i>Contact</i> <i>Phone</i>			Corix Water Products 3750 Bassett St Santa Clara CA 95054 Zavier Rosales 408-988-3311			Ferguson Enterprises dba Groeniger & Co 27750 Industrial Blvd Hayward CA 94545 Scott Silverthorn 510-266-4323		
Bid Item No.	Bid Description	Estimated Annual Usage	Product Offered	Unit	Unit Price	Product Offered	Unit	Unit Price
INVENTORY ITEMS								
1.	2" Brass Cap	20 EA	Brand: Smith Cooper Product No: 36c-1020L	EA	12.05	Brand: Merit Brass Product No: 3816266	EA	14.90
2.	4" Gland Pack w/Tri-Pac T-Bolts and Epoxy Coated Retainer	70 EA	Brand: Tyler Product No:	EA	27.70	Brand: Tyler Product No: 523352	EA	25.00
3.	6" Tyler/Union C153 MJ Solid Sleeve- Epoxy Coated	14 EA	Brand: Tyler Product No: 395690	EA	108.10	Brand: Tyler Product No: 395690	EA	95.00
4.	6" Gland Pack w/Tri-Pac T-Bolts and Epoxy Coated Retainer	49 EA	Brand: Tyler Product No:	EA	38.05	Brand: Tyler Product No: 523369	EA	29.00
5.	8" Tyler/Union C153 MJ Solid Sleeve- Epoxy Coated	10 EA	Brand: Tyler Product No: 397014	EA	139.70	Brand: Tyler Product No: 397014	EA	131.00
6.	8" Gland Pack w/Tri-Pac T-Bolts and Epoxy Coated Retainer	35 EA	Brand: Tyler Product No:	EA	44.35	Brand: Tyler Product No: 523376	EA	33.00
7.	10" Tyler/Union C153 MJ Solid Sleeve- Epoxy Coated	4 EA	Brand: Tyler Product No: 397656	EA	206.80	Brand: Tyler Product No: 397656	EA	203.00
8.	10" Gland Pack w/Tri-Pac T-Bolts and Epoxy Coated Retainer	14 EA	Brand: Tyler Product No:	EA	56.50	Brand: Tyler Product No: 523383	EA	47.00
9.	12" Tyler/Union C153 MJ Solid Sleeve- Epoxy Coated	4 EA	Brand: Tyler Product No: 397663	EA	274.45	Brand: Tyler Product No: 397663	EA	268.00
10.	12" Gland Pack w/Tri-Pac T-Bolts and Epoxy Coated Retainer	14 EA	Brand: Tyler Product No:	EA	61.40	Brand: Tyler Product No: 523390	EA	48.00
11.	2" Brass Elbow	20 EA	Brand: Smith Cooper Product No: 36E-1020L	EA	17.50	Brand: Merit Brass Product No: 3816189	EA	17.30
12.	2" Brass Coupling	15 EA	Brand: Smith Cooper Product No: 36CP 1020L	EA	12.85	Brand: Merit Brass Product No: 3816266	EA	14.90
13.	6" Model 2361, 316 SS Bolts, EPDM Wedge MJxFL	6 EA	Brand: Clow Product No: F6106-C515	EA	388.15	Brand: Product No:		NO BID
14.	8" Model 2361, 316 SS Bolts, EPDM Wedge MJxFL	4 EA	Brand: Clow Product No: F6106-C515	EA	606.55	Brand: Product No:		NO BID
15.	10" Model 2361, 316 SS Bolts, EPDM Wedge MJxFL	2 EA	Brand: Clow Product No: F6106-C515	EA	964.05	Brand: Product No:		NO BID
16.	12" Model 2361, 316 SS Bolts, EPDM Wedge MJxMJ	2 EA	Brand: Clow Product No: F6100-C515	EA	1,219.90	Brand: Product No:		NO BID
17.	12" Model 2361, 316 SS Bolts, EPDM Wedge MJxFL	2 EA	Brand: Clow Product No: F6106-C515	EA	1,164.02	Brand: Product No:		NO BID

Bid Item No.	Bid Description	Estimated Annual Usage	Product Offered		Unit	Unit Price	Product Offered		Unit	Unit Price
INVENTORY ITEMS										
18.	3/4" Curb Stop Mueller B-20200	20 EA	Brand: Ford		EA	42.25	Brand: Mueller		EA	51.00
			Product No: B11-333WNL				Product No: B20200N			
19.	2" Curb Stop Mueller B-20200	24 EA	Brand: Ford		EA	190.30	Brand: Mueller		EA	225.00
			Product No: B11-777WNL				Product No: B20200N			
20.	2" Corp Stop B-25008, meets low lead requirement	24 EA	Brand: Ford		EA	185.75	Brand: Mueller		EA	210.00
			Product No: FB1000-7QNL				Product No: B25008N			
21.	3/4" Brass Elbow	25 EA	Brand: Smith Cooper		EA	3.95	Brand: Merit Brass		EA	3.60
			Product No: 36E-1006L				Product No: 3816184			
22.	Angle Meter Valve, H-14258 3/4", meet low lead req.	24 EA	Brand: Ford		EA	31.35	Brand: Mueller		EA	35.40
			Product No: KV43-332WQNL				Product No: H14258N			
23.	Compression Union, H-15404 3/4", meet low lead req.	24 EA	Brand: Ford		EA	18.00	Brand: Mueller		EA	21.65
			Product No: C66-33QNL				Product No: H15404N			
24.	Compression Union, H-15404 1", meet low lead req.	24 EA	Brand: Ford		EA	35.90	Brand: Mueller		EA	43.20
			Product No: C66-44QNL				Product No: H15404N			
25.	Compression Union, H-15404 1 1/2", meet low lead req.	6 EA	Brand: Ford		EA	78.20	Brand: Mueller		EA	89.00
			Product No: C66-66-IDR7-GNL				Product No: H15404N			
26.	Compression Union, H-15404 2", meet low lead req.	12 EA	Brand: Ford		EA	105.35	Brand: Mueller		EA	155.00
			Product No: C66-77-IDR7-GNL				Product No: H15404N			
27.	SmithBlair 4" 226 Full Circle Repair Clamp (7½" w) 226-00045007-001	2 EA	Brand: Ford		EA	53.40	Brand: Smith Blair		EA	70.30
			Product No: FS1-473x7.5				Product No: 226-00045007-001			
28.	SmithBlair 6" 226 Full Circle Repair Clamp (7 ½" w) 226-00069007-001	2 EA	Brand: Ford		EA	64.25	Brand: Smith Blair		EA	87.60
			Product No: FS1-724x7.5				Product No: 226-00069007-001			
29.	SmithBlair 6" 226 Full Circle Repair Clamp (12 ½" w) 226-00069012-000	2 EA	Brand: Ford		EA	102.65	Brand: Smith Blair		EA	122.00
			Product No: FS1-724x12.5				Product No: 226-00069012-000			
30.	SmithBlair 4" 226 Full Circle Repair Clamp (7 ½" w) 226-00048007-001	1 EA	Brand: Ford		EA	53.40	Brand: Smith Blair		EA	86.00
			Product No: FS1-514x7.5				Product No: 226-00048007-001			
31.	SmithBlair 8" 226 Full Circle Repair Clamp (12 1/2" w) 226-00080012-001	2 EA	Brand: Ford		EA	115.00	Brand: Smith Blair		EA	175.80
			Product No: FS1-835x12.5				Product No: 226-00080012-001			
32.	SmithBlair 8" 226 Full Circle Repair Clamp (7 1/2" w) 226-00080007-001	1 EA	Brand: Ford		EA	75.30	Brand: Smith Blair		EA	105.80
			Product No: FS1-835x7.5				Product No: 226-00080007-001			
33.	Brass ¾" x 1" CC Bushing	12 EA	Brand: Ford		EA	10.90	Brand: Mueller		EA	31.00
			Product No: BBAA43NL				Product No: H10036N			
34.	4" Megalug with Accessories Series 1100 for DI	6 EA	Brand: EBAA		EA	35.35	Brand: EBAA		EA	29.50
			Product No: 1104				Product No: E1104DSC			

Bid Item No.	Bid Description	Estimated Annual Usage	Product Offered		Unit	Unit Price	Product Offered		Unit	Unit Price
INVENTORY ITEMS										
35.	6" Megalug with Accessories Series 1100 for DI	6 EA	Brand: EBAA	Product No: 1106	EA	46.05	Brand: EBAA	Product No: E1106DSC	EA	35.20
36.	8" Megalug with Accessories Series 1100 for DI	6 EA	Brand: EBAA	Product No: 1108			Brand: EBAA	Product No: E1108DSC		
37.	3/4" x 4" Brass Nipple	20 EA	Brand: Smith Cooper	Product No: 86NI4006040C	EA	3.60	Brand: Merit Brass	Product No: 25676	EA	3.70
38.	8" PVC Sewer Pipe, for GV Standpipe Use	8 EA	Brand: Vinyltech, N.A., Royal	Product No:	FT	3.75	Brand: North American	Product No:	FT	3.60
39.	3/4" x 6" Brass Nipple	20 EA	Brand: Smith Cooper	Product No: 86NI4006060C			EA	5.30	Brand: Merit Brass	Product No: 12850
40.	2" x 6" Brass Nipple	20 EA	Brand: Smith Cooper	Product No: 86NI4020060C	EA	16.55	Brand: Merit Brass	Product No: 6431	EA	17.50
41.	2" x 4" Brass Nipple	30 EA	Brand: Smith Cooper	Product No: 86NI4020040C	EA	10.40	Brand: Merit Brass	Product No: 21150	EA	12.30
42.	2" x 12" Brass Nipple	20 EA	Brand: Smith Cooper	Product No: 86NI4020120C	EA	32.00	Brand: Merit Brass	Product No: 21530	EA	35.00
43.	2" Plug	20 EA	Brand: Smith Cooper	Product No: 36SS1020L	EA	18.75	Brand: Mueller	Product No: 3816201	EA	8.60
44.	2" Brass Pipe	400 FT	Brand: Smith Cooper	Product No: 96BP4020200			Brand: Cerro	Product No:	FT	29.00
45.	3" Clow Model 2638, 316 SS Bolts, EPDM Wedge FLxFL F6102 Gate2 EA	2 EA	Brand: Clow	Product No: F6102-C515	EA	272.00	Brand: Clow	Product No: F6102	EA	312.00
46.	4" Clow Model 2638, 316 SS Bolts, EPDM Wedge MJxFL F6106 Gate2 EA	2 EA	Brand: Clow	Product No: F6106-C515	EA	290.40	Brand: Clow	Product No: F6106	EA	320.00
47.	6" Clow Model 2638, 316 SS Bolts, EPDM Wedge MJxFL F6106 Gate2 EA	2 EA	Brand: Clow	Product No: F6106-C515	EA	388.15	Brand: Clow	Product No: F6106	EA	410.00
48.	8" Clow Model 2638, 316 SS Bolts, EPDM Wedge MJxFL F6106 Gate1 EA	1 EA	Brand: Clow	Product No: F6106-C515	EA	606.55	Brand: Clow	Product No: F6106	EA	615.00
49.	10"Clow Model 2638, 316 SS Bolts, EPDM Wedge MJxFL	1 EA	Brand: Clow	Product No: F6106-C515	EA	964.05	Brand: Clow	Product No: F6106	EA	950.00
50.	12" Clow Model 2638, 316 SS Bolts, EPDM Wedge MJxFL	1 EA	Brand: Clow	Product No: F6106-C515	EA	1,164.02	Brand: Clow	Product No: F6106	EA	1,100.00
51.	Clow Model 75 Fire Hydrant	20 EA	Brand: Clow	Product No: 75	EA	1,025.00	Brand: Clow	Product No: 75	EA	1,285.00

Bid Item No.	Bid Description	Estimated Annual Usage	Product Offered		Unit	Unit Price	Product Offered		Unit	Unit Price
INVENTORY ITEMS										
52.	Christy G5 Box	50 EA	Brand: Oldcastle	Product No: G05T Box	EA	25.85	Brand: Christy Concrete	Product No: G5 Box	EA	24.00
53.	Christy G5 Cover	50 EA	Brand: Oldcastle	Product No: G05CT	EA	17.80	Brand: Christy Concrete	Product No: G5C	EA	16.70
54.	Christy F1 Sewer Box	60 EA	Brand: Oldcastle	Product No: F01 Box	EA	12.30	Brand: Christy Concrete	Product No: F1 Box	EA	11.05
55.	Christy F1 Sewer Cover	60 EA	Brand: Oldcastle	Product No: F08R	EA	9.60	Brand: Christy Concrete	Product No: F08C	EA	13.95
NON- INVENTORY ITEMS										
56.	Butterfly valve, Lineseal XP, FLxFL, 4 inch	2 EA	Brand: M&H/Kennedy	Product No: 4500-DI	EA	518.90	Brand: Henry Pratt	Product No: Ground Hog	EA	536.00
57.	Butterfly valve, Lineseal XP, FLxFL, 6 inch	2 EA	Brand: M&H/Kennedy	Product No: 4500-DI	EA	545.00	Brand: Henry Pratt	Product No: Ground Hog	EA	550.00
58.	Butterfly valve, Lineseal XP, FLxFL, 8 inch	2 EA	Brand: M&H/Kennedy	Product No: 4500-DI	EA	642.65	Brand: Henry Pratt	Product No: Ground Hog	EA	700.00
59.	Butterfly valve, Lineseal XP, FLxFL, 10 inch	1 EA	Brand: M&H/Kennedy	Product No: 4500-DI	EA	1,007.00	Brand: Henry Pratt	Product No: Ground Hog	EA	927.00
60.	Butterfly valve, Lineseal XP, FLxFL, 12 inch	1 EA	Brand: M&H/Kennedy	Product No: 4500-DI	EA	1,242.30	Brand: Henry Pratt	Product No: Ground Hog	EA	1,080.00
61.	Butterfly valve, Lineseal XP, FLxFL, 16 inch	As required	Brand: M&H/Kennedy	Product No: 4500-DI	EA	2,020.00	Brand: Henry Pratt	Product No: Ground Hog	EA	2,020.00
62.	Butterfly valve, Lineseal XP, 24 inch	As required	Brand: M&H/Kennedy	Product No: 4500-DI	EA	3,746.00	Brand: Henry Pratt	Product No: Ground Hog	EA	4,130.00
63.	Mueller 300 3/4" meter valve, FIPxFIP/meter nut/MIP	12 EA	Brand:	Product No:		NO BID	Brand: Mueller	Product No: 300	EA	63.00
64.	Mueller 300 1" meter valve, FIPxFIP/meter nut/MIP	12 EA	Brand:	Product No:		NO BID	Brand: Mueller	Product No: 300	EA	91.00
65.	1.5" Type K copper, 100 feet/roll	2 RL	Brand: Wieland Copper	Product No:	FT	9.15	Brand: Mueller	Product No: 33828	FT	7.70
66.	1.25" Type K copper, 100 feet/roll	1 RL	Brand: Wieland Copper	Product No:	FT	7.10	Brand: Mueller	Product No:	FT	7.60
67.	Pipe joint lube	24 EA	Brand: Black Swan	Product No: 4055 - quart	EA	3.25	Brand: T. Christy	Product No:	EA	3.80

Bid Item No.	Bid Description	Estimated Annual Usage	Product Offered	Unit	Unit Price	Product Offered	Unit	Unit Price
NON- INVENTORY ITEMS								
68.	Blue insulated tracer wire, 10 ga	4 RL	Brand: Kris-Tech (solid) Product No:	FT	0.28	Brand: Cerro Wire Product No:	FT	0.17
69.	Blue non-metallic "Water Line Buried Below" warning tape, 6" x 1000'	4 RL	Brand: T. Christy Product No: TA-ND-6-BW	FT	0.04	Brand: T. Christy Product No: 1678691	RL	23.00
70.	Fire hydrant, Clow Model 865	5 EA	Brand: Clow Product No: 865	EA	1,550.00	Brand: Clow Product No: 865	EA	1,615.00
ITEMS BY TYPE				DISCOUNT FROM LIST PRICE			DISCOUNT FROM LIST PRICE	
71.	EBAA pipe joint restraint devices, C900, Megalug, various sizes 4"-16"		Brand: EBAA	45%		Brand: EBAA	50%	
72.	EBAA pipe joint restraint devices, DI, Megalug, various sizes 4"-16"		Brand: EBAA	45%		Brand: EBAA	50%	
73.	Adapter flange, AC to DIP, MJxFL, various sizes 3"-8"		Brand: Tyler	30%		Brand: Romac	40%	
74.	Transition coupling, XR Series epoxy coated, 316SS, nut & bolts, 12" long, various sizes, pipe size 3"-12"		Brand: Ford, Romac	45%		Brand: Romac	40%	
75.	Service saddle, nylon coated double stainless steel straps, various sizes 4"-24", with 1" port & 2" connection port		Brand: Ford	45%		Brand: Romac	40%	
76.	Epoxy coated tee, MJ, MJxFLG, FLG, various sizes 4"-16"		Brand: Tyler	30%		Brand: Tyler	35%	
77.	Reducer, MJ, MJxFLG, FLG, various sizes 4"-16"		Brand: Tyler	30%		Brand: Tyler	35%	
78.	Ductile iron pipe, Class 152, various sizes 4"-24"		Brand: Electrosteel, US Pipe	No list available.		Brand: Pac States	40%	
79.	C900 DR14 plastic pipe, various sizes 4"-12"		Brand: Vinyltech, N.A., Royal	No list available.		Brand: North American	5%	
80.	Enclosures: backflow, ARV, sample station; hunter green, various sizes, Pipeline Products		Brand: Pipeline Products	25%		Brand: Pipeline Products	20%	
81.	Mueller D5 and CL12 tapping machine rebuild kit, shell cutters, and drill bits		Brand:	N/A		Brand: Mueller	10%	
82.	IP/CC plug, various sizes 3/4"-2"		Brand: Ford	45%		Brand: Merit - Ford	35%	
83.	PE x Flange, 24" long, various sizes		Brand: Keenan Supply	55%		Brand: Custom Pipe	40%	
ITEMS BY TYPE				DISCOUNT FROM LIST PRICE			DISCOUNT FROM LIST PRICE	
84.	MJ cap with 2-inch FIP port, epoxy coated, various sizes 4"-12"		Brand: Tyler	30%		Brand: Tyler	35%	
85.	MJ plug with 2-inch FIP, epoxy coated, various sizes 4"-12"		Brand: Tyler	30%		Brand: Tyler	35%	



ORDERED FROM 17679 - 001 (408) 988-3311 Corix Water Products (US) Inc Edward S Walsh 3750 Bassett St Santa Clara, CA 95054	ORDER DATE	BILL TO: City of Sunnyvale Finance Department Accounts Payable PO Box 3707 Sunnyvale, CA 94088-3707
	EFFECTIVE DATE 3/1/2015	
	EXPIRATION DATE 2/29/2016	
	CONTRACT AMOUNT Not to exceed budgeted amounts.	
REQUISITIONING DEPARTMENT (3450) FIN/Central Stores	FOB DEST	FREIGHT CHARGES Destination, freight included in price
	PAYMENT TERMS BELOW	BID NO

ITEM	DESCRIPTION	UNIT	UNIT COST
1	Blanket order for the purchase of piping supplies including valve parts, fittings and couplings, as required by the City of Sunnyvale in accordance with the specifications, terms and conditions of Invitation for Bids No. F15-12 and vendor's response. Individual orders are to be quoted to and approved by City staff before order is placed. Requisition Number RQ013253 Awarded by Council _____, RTC No. 15-0176	DLR	\$1.0000

AUTHORIZED DEPARTMENT(S)		
NO	DEPT NAME	RELEASE AMT
3450	FIN/Central Stores	

DOCUMENT TERMS

This purchase order is subject to the City of Sunnyvale Standard Terms and Conditions for the Purchase of Goods, dated 10/8/2010, a copy of which is attached and incorporated by reference (Form #TCBPO-G). Invoices must be sent directly to Accounts Payable by mail to the address above or by e-mail to accountspayable@sunnyvale.ca.gov and must reference the purchase order number. Failure to comply will result in a delay in payment processing.

BUYER:
Dietz, Noel
PHONE (408) 730-7399 FAX (408) 730-7710





ORDERED FROM 10731 - 004 (510) 786-3333 Ferguson Enterprises Inc dba Groeniger & Co 27750 Industrial Blvd Hayward, CA 94545	ORDER DATE	BILL TO: City of Sunnyvale Finance Department Accounts Payable PO Box 3707 Sunnyvale, CA 94088-3707
	EFFECTIVE DATE 3/1/2015	
	EXPIRATION DATE 2/29/2016	
	CONTRACT AMOUNT Not to exceed budgeted amounts.	
REQUISITIONING DEPARTMENT (3450) FIN/Central Stores	FOB DEST	FREIGHT CHARGES Destination, freight included in price
	PAYMENT TERMS N/30	BID NO

ITEM	DESCRIPTION	UNIT	UNIT COST
1	Blanket order for the purchase of piping supplies including valve parts, fittings and couplings, as required by the City of Sunnyvale in accordance with the specifications, terms and conditions of Invitation for Bids No. F15-12 and vendor's response. Individual orders are to be quoted to and approved by City staff before order is placed. Requisition Number RQ013253 Awarded by Council _____, RTC No. 15-0176	DLR	\$1.0000

AUTHORIZED DEPARTMENT(S)		
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BUYER:
Dietz, Noel
PHONE (408) 730-7399 FAX (408) 730-7710





City of Sunnyvale

Agenda Item

15-0177

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Award of Contract for Voice Over Internet Protocol Equipment to Replace the Citywide Telephone System (F14-92)

REPORT IN BRIEF

Approval is requested to award a contract to AMS.Net, Inc. of Livermore, in the amount of \$731,375 to implement a Voice Over Internet Protocol (VoIP or Voice Over IP) telephone system. Approval is also requested for a 10% contingency in the amount of \$73,138.

The recommended contract includes equipment and professional services to replace the existing phone and voicemail systems, handsets, and related network components, and one year of system maintenance and support.

ENVIRONMENTAL REVIEW

N/A.

BACKGROUND AND DISCUSSION

The City's current telephone system was implemented in the early 1990s and, although still usable, has inherent limitations with respect to functionality, scalability and redundancy to guard against failure. The current system's limited functionality reduces the effectiveness of the technology in an increasingly technology-dependent work environment. The system itself, and associated parts, are no longer manufactured. Vendor support is difficult to obtain and is becoming expensive to procure. These factors are problematic for staff in maintaining stable and reliable 24/7 operations.

The existing phone system is an Avaya Definity PBX, supporting approximately 800 digital lines, 50 FAX and other analog lines, and 5 off-premise extensions (OPX) serving over thirty buildings within the City's borders. A majority of City employees are located in three facilities: the City Hall campus including Public Safety, the Community Center, and the Corporation Yard. An Audix system provides voicemail coverage for a large percentage of these phone lines. The telephone sets in use are single and multi-line digital phones with typical digital PBX functionality including line selection, placing a call on hold, transferring calls, etc.

A Request for Proposals (RFP) process was utilized to facilitate replacement of the current system. Specifications were prepared by the Information Technology Department (ITD), and Purchasing staff issued RFP No. F14-92 in July 2014. The RFP was broadcast to potential suppliers through the City's Onvia Demandstar public procurement network. Twenty-five firms requested the RFP documents. Seven proposals were received on August 27, as follows:

Proposing Firm	Five-year Proposed Cost*
8X8 Inc., San Jose, CA	\$222,438
Advantel Networks, San Jose, CA	\$721,611
AMS.Net, Livermore, CA	\$835,669
Development Group, Redding, CA	\$731,336
Jive Communications Inc., Orem UT	\$1,306,326
NetExperts, San Ramon, CA	\$760,780
Nexus IS, Pleasanton, CA	\$771,095

**As a standard practice for these types of solutions, the RFP required that the cost proposals include one-time implementation costs and ongoing maintenance/support costs for years two through five.*

Two proposing firms, 8X8 and Jive Communications, were deemed non-responsive because their solutions would not be capable of voice communications within City buildings during Internet outages, which often occur during disasters. In addition, 8X8 proposed a fraction of the equipment needed by the City at startup. Another firm, Development Group, did not provide all of the required pricing elements, so an accurate total cost could not be determined (their overall proposal was lacking in other important detail as well). Among the remaining firms, AMS.Net (AMS) offered the most comprehensive solution, provided a well-articulated implementation plan, and were deemed by the evaluation team to be the most highly-qualified.

Subsequent scope and cost discussions were held to clarify system functionality and product requirements, at which point it was determined that additional equipment (and associated labor and system support) was necessary, increasing the one-time costs by approximately \$142,000. This includes addition of a “voice gateway” to enable communications over Internet Protocols for approximately \$28,000 (which could not be defined until a decision was made on which VoIP system the City was going to select); approximately \$18,000 in service costs to reconfigure switches to prioritize the routing of voice transmissions over data packets; different handsets and conference phones other than those proposed by the vendor, based on refined user preferences, for approximately \$78,000; and \$18,000 for end-user phone configuration/usage support for the first year to bridge the “knowledge gap” between the vendor and City staff.

Conversely, the City removed from the proposal \$245,268 (or \$61,317 annually) in ongoing maintenance and support costs for years two through five, having determined savings could be achieved by separately bidding the service.

FISCAL IMPACT

The total cost of the contract, including equipment, sales tax, labor and one year of system support is \$731,375. After the first year support period, an annual contract for maintenance and support will be competitively bid and issued under the City Manager’s award authority. Annual maintenance and support costs are anticipated to be substantially lower than the \$61,317 proposed by AMS. Budgeted funds for the system replacement and ongoing maintenance and support are available in the Information Technology Department Equipment Replacement Account.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board

outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Award a contract to AMS.Net in the amount of \$731,375, in substantially the same form as the Draft Purchase Order and associated Implementation Agreement attached to the report; and 2) approve a 10% contract contingency in the amount of \$73,138.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Grace K. Leung, Director, Finance

Reviewed by: David Jensen, Director, Information Technology

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Project Cost Summary
2. Draft Purchase Order and Implementation Agreement

AMS.NET Project Cost Summary

Customer: City of Sunnyvale
Bid Number: VoIP Project
Project Number: 77631

AMS Quote #	Description	Materials	Labor	Tax	Shipping	Total
#88604	VoIP Bid - Rev 2	\$ 458,505.77	\$ 163,935.00	\$ 25,680.86	\$ 790.00	\$ 648,911.63
						\$ -
#87281	Year 1 Support	\$ -	\$ 18,000.00	\$ -	\$ -	\$ 18,000.00
						\$ -
#87285	Year 1 OPTIONAL MAC SUPPORT	\$ -	\$ 18,000.00	\$ -	\$ -	\$ 18,000.00
						\$ -
#88756	VoIP Bid - Switch Reconfiguration	\$ -	\$ 18,200.00	\$ -	\$ -	\$ 18,200.00
						\$ -
#88609	Cisco 2951 Voice Gateway Option - SIP	\$ 21,274.56	\$ 6,000.00	\$ 882.46	\$ 106.00	\$ 28,263.02
						\$ -
					Project Total:	\$ 731,374.65



ORDERED FROM 16543 - 001 (925) 245-6100 AMS.NET Inc 502 Commerce Wy Livermore CA 94551	ORDER DATE 02/06/2015	BILL TO: City of Sunnyvale Finance Department Accounts Payable PO Box 3707 Sunnyvale, CA 94088-3707
	DELIVERY DATE 03/31/2015	
	PAYMENT TERMS	
	BID NO/RFQ NO	
DELIVER TO Information Technology/Administration 650 W Olive Ave Sunnyvale CA 94086 Phone: (408) 730-7540	FOB POINT	FREIGHT CHARGES
	REQ. NO RQ012940	REQUISITIONER: NDIETZ
	CHARGE/OBJ CODE(S): 021604 5030 \$731,375.00	

ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL
1	Provide and implement a Voice Over Internet Protocol (VoIP) telephone system in accordance with the specifications, terms and conditions of Request for Proposals No. F14-92, vendor's response, and implementation agreement, attached and incorporated herein by this reference. Awarded by Council _____, RTC No. 15-0177.	731375.00	EA	\$1.0000	\$731,375.00

TOTAL \$731,375.00

Document Terms:

Invoices must be sent directly to Accounts Payable by mail to the address above or by e-mail to accountspayable@sunnyvale.ca.gov and must reference the purchase order number. Failure to comply will result in a delay in payment processing.

BUYER:

Gonda, Peter

PHONE (408) 730-7418

FAX

**DRAFT SERVICES AGREEMENT BETWEEN
THE CITY OF SUNNYVALE AND AMS.NET, INC. TO IMPLEMENT A
TURNKEY TELEPHONE, VOICE MAIL,
CALL ACCOUNTING/REPORTING AND FAX SYSTEM**

THIS AGREEMENT dated _____ is by and between the CITY OF SUNNYVALE, a municipal corporation ("CITY"), and AMS.Net, Inc. ("CONTRACTOR").

WHEREAS, CITY is in need of a turnkey telephone, voice mail, call accounting/reporting and fax system; and

WHEREAS, CONTRACTOR possesses the skill and expertise to provide the required services;

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AGREEMENT.

1. Contract Documents

The complete Contract consists of the following documents: Request for Proposal No. F14-92, consisting of a Notice Inviting Proposals, Instructions to Proposers, Specifications, Terms and Conditions and CONTRACTOR's completed Proposal. These documents are all incorporated by reference. The documents comprising the complete contract are collectively referred to as the Contract Documents.

Any and all obligations of the CITY and the CONTRACTOR are fully set forth and described therein.

All of the above documents are intended to cooperate so that any work called for in one and not mentioned in the other or vice versa is to be executed the same as if mentioned in all documents.

2. Services by CONTRACTOR

It is understood and agreed that tools, equipment, apparatus, facilities, labor, transportation, and material shall be furnished and work performed and completed as required in the bid documents under the sole direction and control of the CONTRACTOR, and subject to approval of the City.

3. Time for Performance

The term of this Agreement shall begin on the date of execution of contract. The schedule of performance may be revised by the mutual agreement of CONTRACTOR and the Information Technology Department.

4. Compensation

In no event shall the total amount of compensation paid by CITY to CONTRACTOR under this agreement exceed the sum of Seven Hundred Thirty One Thousand Three Hundred Seventy Five (\$731,375), unless upon written modification of this Agreement. CONTRACTOR shall submit invoices to CITY no more frequently than monthly for services provided to date, and in accordance with the compensation schedule outline in Exhibit "A". All invoices, including detailed

backup, shall be sent to City of Sunnyvale, attention Accounts Payable, P.O. Box 3707, Sunnyvale, CA 94088-3707 or accountspayable@sunnyvale.ca.gov. Payment shall be made within thirty days upon receipt of an accurate itemized invoice by CITY's Accounts Payable unit.

5. Conflict of Interest

CONTRACTOR shall avoid all conflicts of interest, or appearance of conflict, in performing the services and agrees to immediately notify CITY of any facts that may give rise to a conflict of interest. CONSULTANT is aware of the prohibition that no officer of CITY shall have any interest, direct or indirect, in this Agreement or in the proceeds thereof. During the term of this Agreement CONTRACTOR shall not accept employment or an obligation which is inconsistent or incompatible with CONTRACTOR'S obligations under this Agreement.

6. Confidential Information

CONTRACTOR shall maintain in confidence and at no time use, except to the extent required to perform its obligations hereunder, any and all proprietary or confidential information of CITY of which CONTRACTOR may become aware in the performance of its services.

7. Compliance with Laws

- (a) CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, religion, creed, color, national origin, gender, age (persons 40 years or older), disability, or any other basis to the extent prohibited by federal, state, or local law. All employees of CONTRACTOR shall be treated during employment without regard to their race, creed, color or national origin.
- (b) CONTRACTOR shall comply with all federal, state and city laws, statutes, ordinances, rules and regulations and the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of the Agreement.

8. Independent Contractor

CONTRACTOR is acting as an independent contractor in furnishing the services or materials and performing the work required by this Agreement and is not an agent, servant or employee of CITY. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between CITY and CONTRACTOR. CONTRACTOR is responsible for paying all required state and federal taxes.

9. Indemnity

CONTRACTOR shall indemnify, defend, and hold harmless the CITY, its officers, officials, employees and volunteers from and against all claims, damages, losses and expenses, including attorney fees, arising out of the performance of the services described in Exhibit "A", caused in whole or in part by any negligent act or omission of CONTRACTOR, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, except where caused by the active negligence, sole negligence or willful misconduct of the CITY.

10. Insurance

CONTRACTOR shall take out and maintain during the life of this Agreement policies of insurance as specified in Exhibit "B" attached and incorporated by reference, and shall provide all certificates or endorsements as specified in Exhibit "B."

11. CITY Representative

_____, as the City Manager's authorized representative, shall represent CITY in all matters pertaining to the services to be rendered under this Agreement. All requirements of CITY pertaining to the services and materials to be rendered under this Agreement shall be coordinated through the CITY representative.

12. CONTRACTOR Representative

_____ shall represent CONTRACTOR in all matters pertaining to the services and materials to be rendered under this Agreement; all requirements of CONTRACTOR pertaining to the services or materials to be rendered under this Agreement shall be coordinated through the CONTRACTOR representative.

13. Notices

All notices required by this Agreement, other than invoices for payment which shall be sent directly to Accounts Payable, shall be in writing, and shall be personally delivered, sent by first class with postage prepaid, or by sent by commercial courier, addressed as follows:

To CITY:

Information Technology Department
CITY OF SUNNYVALE
P. O. Box 3707
Sunnyvale, CA 94088-3707

To CONTRACTOR:

Attn: _____

Nothing in this provision shall be construed to prohibit communication by more expedient means, such as by telephone or facsimile transmission, to accomplish timely communication. However, to constitute effective notice, written confirmation of a telephone conversation or an original of a facsimile transmission must be sent by first class mail or commercial carrier, or hand delivered. Each party may change the address by written notice in accordance with this paragraph. Notices delivered personally shall be deemed communicated as of actual receipt; mailed notices shall be deemed communicated as of two days after mailing, unless such date is a date on which there is no mail service. In that event communication is deemed to occur on the next mail service day.

14. Assignment

Neither party shall assign or sublet any portion of this Agreement without the prior written consent of the other party.

15. Termination

If CONTRACTOR defaults in the performance of this Agreement, or materially breaches any of its provisions, CITY at its option may terminate this Agreement by giving written notice to CONTRACTOR. If CITY fails to pay CONTRACTOR, CONTRACTOR at its option may terminate this Agreement if the failure is not remedied by CITY within thirty (30) days after written notification of failure to pay.

Without limitation to such rights or remedies as CITY shall otherwise have by law, CITY also shall have the right to terminate this Agreement for any reason upon ten (10) days' written notice to CONTRACTOR. In the event of such termination, CONTRACTOR shall be compensated in proportion to the percentage of services performed or materials furnished (in relation to the total which would have been performed or furnished) through the date of receipt of notification from CITY to terminate. CONTRACTOR shall present CITY with any work product completed at that point in time.

16. Entire Agreement; Amendment

This writing constitutes the entire agreement between the parties relating to the services to be performed or materials to be furnished hereunder. No modification of this Agreement shall be effective unless and until such modification is evidenced by writing signed by all parties.

17. Miscellaneous

Time shall be of the essence in this Agreement. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision. This Agreement shall be governed and construed in accordance with the laws of the State of California.

IN WITNESS WHEREOF, the parties have executed this Agreement.

ATTEST:

By _____

City Clerk

CITY OF SUNNYVALE ("CITY")

By _____

City Manager

APPROVED AS TO FORM:

_____ (CONTRACTOR")

By _____

City Attorney

By _____

Name and Title

Exhibit "A" Compensation Schedule

NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED			% this PERIOD	TOTAL STORED AND COMPLETED TO DATE	% to DATE	BALANCE TO FINISH (C-G)	
			FROM PREVIOUS APPLICATION	BILLED THIS PERIOD						
					PERIOD					
1	Order #88604 - Labor	\$ 163,935.00								
			\$0.00	\$ 16,393.50	Month 1- Mobilization	10.00%	\$ 16,393.50	10.00%	\$147,541.50	
	Google Integration	\$ 2,500.00	\$0.00	\$250.00	Month 1- Mobilization	10.00%	\$250.00	10.00%	\$2,250.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	CER	\$ 8,000.00	\$0.00	\$800.00	Month 1- Mobilization	10.00%	\$800.00	10.00%	\$7,200.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	Contact Center Express	\$ 8,000.00	\$0.00	\$800.00	Month 1- Mobilization	10.00%	\$800.00	10.00%	\$7,200.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	IP Phone Configuration	\$ 21,950.00	\$0.00	\$2,195.00	Month 1- Mobilization	10.00%	\$2,195.00	10.00%	\$19,755.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	IP Phone Placement	\$ 17,560.00	\$0.00	\$1,756.00	Month 1- Mobilization	10.00%	\$1,756.00	10.00%	\$15,804.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	IP Wall Mount Installations	\$ 575.00	\$0.00	\$57.50	Month 1- Mobilization	10.00%	\$57.50	10.00%	\$517.50	Remaing Billing to Match Installation Progress Each Month Until Completion
	Cutover Support	\$ 2,000.00	\$0.00	\$200.00	Month 1- Mobilization	10.00%	\$200.00	10.00%	\$1,800.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	Train the Trainer	\$ 3,000.00	\$0.00	\$300.00	Month 1- Mobilization	10.00%	\$300.00	10.00%	\$1,700.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	Sys Admin Training	\$ 3,000.00	\$0.00	\$300.00	Month 1- Mobilization	10.00%	\$300.00	10.00%	\$1,700.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	Call Manager	\$ 10,000.00	\$1,000.00	\$ 4,000.00	Month 2	40.00%	\$ 5,000.00	50.00%	\$5,000.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	Unity Connections	\$ 8,000.00	\$800.00	\$ 3,200.00	Month 2	40.00%	\$ 4,000.00	50.00%	\$4,000.00	Remaing Billing to Match Installation Progress Each Month Until Completion

NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED			% this PERIOD	TOTAL STORED AND COMPLETED TO DATE	% to DATE	BALANCE TO FINISH (C-G)	
			FROM PREVIOUS APPLICATION	BILLED THIS PERIOD						
					PERIOD					
	Project Mgmt	\$ 66,000.00	\$6,600.00	\$ 16,500.00	Month 2	25.00%	\$ 23,100.00	35.00%	\$42,900.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	SRST Configuration	\$ 9,600.00	\$960.00	\$ 3,840.00	Month 3	40.00%	\$ 4,800.00	50.00%	\$4,800.00	Remaing Billing to Match Installation Progress Each Month Until Completion
	ATA Configuration	\$ 3,750.00	\$375.00	\$ 1,500.00	Month 3	40.00%	\$ 1,875.00	50.00%	\$1,875.00	Remaing Billing to Match Installation Progress Each Month Until Completion
2	Order #88604 - Hardware	\$ 458,505.37								
	Order #88604 - Performance Bond	\$ 10,589.26	\$0.00	\$ 10,589.26	Month 1	100.00%	\$ 10,589.26	100.00%	\$0.00	
	Order #88604 - VoIP Server & Licenses- DR Site	\$ 232,140.66	\$0.00	\$ 232,140.66	Month 2	100.00%	\$232,140.66	100.00%	\$0.00	
	Order #88604 - Analog Voice Gateway	\$ 10,638.41	\$0.00	\$ 10,638.41	Month 3	100.00%	\$10,638.41	100.00%	\$0.00	
	Order #88604 -IP Endpoints	\$ 205,137.04	\$0.00	\$0.00	Month 1 -3	0.00%	\$0.00	0.00%	\$ 205,137.04	Billing to Match Installation Progress Each Month Until Completion
	Plus Applicable Taxes + S/H									
3 -	Order #87281 - Year 1 Support	\$ 18,000.00	\$0.00	\$0.00		0.00%	\$0.00	0.00%	\$18,000.00	Billed at Completion
4 -	Order #87285 - Year 1 Optional MAC Support	\$ 18,000.00	\$0.00	\$0.00		0.00%	\$0.00	0.00%	\$18,000.00	Billed at Completion
	5-7 Provided as Options									
5 -	Order #88756 - Switch Reconfiguration	\$ 18,200.00	\$0.00	\$0.00		0.00%	\$0.00	0.00%	\$18,200.00	Billed at Completion
6 -	Order #88609 - 2951 SIP - Voice Gateway Option	\$ 27,274.56	\$0.00	\$0.00		0.00%	\$0.00	0.00%	\$ 27,274.56	Billed as Installed

Note: Does not include Tax and Shipping

EXHIBIT "B"
INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work by the Contractor, his agents, representatives, or employees.

Minimum Scope and Limits of Insurance: Contractor shall maintain limits no less than:

1. **Commercial General Liability:** \$1,000,000 per occurrence and \$2,000,000 aggregate for bodily injury, personal injury and property damage. ISO Occurrence Form CG 0001 or equivalent is required.
2. **Automobile Liability:** \$1,000,000 per accident for bodily injury and property damage. ISO Form CA 0001 or equivalent is required.
3. **Workers' Compensation** Statutory Limits and **Employer's Liability:** \$1,000,000 per accident for bodily injury or disease.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared and approved by the City of Sunnyvale. The contractor shall guarantee payment of any losses and related investigations, claim administration and defense expenses within the deductible or self-insured retention.

Other Insurance Provisions

The **general liability** policy shall contain, or be endorsed to contain, the following provisions:

1. The City of Sunnyvale, its officials, employees, agents and volunteers are to be covered as additional insureds with respects to liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City of Sunnyvale, its officers, employees, agents or volunteers.
2. For any claims related to this project, the Contractor's insurance shall be primary. Any insurance or self-insurance maintained by the City of Sunnyvale, its officers, officials, employees, agents and volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City of Sunnyvale, its officers, officials, employees, agents or volunteers.
4. The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
5. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, cancelled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City of Sunnyvale.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of not less than A:VII, unless otherwise acceptable to the City of Sunnyvale.

Verification of Coverage

Contractor shall furnish the City of Sunnyvale with original a Certificate of Insurance effecting the coverage required. The certificates are to be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates are to be received and approved by the City of Sunnyvale prior to commencement of work.

PERFORMANCE BOND

A TURNKEY TELEPHONE, VOICE MAIL, CALL ACCOUNTING/REPORTING AND FAX SYSTEM FOR THE CITY OF SUNNYVALE INFORMATION TECHNOLOGY DEPARTMENT REQUEST FOR PROPOSALS #F14-92

KNOW ALL MEN BY THESE PRESENTS:

THAT WHEREAS, the City of Sunnyvale ("City") has awarded to AMS.Net, Inc., as principal ("Contractor"), a contract for the work described as follows:

The project entitled "A Turnkey Telephone, Voice Mail, Call Accounting/Reporting and Fax System for the City of Sunnyvale Information Technology Department" pursuant to the award made to said Principal by the city of Sunnyvale to do and perform the following work, to wit: furnish all tools, equipment, materials, apparatus, facilities, labor, transportation, supervision and management necessary to perform and complete in a good and workmanlike manner, the work as called for, and in the manner designated in, and in strict conformity with, Invitation for Bids #F14-92.

It is acknowledged that the contract provides for a one-year warranty period during which time this Bond remains in full force and effect. The contract and all of its terms and conditions are incorporated into this Bond by reference.

AND WHEREAS, the Contractor is required to furnish a bond in connection with the contract guaranteeing its faithful performance.

AND THEREFORE, we the undersigned Contractor as principal and _____, a _____, admitted and duly authorized to transact business under the laws of the State of California as surety, are held and firmly bound unto the City as obligee in the sum of Seven Hundred Thirty One Thousand Three Hundred Seventy Five and NO/100 Dollars (\$731,375.00); (which amount is not less than 100% of the contract price) to be paid to the City or its successors and assigns; and for which payment, well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors or assigns, jointly and severally, firmly by these presents.

THE CONDITION of the obligation is such:

That if the Contractor, (or the Contractor's heirs, executors, administrators, successors or assigns) shall in all respects abide by, and well and truly keep and perform all of the covenants, conditions and agreements in the contract (and any alteration made as provided in the contract) at the time and in the manner specified and in all respects according to their true intent and meaning; and if the contractor shall indemnify and save harmless the City, its officers, employees and agents, as stipulated in the contract, then this obligation shall become and be null and void; otherwise this obligation shall be and remain in full force and effect.

As a condition precedent to the satisfactory completion of the contract, the obligation of the Contractor and surety under this Bond shall remain in effect for a period of one (1) year after the completion and acceptance of the work. During that time, if the Contractor (or the Contractor's heirs, executors, administrators, successors or assigns) fails to make full, complete and satisfactory repair and replacement or totally protect the City from any loss or damage made evident during that year which results from or is caused by either defective materials or faulty workmanship in the prosecution of the work, then the obligation shall remain in full force and effect. However, anything in this paragraph to the contrary notwithstanding, the obligation of the Surety shall continue so long as any obligation of the Contractor remains.

No prepayment or delay in payments, and no change, extension, addition or alteration of any provision of the contract or in the specifications agreed to between the Contractor and the City, or any forbearance on the part of the City shall operate to relieve the surety. The surety hereby waives the provisions of Section 2819 of the California Civil Code. The surety waives all rights of subrogation against the City or any person employed by the City. If the contract price increases by the issuance of change orders, the amount specified in this bond shall increase by the same amount.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this

_____ day of _____, 20__.

SURETY (Name):

(Address of Principal Place of Business)

Telephone No.: _____

Facsimile No. _____

By: _____

Attorney in Fact

**(Notice: The signatures of the Surety
and Contractor on this bond must be
acknowledged before a notary.)**

CONTRACTOR :

_AMS.Net, Inc. _____

(Address)

502 Commercial Way _____

Livermore, CA 94551 _____

By: _____

(Name: print or type)

Title: _____

By: _____

(Name: print or type)

Title: _____



City of Sunnyvale

Agenda Item

15-0133

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Authorize an Amendment to an Existing Design Contract for the Rehabilitation of Storm Pump Station No. 2 (F15-59)

REPORT IN BRIEF

Approval is requested to amend an existing contract with Schaaf & Wheeler Consulting Civil Engineers of Santa Clara for design services associated with the Baylands Storm Pump Station No. 2 Rehabilitation. The amendment will increase the total value of the contract by \$167,556, from \$316,093 to \$483,649. This includes additional work and fees required to obtain a Regional Water Quality Control Board (RWQCB) permit, and construction support services that were not part of the original design contract. Approval is also requested for a 10% contingency on the additional services in the amount of \$16,756.

ENVIRONMENTAL REVIEW

This amendment to an existing design contract is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA).

BACKGROUND AND DISCUSSION

The City of Sunnyvale Storm Pump Station No. 2, located at the edge of Baylands Park, pumps storm water from a collection basin over a levee into Calabazas Creek. It was designed and built in the 1960's and has reached the end of its useful life. In 2011, a comprehensive feasibility study of the station was conducted to help determine the most cost-effective rehabilitation strategy to increase reliability of the station while meeting all current regulatory codes and standards.

Following the feasibility study, a contract to design the Baylands Storm Pump Station No. 2 Rehabilitation Project was awarded by Council to Schaaf & Wheeler Consulting Civil Engineers in the amount of \$316,093 in July 2012 (RTC No. 12-169). In addition to the engineering design, the project scope included appropriate environmental review and an assumed amount of effort for regulatory permitting.

A CEQA Mitigated Negative Declaration (MND) was prepared for the project and was adopted by Council in March 2014, at which point applications were submitted for all required regulatory permits. While reviewing the permit application, the Regional Water Quality Control Board (RWQCB) determined that the collection basin upstream of the pump station is under their jurisdiction and therefore needs to be included in the permit. Schaaf & Wheeler has proposed to coordinate this effort for an additional \$16,400.

Construction support services were not included in the original design contract, as electrical requirements/pump configuration options needed to be developed and refined during the design

process. Now that the project is fully designed, the level of effort required for construction support is estimated to be \$151,156. More than half of these costs will consist of reviewing and responding to contractor submittals for the new pumps and motors. Other tasks include attending construction progress meetings, responding to other Requests for Information (RFI's), and assisting with final inspection and punch list items. The consultant Construction Support Fee Worksheet included in the Addendum to Consultant Services Agreement (Attachment 1) details the scope of construction support services to be provided.

FISCAL IMPACT

Additional project costs are as follows:

Construction support services	\$151,156
Additional regulatory costs	\$16,400
Contingency (10%)	<u>\$16,756</u>
Total costs	\$184,312

Budgeted funds are available in Capital Project 822762 (Storm Pump Station Number 2 Rehabilitation), funded by the Wastewater Management Fund.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

1) Authorize an amendment to an existing contract, in substantially the same format as Attachment 1, with Schaaf & Wheeler Consulting Civil Engineers for additional services related to the Rehabilitation of Storm Pump Station No. 2 to increase the total contract value by \$167,556, bringing the total contract value to \$483,649; and 2) Approve a 10% contingency on the additional services in the amount of \$16,756.

Prepared by: Pete Gonda, Purchasing Officer

Reviewed by: Grace K. Leung, Director, Finance

Reviewed by: John Stufflebean, Director, Environmental Services

Reviewed by: Manuel Pineda, Director, Public Works

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Draft Amendment to Consultant Services Agreement

DRAFT
**AMENDMENT TO CONSULTANT SERVICES AGREEMENT BETWEEN THE
CITY OF SUNNYVALE AND SCHAAF & WHEELER CONSULTING CIVIL ENGINEERS FOR
DESIGN SERVICES FOR BAYLANDS NO. 2 STORM DRAINAGE PUMP STATION
REHABILITATION**

This Amendment to Consultant Services Agreement, dated _____, is by and between the CITY OF SUNNYVALE, a municipal corporation ("CITY") and SCHAAF & WHEELER CONSULTING CIVIL ENGINEERS. ("CONSULTANT").

WHEREAS, on July 30, 2012, CITY and CONSULTANT entered into a Consultant Services Agreement whereby CONSULTANT would perform professional services necessary for investigation, analysis, design, preparation of construction drawings and contract specifications, consultation, and other services for a project known as Baylands No. 2 Storm Drainage Pump Station Rehabilitation; and

WHEREAS, the parties now agree that an Amendment to said Agreement is advisable;

NOW, THEREFORE, THE PARTIES ENTER INTO THIS AMENDMENT TO CONSULTANT SERVICES AGREEMENT:

1. Services by CONSULTANT

Replace first paragraph with the following:

CONSULTANT shall provide services in accordance with Exhibit "A" entitled "Scope of Work" and Exhibit "A-2" entitled "Baylands Pump Station No. 2 Permitting Extra Work and Construction Support". All exhibits referenced in this Agreement are attached hereto and are incorporated herein by reference. To accomplish that end, CONSULTANT agrees to assign Peder Jorgensen. to this project, to act in the capacity of Project Manager and personally direct the professional services to be provided by CONSULTANT.

2. Notice to Proceed/Completion of Services

Replace paragraph (b) with the following:

- (b) When CITY determines that CONSULTANT has satisfactorily completed the services defined in Exhibit "A" and Exhibit "A-2", CITY shall give CONSULTANT written Notice of Final Acceptance, and CONSULTANT shall not incur any further costs hereunder. CONSULTANT may request this determination of completion when, In its opinion, it has satisfactorily completed the Scope of Work (Exhibit "A") and Baylands Pump Station No. 2 Permitting Extra Work and Construction Support (Exhibit "A-2"); and if so requested, CITY shall make this determination within fourteen days of request.

4. Payment of Fees and Expenses

Replace with the following:

Payments shall be made to CONSULTANT on a monthly basis as set forth in the attached Exhibit "B" entitled "Compensation Schedule" and Exhibit "A-2" entitled "Baylands Pump Station No. 2 Permitting Extra Work and construction Support". All compensation will be based on monthly billings as provided in Exhibit "B" and Exhibit "A-2". Compensation will not be due until said detailed billing is submitted to CITY within a reasonable time before payment

is expected to allow for normal CITY processing. An estimate of the percent of total completion associated with the various categories of the services shall be furnished by CONSULTANT with said billing. When applicable, copies of pertinent financial records will be included with the submission of billing(s) for all direct reimbursables. Compensation shall not exceed the amounts set forth in Exhibit "B" (\$316,093.00) and Exhibit "A-2" (\$167,556.00) for each phase. In no event shall the total amount of compensation payable under this agreement exceed the sum of Four Hundred Eighty Three Thousand Six Hundred Forty Nine and No/100 Dollars (\$483,649.00) unless upon written modification of this Agreement. All invoices, including detailed backup, shall be sent to City of Sunnyvale, attention Accounts Payable, P.O. Box 3707, Sunnyvale, CA 94088-3707.

8. Standards of Workmanship

Replace the second paragraph with the following:

The plans, designs, specifications, estimates, calculations, reports and other documents furnished under the Scope of Work (Exhibit "A") and Baylands Pump Station No. 2 Permitting Extra Work and Construction Support (Exhibit "A-2") shall be of a quality acceptable to CITY. The criteria for acceptance of the work provided under this Agreement shall be a product of neat appearance, well-organized, technically and grammatically correct, checked and having the maker and checker identified. The minimum standard of appearance, organization and content of the drawings shall be that used by CITY for similar projects.

All other terms and conditions remain unchanged.

IN WITNESS WHEREOF, the parties have executed this Agreement Amendment.

ATTEST:

CITY OF SUNNYVALE ("CITY")

By _____
City Clerk

By _____
City Manager

APPROVED AS TO FORM:

SCHAAF & WHEELER
CONSULTING CIVIL ENGINEERS
("CONSULTANT")

By _____
City Attorney

By _____

Name and Title

Exhibit A-2

Schaaf & Wheeler CONSULTING CIVIL ENGINEERS

James R. Schaaf, Ph. D, PE
Kirk R. Wheeler, PE
Peder C. Jorgensen, PE
Charles D. Anderson, PE
Daniel J. Schaaf, PE
M. Eliza McNulty, PE
Principal Emeritus
David A. Foote, PE

1171 Homestead Rd., Suite 255
Santa Clara, CA 95050-5485
408-246-4848
FAX 408-246-5624

Offices:
Santa Clara
San Francisco
Santa Rosa
Salinas

October 8, 2014

Nathan Scribner
Senior Engineer
Public Works Department
City of Sunnyvale
456 West Olive
Sunnyvale, CA, 94088

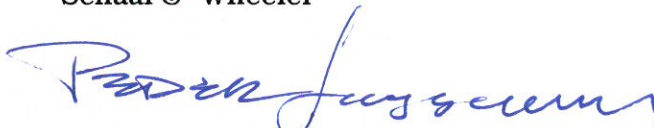
Subject: Baylands Pump Station No. 2 Permitting Extra Work

Dear Mr. Scribner:

As we previously discussed on the phone, Schaaf & Wheelers subconsultant David J. Powers and their subconsultant WRA have been pursuing permits from the permitting agencies for the Baylands No. 2 Pump Station. The Regional Water Quality Control Board (RWQCB) has claim that they have jurisdiction over the City's detention basin and is requiring a response to the proposed work. Powers has described the extra work necessary to address RWQCB's requirements in the attached letter dated September 22.

In order to address the extra work effort, Schaaf & Wheeler request an adjustment to the contract fee of an additional \$16,400. This estimate includes a markup fee for Schaaf & Wheeler.

Sincerely,
Schaaf & Wheeler



Peder Jorgensen, PE
Project Manager

Scope of Services

City of Sunnyvale Baylands No. 2 Storm Water Pump Station

Construction Support

General Description

Schaaf & Wheeler prepared construction documents for the rehabilitation of the Baylands No. 2 Pump Station; the City desires that Schaaf & Wheeler provide construction support services for this project.

Scope of Service

Task 1 – Construction Support Services

Service to be provided to the City during construction include

1. Project management
2. Attend meeting with the City to transfer information to the City's construction management team which would include preparation of information and issues of the project
3. Attend preconstruction meeting
4. Attend there (3) periodic construction progress meetings
5. Review and respond to contractors submittals
6. Respond to contractors or City staff RFI's
7. Site visits at critical points during construction
8. Assist in final inspection and prepare a punch list of items to be completed
9. Review and make changes to the contract documents based on change orders
10. Review proposed substitutions for conformance to plans and specifications
11. Prepare record drawings in AutoCAD format which will be provided in hard copy, digital AutoCAD and PDF format based on red-lines provide by the contractor
12. Participate in close out meeting with the City

City of Sunnyvale

Baylands No. 2

Engineering Construction Support Fee Worksheet

Schaaf & Wheeler

Date: October 30, 2014

Schedule of Hours and Rates by Task

TASK		Schaaf & Wheeler							Schaaf & Wheeler Subtotal	Subconsultants				Subtask Cost w/ 10% Sub Markup
		Project Manager	Senior Engineer	Associate Engineer	Assistant Engineer	Junior Engineer	Designer	Reimbursable		Electrical, Terada	Structural, Biggs Cardosa	Corrosion, JDH Engineers	Environmental, D.J. Powers	
	Hourly Rate	\$220	\$195	\$175	\$150	\$140	\$135	\$0						
TASK 1	Construction Support Services	115	8	133	70	0	8	\$0	\$ 61,715	\$ 54,410	\$ 15,900	\$ 5,500	\$ 5,500	\$ 151,156
	Project Management / General Coord.	24		12					\$ 7,380	\$ 2,185				\$ 9,784
	Consultant- City Transfer Meeting	4		4					\$ 1,580					\$ 1,580
	Preconstruction Meeting	6		4					\$ 2,020	\$ 350				\$ 2,405
	Progress Meetings (3)	12		6					\$ 3,690	\$ 1,050				\$ 4,845
	Submittal Review	12	4	50	50				\$ 19,670	\$ 35,700	\$ 5,100	\$ 3,000	\$ 2,000	\$ 70,050
	Respond to RFI's	12	4	12	12				\$ 7,320	\$ 3,900	\$ 2,100			\$ 13,920
	Site Visits (3)	9		9					\$ 3,555	\$ 1,575	\$ 5,200	\$ 2,500	\$ 2,000	\$ 15,958
	Inspection for Punch List	4		6					\$ 1,930	\$ 2,100	\$ 1,600		\$ 1,500	\$ 7,650
	Permit Coordination	18		10					\$ 5,710	\$ 1,050				\$ 6,865
	Modify Documents Based on Change Orders	4		4	4		4		\$ 2,720	\$ 2,000	\$ 800			\$ 5,800
	Review Proposed Substitutions for Conformance	4		8					\$ 2,280					\$ 2,280
	Prepare Record Drawings	2		4	4		4		\$ 2,280	\$ 4,500	\$1,100			\$ 8,440
	Participate in Close Out Meeting	4		4					\$ 1,580					\$ 1,580
	TOTAL	115	8	133	70	0	8	\$0	\$ 61,715	\$ 54,410	\$ 15,900	\$ 5,500	\$ 5,500	\$ 151,156



City of Sunnyvale

Agenda Item

15-0182

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Renew Joint Exercise of Powers Agreement: Workforce Development Services for NOVA Consortium to Include San Mateo County

BACKGROUND

The North Valley (NOVA) Job Training Consortium was formed in 1983 with the passage of the federal Job Training Partnership Act (JTPA). Over the years, the NOVA consortium has evolved from a six-city consortium comprised of the cities of Cupertino, Los Altos, Mountain View, Palo Alto, Santa Clara, and Sunnyvale to a seven-city consortium when the Council approved the city of Milpitas' request to join the consortium in 2000, as part of the transition from JTPA to the Workforce Investment Act (WIA). For more than thirty years, the Council has served as the Chief Local Elected Official (CLEO) for the NOVA consortium and represents the seven cities through a Joint Exercise of Powers Agreement (JPA).

In 2014, Congress passed the federal Workforce Innovation and Opportunity Act (WIOA) that replaces WIA as the new governing legislation for the local workforce investment system. This new law takes effect July 1, 2015. With the transition from WIA to WIOA, the governance agreements for the NOVA consortium will need to be renewed. At the February 10, 2015 Council meeting, Council took the following actions in anticipation of the transition from WIA to WIOA:

- Agreed to remain the CLEO on behalf of the NOVA consortium, with the City assuming financial liability for the program and functioning as the administrative entity for NOVA's services;
- Reaffirmed the NOVA Workforce Board as the governing board for NOVA and approve the revised Agreement on the Roles and Responsibilities Between the NOVA Workforce Board and the Sunnyvale City Council

EXISTING POLICY

Council Policy Manual 5.1.1: Socio-Economic - Goals and Policies: Education and Training Goal 5.1F: Provide job training and employment services, within constraints of operative Federal regulations and available Federal funding, to address the locally-determined employment and training needs of economically disadvantaged residents and others with special needs.

ENVIRONMENTAL REVIEW

N/A

DISCUSSION

Section 6502, et. seq. of the Government Code of the State of California authorizes public agencies to enter into agreements for the purpose of jointly exercising any power common to the public agencies. The JPA for the NOVA consortium specifies the general areas of agreement for how the

consortium's seven cities of Cupertino, Los Altos, Milpitas, Mountain View, Palo Alto, Santa Clara, and Sunnyvale will work together. The current JPA, under WIA, stipulates the NOVA consortium will oversee, plan, develop and monitor a comprehensive one-stop service-delivery system that will offer job training and employment services to customers seeking to further their careers. These customers may be economically disadvantaged, unemployed or underemployed workers, within this jurisdiction. The Council, as the CLEO, is granted the authority to act on behalf of the NOVA consortium to carry out the requirements of this JPA. The City assumes all financial liability for the NOVA consortium program and operates as the administrative entity for NOVA's services.

In most regards, the attached revised JPA agreement, under WIOA, represents no change. It simply incorporates the new WIOA terminology and includes many of the same arrangements as the current agreement.

The one significant change being proposed is the addition of San Mateo County to the NOVA consortium membership. The addition of San Mateo County to the consortium comes at the request of the San Mateo County Board of Supervisors.

NOVA and the San Mateo County Workforce Board have collaborated on a number of initiatives over the years and share many common characteristics in labor force, industry mix and workforce needs. This past year, the partnership has evolved even further with NOVA managing San Mateo County's WIA operations. At the September 30, 2014 Council meeting, the Council authorized NOVA to accept a \$651,000 contract with the County of San Mateo to administer WIA operations in San Mateo County through June 30, 2015 that included: programmatic and fiscal monitoring; oversight functions of all five service provider contractors including two one-stop center operators and three youth program providers; Rapid Response functions; and regional and community collaboration with San Mateo County stakeholders. This new contract was in response to the County's decision to outsource the administration and provision of its WIA services and asking NOVA, given its previous partnerships with the County and reputation for excellence, to manage these operations through June 30, 2015.

Following the conclusion of this current contract, the San Mateo County Board of Supervisors, at its January 27, 2015 meeting, voted unanimously to relinquish its right to be designated its own workforce investment area and asked to join the NOVA consortium, effective July 1, 2015. The minutes of that meeting are included as Attachment 2 to this report.

At the January 28, 2015 NOVA Workforce Board meeting, the Board approved a recommendation to the City Council to increase the membership of the NOVA consortium to include San Mateo County.

FISCAL IMPACT

Since funds are obligated to programs only based upon appropriations dedicated to NOVA, sufficient funds will exist to cover all anticipated obligations of day-to-day operations.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Approve the revised Joint Exercise of Powers Agreement; Workforce Development Services for the NOVA consortium to include the addition of San Mateo County.

Staff believes the addition of San Mateo County to the NOVA consortium would be beneficial for many reasons, including:

- WIOA will require regional planning and collaboration among local workforce boards. As an expanded workforce system, NOVA will be better positioned for the growing trend in regionalism and the new provisions under WIOA;
- NOVA will be more competitive for future state and national grants;
- NOVA can offer exceptional workforce services to a greater number of San Mateo County residents and employers through its integrated service-delivery model, without compromising the services that NOVA continues to provide to its current customers;
- NOVA will achieve greater efficiencies in management and administrative functions through economies of scale;
- The NOVA Workforce Board is a nationally recognized leader in innovation and performance that can add value to the workforce services delivered in the region; and
- NOVA has always maintained positive and productive working relationships with community partners and employers and this tradition will continue with key stakeholders in San Mateo County.

Prepared by: Eileen Stanly, Analyst, NOVA Workforce Services

Reviewed by: Stephen Quick, Manager of Business Operations, NOVA Workforce Services

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Joint Exercise of Powers Agreement; Workforce Development Services
2. Minutes from San Mateo County Board of Supervisors 1/27/15 Meeting

Joint Exercise of Powers Agreement; Workforce Development Services

This AGREEMENT, dated July 1, 2015, by and between the cities of Cupertino, Los Altos, Milpitas, Mountain View, Palo Alto, Santa Clara, and Sunnyvale, municipal corporations of the State of California, and the County of San Mateo (hereinafter “Jurisdictions”),

W I T N E S S E T H:

WHEREAS, the cities of Cupertino, Los Altos, Mountain View, Palo Alto, Santa Clara, Milpitas and Sunnyvale have been in a Joint Powers Agreement since 2000 to offer employment training services provided through the Workforce Investment Act (“WIA”) of 1998 throughout the North Valley (“NOVA”) Job Training Consortium; and

WHEREAS, the federal Workforce Innovation and Opportunity Act of 2014 (“WIOA” - Public Law No: 113-128), as amended, replaces the WIA and provides financial assistance enabling local governments to assume responsibilities for job training, employer services, community services, and for other purposes, and provides for the formation of consortia wherein combinations of governmental jurisdictions may unite to form a multi-jurisdictional area for overseeing, planning, developing and monitoring a comprehensive one-stop service-delivery system which will provide job training and employment opportunities with access for customers seeking to further their careers, including (but not limited to) economically disadvantaged, unemployed, and other underemployed workers; and

WHEREAS, Section 6502, et. seq. of the Government Code of the State of California authorizes public agencies to enter into agreements for the purpose of jointly exercising any power common to the public agencies; and

WHEREAS, public agencies have inherent power to act for the benefit of the health and general welfare of their residents; and

WHEREAS, each Jurisdiction is committed to improving access to lifelong learning for our region’s workers, and improving businesses’ access to a qualified labor force; and

WHEREAS, it will mutually benefit the Jurisdictions to enter into a joint powers agreement whereby the Jurisdictions may avail themselves of the benefits and advantages of the WIOA for the residents and businesses within their respective jurisdictional areas; and

WHEREAS, the County of San Mateo has petitioned the Governor of California and the NOVA Consortium to join the consortium; and

WHEREAS, the parties wish to execute a new Agreement to replace the Joint Powers Agreement executed in 2000.

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

(1) Joint Powers Agency.

The City of Sunnyvale is hereby designated as the North Valley Workforce Development Agency, referred to herein as the Joint Powers Agency, the jurisdiction of which for purposes of this Agreement shall be the Cities of Cupertino, Los Altos, Milpitas, Mountain View, Palo Alto, Santa Clara, and Sunnyvale, and the County of San Mateo. Each of the foregoing Jurisdictions hereby delegates its authority to carry out the purpose of this Joint Powers Agreement to the Joint Powers Agency.

(2) Purpose: Joint Powers Agency.

The Joint Powers Agency is designated for the purpose of carrying out job training and employment programs, within a one-stop service-delivery system, with access for customers seeking to further their careers, including (but not limited to) economically disadvantaged, unemployed and underemployed persons within its jurisdiction, according to plans pursuant to the WIOA and other workforce development legislation.

(3) Authority: Joint Powers Agency.

The Joint Powers Agency is hereby authorized, in its own name, to do all acts necessary for the exercise of its authority to accomplish the purpose as set forth herein, including, but not limited to, any or all of the following:

- (a) Establish a local Workforce Investment Board (“WIB”) to fulfill the responsibilities delineated in the WIOA;
- (b) Enter into subgrants, contracts and other necessary agreements;
- (c) Receive and expend funds;
- (d) Employ personnel;
- (e) Organize and train staff personnel;
- (f) Prepare a comprehensive Strategic plan for the one-stop service delivery system;
- (g) Develop procedures for governance, planning, operation, assessment and fiscal management of the one-stop service-delivery system;
- (h) Evaluate program performance based on measurable outcomes and customer satisfaction and determine resulting needs and reallocation of resources;
- (i) Execute and/or modify grant agreements with the U.S. Department of Labor, the State of California, the County of Santa Clara and other interested investors;

- (j) Prepare an annual budget and cost allocation plan.

Pursuant to the WIOA, the Joint Powers Agency: shall conduct studies and make analysis of the needs for training and employment programs among the Jurisdictions; shall establish and coordinate training and employment programs within the defined area; and shall undertake any other act or acts that may be required to accomplish the purposes of this joint exercise of powers agreement and the WIOA.

(4) Distribution of Job Training Services.

The Joint Powers Agency shall distribute job training opportunities, business services and all other services delivered hereunder among the Jurisdictions on an equitable basis, in reasonable proportion to the needs and markets for such services, as determined by current census, unemployment and other objective data. All other management functions performed, hereunder, except individual reports to Jurisdictions of Agency activities, shall be on a regional basis, without partiality or regard for political boundaries among the Jurisdictions.

(5) Term of Agreement.

This Agreement shall become effective as of the date of its approval by a majority of the legislative bodies of the Jurisdictions, and shall continue in full force and effect until terminated by all of the parties to this Agreement. Any Jurisdiction may terminate its participation in the Agreement as of the end of any fiscal year by giving written notice of its intention to terminate at least six (6) months prior to the end of the fiscal year in which such notice is given, to all other Jurisdictions. This Agreement may be terminated at any time by mutual agreement of all parties hereto.

(6) Governing Board.

The Joint Powers Agency shall be administered solely by the City Council of the City of Sunnyvale, which shall function as its Governing Board.

(7) Meetings and deliberations of the Governing Board.

All official acts of the Governing Board shall be taken during public meetings, the date, place, and time of which have been published in the manner applicable to meetings of public bodies. All official actions on behalf of the Joint Powers Agency shall be taken by and designated in the official minutes of the Sunnyvale City Council. All of the rules and regulations governing meetings to be held by the City Council of the City of Sunnyvale are hereby adopted as the rules and regulations governing meetings of the Joint Powers Agency Governing Board.

(8) Officers and Employees.

The Governing Board shall have the responsibility and authority to designate current or additional regular employees of the City of Sunnyvale as administrative, managerial and staff personnel of the Joint Powers Agency. Such personnel shall remain employees of the City of Sunnyvale, subject to all of the terms and conditions of employment otherwise

applicable to Sunnyvale employees. The Governing Board is further authorized to hire temporary employees and consultants, and to provide such other facilities, supplies, equipment, office space and customary administrative resources, as are reasonably necessary to performance of the activities undertaken pursuant to this Agreement. Reimbursement for all of the foregoing personnel and administrative costs shall be exclusively from grants or funds appropriated by state or federal laws & regulations, private foundations and other investors.

(9) Statement of Conditions and Criteria.

The parties hereto make the following statements and certify as follows:

- (a) The respective addresses of the parties are as follows:

City of Cupertino
Office of the City Manager
10300 Torre Avenue
Cupertino, California 95014

City of Los Altos
Office of the City Manager
1 North San Antonio Road
Los Altos, California 94022

City of Milpitas
Office of the City Manager
455 East Calaveras Blvd.
Milpitas, California 95035

City of Mountain View
Office of the City Manager
500 Castro Street
Mountain View, California 94041

City of Palo Alto
Office of the City Manager
250 Hamilton Avenue
Palo Alto, California 94301

City of Santa Clara
Office of the City Manager
1500 Warburton Avenue
Santa Clara, California 95050

City of Sunnyvale
Office of the City Manager

P.O. Box 3707
Sunnyvale, California 94088-3707

County of San Mateo
Office of the County Manager
555 County Center
Redwood City, California 94063

- (b) The geographical area to be served by the Joint Powers Agency shall be all that area within the geographical boundaries of the parties hereto.
- (c) The total population within the jurisdictional areas hereto combined is estimated to be 1,317,126.
- (d) The parties, by their signatures to this Agreement and seals affixed hereto, certify that all parties are authorized pursuant to law to provide the services for which this Agreement is entered into in all of the geographical area within the jurisdiction of the parties.
- (e) Attached and incorporated by this reference is a written statement of the chief legal officers of each Jurisdiction, setting forth therein the authority of the parties to enter into this Joint Powers Agreement.
- (f) The parties, by their signatures and seals to this agreement affixed, certify that to the extent consistent with state law and local ordinances, they accept responsibility for the operation of the programs initiated and continued pursuant to this Agreement.

(10) Liability.

- (a) The City of Sunnyvale, and those persons, agencies and instrumentalities used by it to perform the functions authorized herein, shall be exclusively liable for damages to any person arising from activities of the Joint Powers Agency.
- (b) The City of Sunnyvale shall hold harmless and indemnify jurisdictions, and each of them, including their officers and employees, from any claim or liability arising from acts or omissions of the City of Sunnyvale in the administration of this Agreement, and in so doing, shall provide the Jurisdictions, and each of them, with legal defense of any and all claims or liabilities and shall pay reasonable attorney's fees and costs incurred in providing such defense.

(11) Reports.

The Joint Powers Agency shall, at Jurisdictions' request, provide written reports of the finances, activities and business affairs of the Agency to the Jurisdictions.

(12) Breach.

If default shall be made by any party hereto, in any covenant contained in this Agreement, such default shall not excuse the party from fulfilling its obligations under this Agreement. The parties declare that this Agreement is entered into for the benefit of the Joint Powers Agency and hereby grant to the Agency the right to enforce, by whatever lawful means the Agency deems appropriate, all of the obligations of each of the parties hereunder. Each and all of the remedies given to the Agency hereunder or by law now or hereafter enacted are cumulative and the exercise of one right or remedy shall not impair the right of the Agency to any or all other remedies.

(13) Severability.

Should any part, term, or provision of this Agreement be decided by the courts to be illegal or in conflict with any law of the State of California or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be effected thereby.

(14) Multiple Originals; Counterparts.

This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

Joint Powers Agreement
NOVA Consortium
July 1, 2015

THEREFORE, the parties hereto have caused this Agreement to be executed by their respective officers duly authorized.

Jurisdiction	OFFICER	ATTEST
Cupertino	_____ Gilbert Wong, Mayor	_____ Grace Schmidt, City Clerk
Los Altos	_____ Jan Pepper, Mayor	_____ Jon Marginot, City Clerk
Milpitas	_____ Jose Esteves, Mayor	_____ Mary Lavelle, City Clerk
Mountain View	_____ Christopher Clark, Mayor	_____ Lorrie Brewer, City Clerk
Palo Alto	_____ Nancy Shepherd, Mayor	_____ Donna Grider, City Clerk
Santa Clara	_____ Jamie Matthews, Mayor	_____ Rod Diridon, Jr., City Clerk
Sunnyvale	_____ Jim Griffith, Mayor	_____ Franco Simmons, City Clerk
County of San Mateo	_____ Dave Pine, President Board of Supervisors	_____ Mark Church, County Clerk

STATEMENT OF OPINION; LEGAL AUTHORITY TO ENTER INTO JOINT EXERCISE OF POWERS AGREEMENT FOR WORKFORCE DEVELOPMENT SERVICES

I, the undersigned chief legal officer of the Jurisdiction identified below opposite my own name, am an attorney licensed to practice before the Supreme Court of the State of California. It is my opinion that the City which I represent is fully authorized by the laws of the State of California to enter into that certain agreement entitled “Joint Exercise of Powers Agreement; Workforce Development Services” dated July 1, 2015, and to participate in the governmental actions described therein.

JURISDICTION	ATTORNEY	DATE
Cupertino	_____ Carol Korade	_____
Los Altos	_____ Jolie Houston	_____
Milpitas	_____ Michael Ogaz	_____
Mountain View	_____ Jannie Quinn	_____
Palo Alto	_____ Molly Stump	_____
Santa Clara	_____ Richard Nosky	_____
Sunnyvale	_____ Joan Borger	_____
County of San Mateo	_____ John Maltbie	_____

San Mateo County Board of Supervisors

MINUTES

Board Members

Dave Pine

Carole Groom

Don Horsley

Warren Slocum

Adrienne J. Tissier

**County Manager/
Clerk of the Board**
John L. Maltbie

County Counsel
John C. Beiers

Hall of Justice • 400 County Center • Redwood City • California 94063 • 650-363-4653 • www.smcgov.org

Meeting was called to order at 9:01 a.m.

TUESDAY, JANUARY 27, 2015

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Absent: None

PUBLIC COMMENT

Speakers recognized by the President:

Martin Fox, Belmont

Therese M. Dyer, Pacifica

Wynn Gruich, Hayward

This item is reserved for persons wishing to address the Board on any County-related matters that are as follows: 1) Not otherwise on this meeting agenda; 2) Listed on the Consent Agenda; 3) County Manager's Report on the Regular Agenda; or 4) Board Members' Reports on the Regular Agenda. Public comments on matters not listed above shall be heard at the time the matter is called.

As with all public comment, members of the public who wish to address the Board should complete a speaker's slip to make a public comment. Speakers are customarily limited to two minutes, but an extension can be provided to you at the discretion of the Board President.

ACTION TO SET AGENDA and TO APPROVE CONSENT AGENDA ITEMS

(This item is to set the final consent and regular agenda, and for the approval of the items listed on the consent agenda. All items on the consent agenda are approved by one action.)

Supervisor Pine requested that item #1 be moved to the consent agenda

Supervisor Pine requested that items #12 and the item #1 on the addendum be moved to the regular agenda for discussion

Motion: Tissier / **Second:** Horsley

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

PRESENTATIONS AND AWARDS

1. Presentation of a resolution (**3645**) honoring Golden Gate Harley Owners Group 25th Anniversary Holiday Toy Run (Supervisor Dave Pine)

This item was moved to the consent agenda

2. Presentation of the 2014 Women in County Government Honorees: (Supervisor Carole Groom)

- A) Rookie of the Year: Ava Carter (**3646**)
- B) Development of Self and Others: Trisha Linette Sanchez (**3647**)
- C) Development of Others: Sandra Santana-Mora (**3648**)
- D) Public Service/Community Service - The Extra Mile: Birzayit Santiago (**3649**)

Speakers recognized by the President:

Supervisor Carole Groom, Board of Supervisors

3. Presentation of Commendations honoring STARS Awards recipients (Human Resources):
 - A) Resolution (**073594**) approving STARS Awards recipients and Honorable Mention; and
 - B) Authorizing an appropriation transfer request (**073595**) in the amount of \$62,500 from Non-Departmental and Health System to various program accounts to appropriate STARS Awards

Speakers recognized by the President:

Supervisor Carole Groom, Board of Supervisors
Rocio Kirczun, Fiscal Services Manager, Human Resources Agency
Noris Larkin, Health System/SMMC's Depression Screening for Diabetics
Dr. Dave Lin, Health System/SMMC's Depression Screening for Diabetics
Dr. Sumita Kalra, Health System/SMMC's Depression Screening for Diabetics
Pamela Gibson, County Wellness Committee
Carlos Morales, Health System/BHRS & Human Services Agency's Service Connect
Hetal Patel, Health System's Way2Go Program
Maeve Johnston, Health System's Way2Go Program
Barbara Bonilla, Sheriff's Activities League Clean Team
Mason Lok, Sheriff's Activities League Clean Team

Motion: Horsley / Second: Pine

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

MATTERS SET FOR SPECIFIED TIME

Times listed under this section are approximate. The Board makes every effort to adhere to the times listed, but in some cases, because of unexpected presentations, items may not be heard precisely at the time scheduled. In no case will any item be heard before the scheduled time.

4. 9:00 a.m.

Resolution (**073596**) authorizing the acceptance of donations in the amount of \$26,130 for FY 2014-2015 from the Friends of Huddart and Wunderlich Parks.

Speakers recognized by the President:

Marlene Finley, Parks Department

Lea Goldstein, Friends of Huddart & Wunderlich Parks

Lisa Raskin, Vice President, Friends of Huddart & Wunderlich Parks

Supervisor Don Horsley, Board of Supervisors

Supervisor Warren Slocum, Board of Supervisors

Motion: Slocum / Second: Tissier

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

5. 9:30 a.m.

Resolution (**073597**) authorizing

- 1) The acceptance of donations in the amount of \$217,505 and in-kind gifts in the amount of \$12,110 for FY 2014-2015 from the San Mateo County Parks and Recreation Foundation; and
- 2) An appropriation transfer request (**073598**) in the amount of \$52,500 from Unanticipated Revenue to the Parks Acquisition and Development Fund

Speakers recognized by the President:

Supervisor Carole Groom, Board of Supervisors

Marlene Finley, Parks Department

Julia Bott, Executive Director, San Mateo County Parks Foundation

Supervisor Dave Pine, Board of Supervisors

Motion: Tissier / Second: Horsley

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

6. 10:00 a.m.

Public hearing to consider:

- 1) Submittal of the County's updated 2014-22 Housing Element to the California Department of Housing and Community Development for certification

- 2) Certification of an associated Initial Study and Negative Declaration, finding no environmental impact from adoption of the updated Housing Element, as complete and correct
- 3) Report and recommendation

Speakers recognized by the President:

Steve Monowitz, Planning Department
Will Gibson, Planner, Planning Department
Supervisor Don Horsley, Board of Supervisors
Supervisor Dave Pine, Board of Supervisors
Supervisor Adrienne Tissier, Board of Supervisors

- 4) Open public hearing

Speakers recognized by the President:

Joshua Hugg, Housing Leadership Council of San Mateo County

- 5) Close public hearing

Motion: Tissier / Second: Pine

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

- 6) Certify Negative Declaration as complete and correct
- 7) Direct staff to submit the updated Housing Element to the California Department of Housing and Community Development for certification

Speakers recognized by the President:

John Beiers, County Counsel

Supervisor Tissier directed staff to work in coordination with the Department of Housing

Supervisor Horsley directed staff to investigate the efficiency concept of smaller apartments

Motion: Tissier / Second: Slocum

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

REGULAR AGENDA

DIRECTOR'S REPORT

7. Jim Eggemeyer, Sustainability Director

Speakers recognized by the President:

Jim Eggemeyer, Office of Sustainability
Supervisor Adrienne Tissier, Board of Supervisors
John Maltbie, County Manager
Supervisor Dave Pine, Board of Supervisors

COUNTY MANAGER: OFFICE OF WORKFORCE AND ECONOMIC DEVELOPMENT

8. Resolution (**073599**):

- A) Approving the County of San Mateo Workforce Investment Board's recommendation to redefine local Workforce Investment area boundaries and create a new local workforce area by joining with the existing North Valley consortium; and
- B) Authorizing the President of the Board of Supervisors to sign documents to inform the Governor of California, the California Workforce Investment Board, the Employment Development Department, and North Valley consortium of the intent to redefine local Workforce Investment Area boundaries by joining with the NOVA consortium

Speakers recognized by the President:

Nicole Pollack, San Mateo County Workforce Investment Board
Supervisor Don Horsley, Board of Supervisor
John Maltbie, County Manager
Supervisor Adrienne Tissier, Board of Supervisors
John Beiers, County Counsel
Supervisor Carole Groom, Board of Supervisors
Supervisor Warren Slocum, Board of Supervisors
Supervisor Dave Pine, Board of Supervisors
Martin Fox, Belmont

Motion: Horsley / Second: Slocum

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

COUNTY MANAGER

County Manager John Maltbie reported that over 300 letters of Intent totaling over \$283,000,000 of requests for Measure A funding; \$171,000,000 were for new initiatives and \$112,000,000 were for County infrastructure or the expansion of existing initiatives that were funded in the first two years. His recommendations will be focused on five priority areas: 1) ending homelessness and increasing availability of affordable housing to County clients, 2) supporting foster youth from the entry into the system through emancipation into self-sufficiency after foster care, 3) protecting older adults and ensuring that low income residents can age in place, 4) environmental sustainability and climate resilience, and 5) targeted intervention in communities where lower high school graduation and higher truancy rates and other acute needs exists. The next steps would be to respond to the letters of intent whereby the applicants will be invited to submit a full application, be referred to an Request For Proposal (RFP) process, or be notified that their application has not been

selected to continue in the process. A parallel review of existing Measure A initiatives previously funded and new County capital or IT proposals are underway and will be presented on March 17th to the Board of Supervisors. A package of new Measure A proposals will be presented to the Board of Supervisors on March 31st. The RFPs will be issued in April and the approved proposals will be included along with other recommendations will be presented in the budget hearing on July 1st.

Speakers recognized by the President:

John Maltbie, County Manager
Supervisor Warren Slocum, Board of Supervisors
Supervisor Adrienne Tissier, Board of Supervisors
Supervisor Dave Pine, Board of Supervisors
Supervisor Carole Groom, Board of Supervisors

BOARD OF SUPERVISORS

9. Resolution authorizing an appropriation transfer (**073600**) request in the amount of \$150,000 from Non-Departmental Services ERAF Reserves to Engineering Services (46130) for specific projects to address the flooding of Pescadero Creek Road

Speakers recognized by the President:

Supervisor Don Horsley, Board of Supervisors
Supervisor Adrienne Tissier, Board of Supervisors
Jim Porter, Department of Public Works
Kellyx Nelson, Executive Director, Resource Conservation District

Motion: Horsley / Second: Tissier

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

10. Board Members' Reports

Supervisor Tissier reported that work has been done in the past few years to eradicate Human Trafficking and that meetings were held with various City Managers to encourage them to adopt the County's illegal massage parlors ordinance.

Supervisor Tisser also reported that over the holiday season, the Children's Fund distributed over 3,500 gifts to low income and foster care served by our County.

Supervisor Tisser mentioned that the Age Well, Drive Smart seminar will be held on February 11 from 9:00 am to 12:00 pm at the Senior Coastsiders.

Supervisor Pine indicated that the Community Choice Aggregation Workshops will be held in South San Francisco on February 4th from 9:00 am to 12:00 pm and at Redwood City from 1:30 to 4:00 pm. Community Choice Aggregation will also be discussed at the Council of Cities meeting on Friday, January 30th.

Supervisor Pine attended the San Mateo County School Board Association in which matters such as mental health issues and stress in schools were discussed.

Supervisor Pine also reported that the County will be receiving a \$500,000 grant from the Coastal Conservancy to work on vulnerability assessment of the Bayside and the Coastside, north of Half Moon Bay.

CONSENT AGENDA

All items on the consent agenda are approved by one action unless a request is made at the beginning of the meeting that an item be withdrawn or transferred to the regular agenda. Any item on the regular agenda may be transferred to the consent agenda.

11. Approve the minutes for the meetings of January 13, 2015 and January 17, 2015

BOARD OF SUPERVISORS

12. Resolution (**073601**) designating the San Mateo County Bicycle Advisory Committee pursuant to Metropolitan Transportation Commission's Resolution No. 4108 (Supervisor Don Horsley)

Speakers recognized by the President:

Supervisor Dave Pine, Board of Supervisors

Supervisor Carole Groom, Board of Supervisors

Supervisor Don Horsley, Board of Supervisors

Motion: Pine / Second: Horsley

Ayes: Supervisors Pine, Groom, Horsley, Slocum, and Tissier

Noes: None

13. Recommendation for the appointment of Dr. Neel D. Patel to the First Five Commission representing Public Member for a term ending December 31, 2018 (Supervisor Dave Pine)
14. Recommendation for the re-appointment of Supervisor Adrienne J. Tissier to the Metropolitan Transportation Commission (MTC) for a term ending on February 11, 2019 (Supervisor Carole Groom)
15. Recommendation for the re-appointment of Teresa Ferrer to the San Mateo Health Plan Commission for a term ending January 1, 2019 (Supervisor Carole Groom)
16. Ratification of a resolution (**3650**) honoring Bill Green as the South San Francisco Italian American Citizens Club Person of the Year (Supervisor Dave Pine)
17. Ratification of a resolution (**3651**) honoring Peter Grenell upon his retirement as General Manager of the San Mateo County Harbor District (Supervisor Dave Pine)

COUNTY COUNSEL

18. Approve corrections to the identified tax rolls and corresponding tax refunds.

COUNTY MANAGER: OFFICE OF SUSTAINABILITY

19. Resolution (**073602**) authorizing:
- A) The County of San Mateo to receive a grant in anticipation of funding up to \$500,000 from the California State Coastal Conservancy for the purpose of preparing a sea level rise vulnerability assessment and developing an adaptation strategy framework; and
 - B) The County Manager or his designee to execute an agreement with the California State Coastal Conservancy to receive this grant

COURTS

20. Recommendation for the appointment of Lara Montoya to the Juvenile Justice & Delinquency Prevention Youth Commission for a term ending on December 31, 2018.

GOVERNING BOARD

21. Acting as the Governing Board of the Fair Oaks Sewer Maintenance District, adopt a resolution (**073603**) setting Tuesday, February 24, 2015 at 9:00 A.M. at your regularly scheduled Board meeting, as the time and place for a public hearing on the proposed annexation of the Lands of Bayer (931 High Road, Woodside, APN 069-150-660) to the Fair Oaks Sewer Maintenance District.
22. Acting as the Governing Board of the Oak Knoll Sewer Maintenance District, adopt a resolution (**073604**) setting Tuesday, February 24, 2015 at 9:00 A.M. at your regularly scheduled Board meeting, as the time and place for a public hearing on the proposed annexation of the Lands of Lopez (24 Don Court, Redwood City, APN 058-040-130) to the Oak Knoll Sewer Maintenance District.

HEALTH SYSTEM

23. Resolution (**073605**) authorizing an agreement with the San Mateo Health Commission, doing business as Health Plan of San Mateo, for services to Medi-Cal members, for the term of July 1, 2014 through September 30, 2017, funded through Intergovernmental Transfers.
24. Resolution (**073606**) authorizing an agreement with Altegra Health Operating Company for coding support services, for the term of February 1, 2015 through December 31, 2015, in an amount not to exceed \$300,000.
25. Resolution (**073607**) authorizing an agreement with Healthcare Cost Solutions, Inc. for compliance coding audits of facility and clinic medical records, for the term of February 1, 2015 through January 31, 2018, in an amount not to exceed \$500,000.
26. Resolution (**073608**) authorizing an agreement with Thunder Road for mental health services and substance use disorder services, for the term November 10, 2014 through June 30, 2015, in an amount not to exceed \$579,540.

27. Resolution (**073609**) authorizing an agreement with Crothall Laundry Services, Inc. for laundry and linen rental services, for the term of February 1, 2015, through January 31, 2020, in an amount not to exceed \$2,717,000.
28. Resolution (**073610**) ratifying the execution of an agreement with the Department of Health Care Services regarding the County's continued participation in the Construction and Renovation Reimbursement Program and associated receipt of reimbursement funds under that program.
29. Resolution (**073611**) authorizing an amendment to the agreement with Jackson & Coker Locum Tenens, LLC to provide locum tenens services, extending the term through December 31, 2016, and increasing the amount by \$800,000 to an amount not to exceed \$1,600,000.
30. Resolution (**073612**) authorizing an amendment to the agreement with Scott Oesterling, MD to provide obstetrics and gynecology services, expanding the scope of services, updating the provider list, extending the term through December 31, 2015, and increasing the amount by \$2,400,000 to an amount not to exceed \$7,187,648.
31. Resolution (**073613**) authorizing the approval and submission of San Mateo County's Mental Health Services Act Three Year Program and Expenditure Plan for FY 2014-15 through FY 2016-17 to the State Department of Health Care Services.
32. Resolution authorizing:
 - A) An appropriation transfer request (**073614**) in the amount of \$991,023 from unanticipated revenue and expenses from the Health Plan of San Mateo to Behavioral Health and Recovery Services; and
 - B) Introduction of an ordinance amending the Master Salary Ordinance to reflect the addition of four positions to Behavioral Health and Recovery Services and waiving the reading of the ordinance in its entirety

HUMAN RESOURCES

33. Report recommending the denial of claims (Non-culpable)
34. Adoption of an ordinance (**04727**) amending the salary ordinance to reclassify twelve positions, accepting the report on the total number of positions in the County, previously introduced on January 13, 2015, and waiving the reading of the ordinance in its entirety
35. Introduction of an ordinance amending the salary ordinance to add ten positions, delete ten positions, reclassify five positions, convert one position to unclassified and one position to classified, split one position to two half time positions, accepting the report on the total number of positions in the County, and waiving the reading of the ordinance in its entirety

HUMAN SERVICES AGENCY

36. Resolution (**073615**):

- A) Accepting the Community Services Block Grant, Number 15F-2040, funding from the State Department of Community Services and Development, for the purpose of helping families and individuals at risk of homelessness to remain housed, for the term of January 1, 2015 through December 31, 2015, in the amount of \$113,863; and
 - B) Authorizing the Director of the Human Services Agency or the Director's designee to execute Amendments from the State Department of Community Services and Development to accept the terms and additional funding in an amount up to \$421,485.
37. Introduction of an amendment to the Master Salary Ordinance adding three Social Worker III positions to Children and Family Services department (Org Code: 74251) of the Human Services Agency and waiving the reading of the ordinance in its entirety.

PARKS

38. Resolution (**073616**) authorizing an amendment to the San Mateo County Parks' Five-Year (2013-2018) Strategic Plan to add Goal 5: Healthy Community with associated strategies.

PLANNING AND BUILDING

39. Adoption of an ordinance (**04728**) amending the County Zoning Regulations, adding definitions of "transitional housing," "supportive housing," and "target population," stating that transitional and supportive housing are residential uses subject to no additional requirements or conditions beyond those applicable to other residential uses, and waiving the reading of the ordinance in its entirety.

PROBATION

40. Resolution (**073617**) authorizing the Chief Probation Officer or his designee to:
- A) Apply for and accept federal funds available for FY 2015-16 in the amount of \$119,285 through the Proud Parenting Program Grant administered by the Board of State and Community Corrections; and
 - B) Provide matching funds required for this grant in the amount of \$11,928.
41. Resolution (**073618**) authorizing an amendment to the agreement with Pyramid Alternatives to provide substance abuse treatment services to clients in the Bridges Program, extending the term of the agreement through June 30, 2015, and increasing the amount by \$61,745.82 to an amount not to exceed \$123,491.64.
42. Introduction of an ordinance amending the salary ordinance to add one (1) classified Administrative Secretary II position (E002) and waiving the reading of the ordinance in its entirety.

PUBLIC WORKS

43. Resolution (**073619**) authorizing an agreement with Environmental Science Associates, to

prepare environmental documentation and to provide permitting services related to the Alpine Road Trail Improvements Project, for a term of January 27, 2015 through January 27, 2018, for a maximum aggregate amount of \$300,000.

44. Resolution (**073620**) authorizing an amendment to the agreement with Trimble Navigation Limited, successor in interest to Manhattan Software Inc., to continue providing technical support for the Integrated Workplace Management System, extending the term through February 9, 2016, and increasing the amount by \$45,825 to an amount not to exceed \$145,350.
45. Resolution (**073621**) authorizing an amendment to the agreement with Bay Area Geotechnical Group for on-call Geotechnical and Special Inspection Services, increasing the amount by \$20,000 to an amount not to exceed \$120,000.
46. Resolution (**073622**) authorizing an amendment to the agreement with Pacific Gas and Electric Company regarding the construction and cost responsibilities associated with the 230kV Transmission Project at the Crystal Springs Reservoir in San Mateo County. Federal Aid Project No. BRLO-5935(053), Project No. R1103.

SHERIFF

47. Resolution(**073623**):
 - A) Accepting the FY 2014 DNA Backlog Reduction Program grant, for the term of October 1, 2014 through September 30, 2016, in the amount of \$162,938 and
 - B) Authorizing an appropriation transfer request (**073624**) in the amount of \$162,938 from Unanticipated Revenue to Extra-help Regular Hours, Benefits, Employee Training Expense, and Supplies for the expenditure of grant funds (4/5ths vote required).
48. Resolution (**073625**) authorizing the purchasing agent to purchase a Mobile Adjustable Ramp System for the San Mateo County Regional Rescue Vehicle from Patriot3 Inc., in an amount not to exceed \$173,987.
49. Resolution (**073626**) authorizing an agreement with Taborda Solutions, Inc. for a Cyber Security Automated Threat Information Exchange system for the Northern California Regional Intelligence Center for the term January 1, 2015 through January 31, 2018, in an amount not to exceed \$887,641.
50. Resolution (**073627**) authorizing the County Manager or County Manager's designee to:
 - A) Execute an amendment to the Architectural and Engineering Service Agreement with Hellmuth, Obata + Kassabaum, Inc., increasing the contract amount by \$219,000, for a revised not to exceed amount of \$9,249,255; and
 - B) Authorize an additional \$100,000 to Contingency for unforeseen conditions.

51. Resolution (**073628**) authorizing the Sheriff or Sheriff's designee to execute an amendment to the agreement with RDL Construction to provide support for the Jail Planning Bureau Project Director and Senior Project Manager for the Maple Street Correctional Center, increasing the amount by \$200,000 for a new not to exceed amount of \$300,000.
52. Resolution (**073629**) authorizing the Sheriff or Sheriff's designee to execute an amendment to the agreement with Consolidated Engineering Laboratories to provide material testing and special inspection services for the Maple Street Correctional Center at 1300 Maple Street in Redwood City, increasing the amount of the agreement by \$307,346.10, for a revised not to exceed amount of \$631,410.10.

TREASURER

53. Resolution (**073630**) approving the 2015 San Mateo County Investment Policy Statement.
54. Resolution (**073631**) authorizing an agreement with the State of California Franchise Tax Board to provide collection services for unpaid court ordered fines, forfeitures and penalties from January 1, 2015 to December 31, 2017 in an amount not to exceed \$450,000.
55. Resolution (**073632**) authorizing the renewal of the delegation of investment authority to the Treasurer for the calendar year 2015 pursuant to Section 2.91.040 to Title 2, Article 2.9 Chapter 2.91 of the San Mateo County Ordinance Code.

CLOSED SESSION

(The Board will adjourn to closed session to consider the following items at the end of the agenda, or at any time during the meeting as time permits. At the conclusion of closed session, the Board will reconvene in open session to report on any actions taken for which a report is required by law.)

Conference with Legal Counsel - Existing Litigation

The People of the State of CA v. Atlantic Richfield Company et al
In the Court of Appeal of the State of CA, Sixth Appellate District, Case No. H040880

The San Mateo County Investment Pool v. Richard S. Fuld, Jr. et al
San Francisco Superior Court Case No. CGC 08 481841

Conference with Labor Negotiators

Employee Labor Organization: San Mateo County Council of Engineers
County Negotiator: Nicole McKay

The Board recessed to regular closed session at 12:00 p.m.

The Board reconvened the open session at 12:36 p.m.

County Counsel made the following report: No other reportable action was taken

The meeting was adjourned at 12:37 p.m. in memory of Gerry C. Wagstaffe, Raymond

Garibaldi, Warren “Hutch” Hutchins, Francis Elizabeth Borklund, and Mae de la Calzada.



City of Sunnyvale

Agenda Item

15-0127

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Approve a Memorandum of Agreement between the City of Sunnyvale and Foothill-De Anza Community College District for Replacement of an Existing Public Sanitary Sewer Pipeline; Authorize the City Manager to Execute the Subject Agreement and Approve Budget Modification No. 39

BACKGROUND

Deactivation of the Onizuka Air Force Station created five parcels of land, four of which were conveyed to local agencies for re-development pursuant to the Onizuka Redevelopment Plan. One of those parcels, Parcel C shown on Attachment 1, was conveyed to Foothill De-Anza Community College District (the "District") who proposed to construct an educational center on Parcel C (the "District Project"). The District Project is subject to the jurisdiction of the Division of the State Architect and the laws and regulations of the State of California governing community colleges. In addition and pursuant to an agreement executed in 2011 between the District and the City, the District Project shall be consistent with specific City regulations, including utility connections.

There is an existing 12-inch public sanitary sewer line within an existing public utility easement that passes through the District Property as shown on Attachment 2. The District Project proposed to connect two private sanitary sewer lines to the 12-inch public sanitary sewer line. The condition of the 12-inch sanitary sewer line was evaluated and determined to be in poor condition needing replacement. In addition, the pipeline is part of a segment of sewer line that has been identified for upsizing to a 15-inch line in the City's 2014 Wastewater Master Plan.

EXISTING POLICY

General Plan, Chapter 2, Citywide Vision Goal XII Supportive Utilities - To provide and maintain water, sewer, solid waste disposal, and drainage facilities that are safe, efficient, and reliable, and which can develop sufficient capacity to meet the expected growth of the city.

General Plan, Chapter 7, Goal EM-6 Effective Wastewater Collection System - Continue to operate and maintain the wastewater collection system so that all sewage and industrial wastes generated within the City are collected and conveyed under safe and sanitary conditions to the water pollution control plant.

ENVIRONMENTAL REVIEW

A mitigated negative declaration for the District Project was filed on May 10, 2012 pursuant to an environmental assessment prepared for the District by RBF Consulting.

DISCUSSION

The District contacted the City after completing a condition assessment of the existing 12-inch public sanitary sewer line that their project will be connecting to. Based on the condition of the pipe, the

District is concerned about performing the sewer lateral connections to the line as well as the future functionality. The City's Environmental Services Department reviewed the condition assessment and concurs that the sewer line is in need of replacement.

There are two options to complete the work. The first is to perform the work as a capital improvement project, however this project is currently not budgeted and the timeframes required for budgeting the project and completing the design and construction extend past the District's construction schedule. The second option is to negotiate a price with the District to have them design and construct the new sewer line for the City. The benefit of the second option is that the construction of the public sewer line can take place while the District is constructing the rest of their project.

If the City were to complete the project under the first option, it would be constructed after the District completes and opens their new facility. Construction would impact a portion of the new parking lot, landscaping, and other new site improvements would have to be torn out and replaced. The City and District agreed this was not a preferable option. Instead, the District will perform the sanitary sewer replacement work as part of their utility and site construction work scheduled to begin this winter, and the City will be responsible for reimbursing the District for all design and construction costs.

The scope of the replacement work starts at a manhole on the City property south of the District Property and extends to an existing manhole within the Innovation Way roadway, just north of the District Property as shown on Attachment 2. The District and City independently prepared estimates for the project, negotiated and agreed upon a reasonable price for design and construction. The design for the sewer replacement work will be prepared by the District's consultant and reviewed by City. The design will conform to all applicable City standards and the City will be able to inspect the construction of the sewer line to verify it is being constructed in accordance with the design documents. The estimate for the design and construction of the sewer replacement work is in the amount of \$227,893 plus a contingency in the amount of \$22,107, with a total not to exceed \$250,000 (Attachment 3).

The proposed Memorandum of Agreement attached hereto authorizes the District to perform the work, and the City to reimburse District for their design and construction costs not to exceed \$250,000. The District Board approved the proposed Memorandum of Agreement at its meeting on January 12, 2015.

FISCAL IMPACT

The FY 2014/15 Budget does not include this project as part of the sanitary sewer replacement work. Pursuant to this Memorandum of Agreement, a budget modification is needed to fund the project.

Budget Modification No. 39 has been prepared to appropriate \$250,000 from the Wastewater Management Fund Rate Stabilization Reserve to fund the project. Development related revenues, which are restricted for capital and infrastructure needs, ended FY 2013/14 \$1.4 million better than planned and are tracking above budget in the current year. Therefore, funding this project will not significantly impact wastewater rates.

Budget Modification No. 39 FY 2014/15

	Current	Increase/ (Decrease)	Revised
Wastewater Management Fund			
<u>Expenditures</u>			
Project 825331 - Replacement/Repair/Rehabilitation of the Sanitary Sewer System	\$227,303	\$250,000	\$477,303
<u>Reserves</u>			
Rate Stabilization Reserve	\$3,645,013	(\$250,000)	\$3,395,013

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Approve a Memorandum of Agreement between the City of Sunnyvale and Foothill-De Anza Community College District for Replacement of an Existing Public Sanitary Sewer Pipeline; Authorize the City Manager to Execute the Subject Agreement and approve Budget Modification No. 39.

Prepared by: Judy Chu, Senior Civil Engineer

Reviewed by: Manuel Pineda, Director, Public Works Department

Reviewed by: Grace K. Leung, Director, Finance Department

Reviewed by: John Stufflebean, Director, Environmental Services

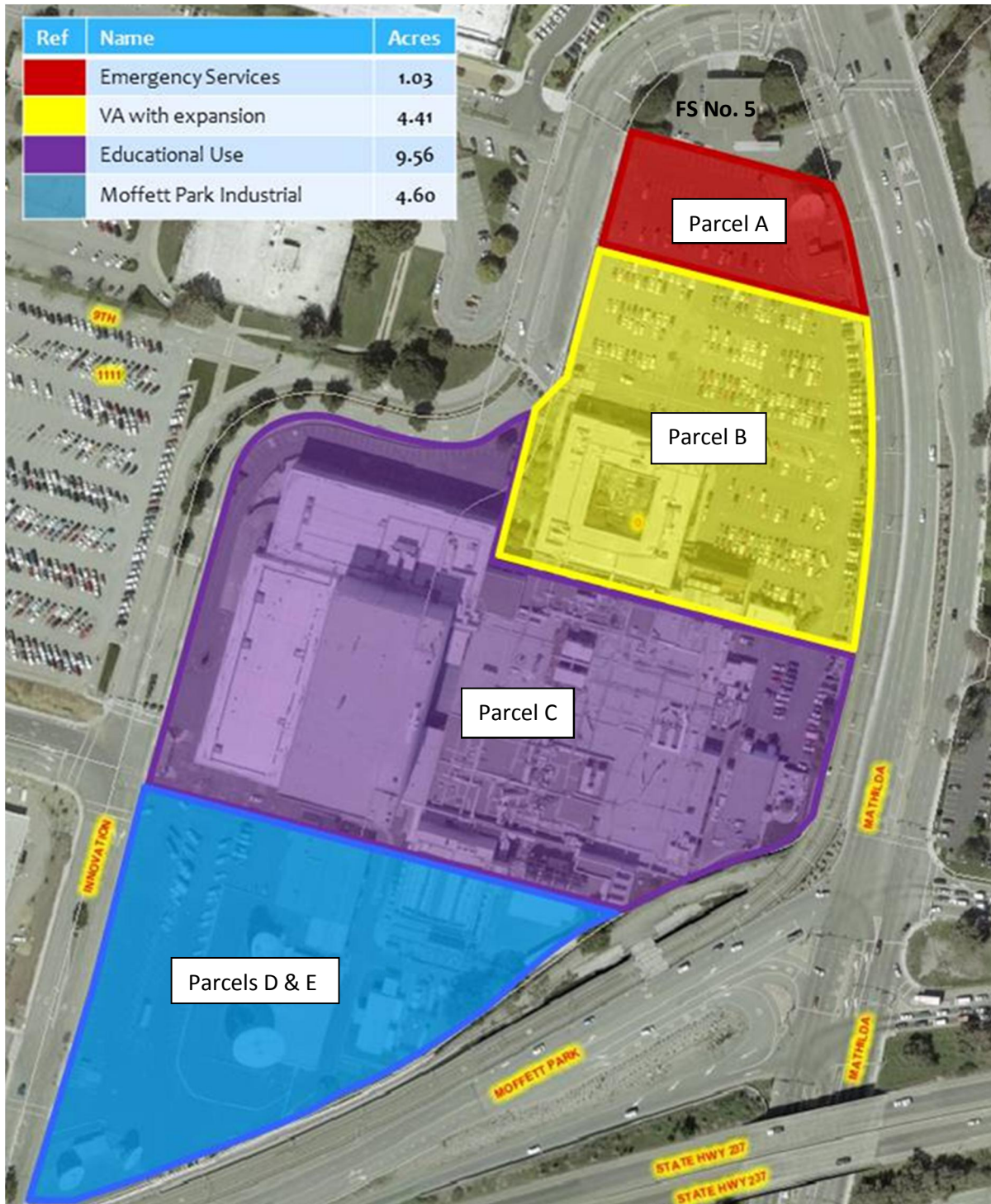
Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Onizuka Air Force Station Parcels
2. Sanitary sewer replacement work on District Property
3. Proposed Memorandum of Agreement

**Onizuka Air Force Station
Local Redevelopment Authority
Amended Redevelopment Plan (adopted December 13, 2011)
PREFERRED ONIZUKA LAND USES**



ATTACHMENT 2

SEAL



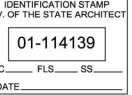
PROJECT
**FOOTHILL - DE ANZA
EDUCATIONAL CENTER**

1070 INNOVATION WAY
SUNNYVALE, CA 94089

CLIENT
FOOTHILL - DE ANZA COMMUNITY COLLEGE
DISTRICT
12345 EL MONTE ROAD LOS ALTOS HILL, CA
94022

ISSUED		
MARK	DATE	DESCRIPTION
	05-28-2013	SCHEMATIC DRAWINGS
	10-09-2013	DD DRAWINGS
	02-12-2014	25% CD DRAWINGS
	05-19-2014	DSA SUBMITTAL
	09-29-2014	GRADING NOTE & REVISION
	11-07-2014	DSA APPROVAL SET

MANAGEMENT	
LIONAKIS PROJECT NO:	011301
CLIENT PROJECT NO:	011301
DRAWN BY:	NM
CHECKED BY:	MMP
COPYRIGHT:	LIONAKIS 2013



TITLE
Utility Plan

SHEET
C-5

- UTILITY NOTES
1. INSTALL WATER VALVE PER CITY STANDARD DETAIL 1B, SEE SHEET C-9
 2. INSTALL CLEAN OUT (CO)
 3. INSTALL PIV PER CONFIGURATION SHOWN ON SUNNYVALE DEPARTMENT OF PUBLIC SAFETY FIRE PREVENTION STANDARDS, SEE SHEET C-9
 4. INSTALL FDC PER CONFIGURATION SHOWN ON SUNNYVALE DEPARTMENT OF PUBLIC SAFETY FIRE PREVENTION STANDARDS, SEE SHEET C-9
 5. INSTALL FIRE HYDRANT PER CITY STANDARD DETAILS 2B AND 2B-2, SEE SHEET C-9
 6. INSTALL STORM DRAIN MANHOLE (SDMH) PER CITY STANDARD DETAIL 1A, SEE SHEET C-10
 7. INSTALL STORM DRAIN DROP INLET (SDDI) PER CITY STANDARD DETAIL 11A, SEE SHEET C-10
 8. INSTALL STORM DRAIN AREA DRAIN (SDAD) PER DETAIL 1, SHEET C-10
 9. INSTALL SANITARY SEWER MANHOLE (SSMH) PER CITY STANDARD DETAIL 1A, SEE SHEET C-10
 10. CONNECT TO EXISTING STORM DRAIN MANHOLE PER CITY STANDARD DETAIL 14A, SEE SHEET C-10
 11. CONNECT TO EXISTING STORM DRAIN DROP INLET (SDDI)
 12. INSTALL STORMWATER TREATMENT AREA, SEE DETAIL 2, SHEET C-10
 13. EXISTING SANITARY SEWER LINE - DO NOT DAMAGE!!!
 14. SEE INNOVATION WIDENING OFFSITE PLANS BY BKF ENGINEERS FOR UTILITY LINE CONTINUATION
 15. CONNECT TO EXISTING SANITARY SEWER SERVICE
 16. PROPOSED 10' WIDE JOINT TRENCH EASEMENT
 17. PROPOSED 15' WIDE WATER LINE EASEMENT
 18. INSTALL CHECK VALVE
 19. INSTALL 4" CAST IRON STORM DRAIN PIPE UNDER EXISTING 4" CONCRETE SIDEWALK, CONNECT AT ROOF DRAIN, OUTLET TO DAYLIGHT AND FLOW TO TREATMENT AREA.
 20. PROTECT EXISTING TREE, SEE TREE PROTECTION DETAIL D ON LANDSCAPE PLAN, SHEET L-521.

- GENERAL NOTES
1. ALL TRENCHING SHALL BE PER CITY STANDARD DETAILS 16A-1, 16A-2, AND 16A-6, SEE SHEET C-9

NOTES

- LENGTH OF PIPE TO BE REPLACED = 685 LF
- REMOVE EXISTING 12" SANITARY SEWER LINE
- INSTALL NEW 15" PVC, SDR 26 JM EAGLE PIPE WITH RING-TITE JOINTS AND LOCKED-IN GASKETS PER CITY OF SUNNYVALE STANDARDS
- DIVERSIONARY PUMPING OF SANITARY SEWER FLOWS DURING CONSTRUCTION ARE INCLUDED.

REPLACE EXISTING
SEWER MANHOLE
WITH NEW MANHOLE

EXISTING
MANHOLE TO BE
REMOVED

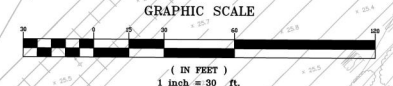
SANITARY
SEWER LINE TO
BE REPLACED -
685 LF

NEW SANITARY
SEWER MANHOLE

NEW SANITARY
SEWER MANHOLE

REPLACE EXISTING
SANITARY SEWER
MANHOLE WITH NEW
MANHOLE

REPLACE EXISTING
SEWER MANHOLE
WITH NEW MANHOLE



APPROVED/RATIFIED
BY BOARD 01/12/2015

**MEMORANDUM OF AGREEMENT
BETWEEN
FOOTHILL-DE ANZA COMMUNITY COLLEGE DISTRICT
AND THE
CITY OF SUNNYVALE**

THIS MEMORANDUM OF AGREEMENT (hereinafter referred to as the “Agreement”) regarding certain activities to be undertaken at what previously was Onizuka Air Force Station (“OAFS”) in Sunnyvale, California, is entered into on this ____ day of _____, 2014 (“Effective Date”), by and between **FOOTHILL-DE ANZA COMMUNITY COLLEGE DISTRICT** (“District”), and **CITY OF SUNNYVALE** (“City”). The District and the City are each sometimes referred to herein individually as a “Party” and collectively as the “Parties.”

RECITALS

WHEREAS, as required by Base Realignment and Closure law, the U.S. Air Force (“USAF”) deactivated certain properties, including OAFS, and USAF elected to subdivide OAFS into four (4) smaller parcels for conveyance to four (4) entities as depicted in the map attached hereto and incorporated herein as Exhibit “A” (“Map”);

WHEREAS, Parcels D and E on the Map represent the land transferred to the City by USAF, and Parcel C on the Map represents the land transferred to the District by USAF;

WHEREAS, there is an existing 12-inch City sanitary sewer facility that passes through the City’s Parcels D and E and the District’s Parcel C, continuing into Innovation Way. The subject sanitary sewer facility is scheduled for replacement by the City in the near future;

WHEREAS, it is advantageous to both Parties to replace a portion of the sanitary sewer facility located primarily on the District’s Parcel C, and passing through the City’s Parcels D and E, before the District proceeds with site construction and building construction over and adjacent to the subject sanitary sewer facility;

NOW, THEREFORE, in consideration of the foregoing premises and the respective representations, agreements, covenants and conditions herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows.

AGREEMENT

ARTICLE 1.

The District shall:

A. Contract with a licensed design professional for design services needed to remove the existing 12" sanitary sewer facility and install a new 15" sanitary sewer facility partially located in the City's Parcel D and passing through the District's Parcel C within a public utility easement, in accordance with City-approved plans as shown on Exhibit "B" (the "District's Work");

B. Secure the City's approval of construction documents prepared by the District's design professional.

C. Construct the sanitary sewer improvements in accordance with City-approved plans;

D. Remove, mitigate or abate any soil contamination or hazardous materials discovered during construction of the District's Work;

E. Provide access to the project site and notification to the City to allow monitoring and inspection by the City during construction of the District's Work;

F. Conduct video inspection of the completed sanitary sewer improvements and provide the City with a digital record of the inspection;

G. Increase the width of the sanitary sewer easement from ten (10) feet in width to fifteen (15) feet in width, and adjust the location of the easement to align with the new sanitary sewer improvements, if necessary;

H. Perform the District's Work in accordance with all applicable laws, codes, ordinances, and permitting requirements, including any and all environmental preservation or abatement or historic preservation requirements; and

I. Notify the City of any additional costs due to unforeseen conditions, and secure the City's approval to proceed with added work to be charged against the contingency allowance.

J. Guarantee the District's Work for a period of one year, as described more fully in Exhibit "E" ("One Year Warranty for Work Performed").

ARTICLE 2. City hereby agrees to:

A. Grant to the District and its contractors a revocable license in the form attached to this Agreement as Exhibit "C" that allows the District and its contractors to enter City's Parcel D to undertake the District's Work.

B. Assign a representative to act as its agent for acceptance of the District's Work as it is completed and communicate the City's approval of any proposed changes to the District's Work; provided, however, that only a City representative with the proper warrant shall be authorized to make any such acceptance decisions or otherwise legally bind the City.

C. Conduct monitoring and inspections and provide decisions regarding changes of cost in a timely manner as needed and as requested by the District to allow the District's Work to proceed without delay.

ARTICLE 3. The District and the City hereby mutually agree:

A. Upon completion and acceptance of the District's Work, the City shall reimburse the District for design, construction and related costs in an amount not to exceed Two Hundred, Fifty Thousand and No/100 Dollars (\$250,000.00), as more fully set forth in Exhibit "D".

B. If costs due to design changes or delayed actions by the City, unforeseen conditions or changes required by regulatory agencies exceed the contingency amount stated in Exhibit "D", this Agreement shall be amended to increase the contract amount to reimburse the District for those increased costs.

C. The District shall complete District's Work within Ninety (180) calendar days of the date on which the District receives a revocable license from the City to conduct the District's Work, which completion date may be extended at the City's discretion, upon the District's request.

D. Within ten (10) days of completion of District's Work, District shall provide to City a digital record of its video inspection of the new sewer and provide notification to the City that work has been completed.

E. Upon notification by the District that the District's Work is complete and receipt of the digital video inspection, the City shall conduct a final inspection with District personnel. Within ten (10) days of such inspection, the City shall confirm the City's acceptance of the District's Work, or shall communicate any issues preventing acceptance, in writing. Until the District's Work has been accepted as satisfactory by the City, the City and the District shall cooperate to resolve issues preventing acceptance.

F. To the extent a revocable license exists for the purposes of the District's Work, it shall be mutually terminated once the City accepts the District's Work. Provision of security for and maintenance of Parcels D and E shall revert to the City upon withdrawal of the revocable license.

G. District and District's contractor shall indemnify and hold harmless City, its officers, employees, and agents from any and all liability, damages, claims, or causes of action for injury to person or persons, or damage to property which may arise out of, or occur by reason of the performance or work associated with the District Work by the District, its design professional or its

contractors in furtherance of this Agreement, including all costs and attorney fees incurred in defending any claim arising as a result thereof.

H. City and City's contractor shall indemnify and hold harmless District, its officers, employees, contractors and agents from any and all liability, damages, claims, or causes of action for injury to person or persons, or damage to property which may arise out of, or occur by reason of the performance of work associated with work by the City, its design professionals or contractors in furtherance of this Agreement, including all costs and attorney fees incurred in defending any claim arising as a result thereof, specifically, in connection with the City owned property designated as parcel D.

I. Concurrently with the acceptance of this Agreement, District, its design professional and its contractor shall separately furnish and deliver to City a certificate showing that they have commercial general liability insurance insuring District, its design professional and its contractor against loss or liability which may arise during the performance of, or which may result from any of the work herein associated with the District Work to be done by the District, its design professional and its contractor, including all costs of defending any claim arising as a result thereof. Such policy shall be in an aggregate amount of at least One Million Dollars (\$1,000,000.00) for the death or injury to any person or persons in any one accident or occurrence. District shall also provide separate Certificates from its design professional and its contractor who will perform the District Work which shall show Workers' Compensation Insurance and Employer's Liability Insurance for all of the latter's employees. Said policies shall remain in full force and effect until this Agreement shall be fully performed and shall state by its terms or by an endorsement thereof that said policy shall not be canceled until the City shall have at least thirty (30) days' notice in writing of said cancellation. A contractual liability endorsement shall be added to each commercial general insurance policy extending coverage to include the liability assumed above. THE CITY OF SUNNYVALE MUST BE NAMED AS AN ADDITIONAL INSURED.

J. The District's design professional and its sub-consultants shall obtain and maintain Professional Liability and Errors and Omissions Insurance in the amount of One Million Dollars (\$1,000,000) per claim and Two Million Dollars (\$2,000,000) aggregate. Said policies shall remain in full force and effect until this Agreement shall be fully performed and shall state by its terms or by an endorsement thereof that said policy shall not be canceled until the District and the City shall have at least thirty (30) days' notice in writing of said cancellation.

ARTICLE 4. District's Representations. The District hereby represents to the City on and as of the Effective Date of this Agreement, the District has full capacity, right, power and authority to execute, deliver and perform this Agreement and all documents to be executed by the District pursuant hereto, and all required action and approvals therefore have been duly taken and obtained. The individuals signing this Agreement and all other documents executed or to be executed pursuant hereto on behalf of the District shall be duly authorized to sign the same on the District's behalf and to bind the District thereto. This Agreement and all documents to be executed pursuant hereto by the District are and shall be binding upon and enforceable against the District in accordance with their respective terms.

ARTICLE 5. City's Representations. The City hereby represents to the District on and as of the Effective Date of this Agreement, the City has full capacity, right, power and authority to execute, deliver and perform this Agreement and all documents to be executed by the City pursuant hereto, and all required action and approvals therefore have been duly taken and obtained with the exception of those actions that require USAF approval. The individuals signing this Agreement and all other documents executed or to be executed pursuant hereto on behalf of the City shall be duly authorized to sign the same on the City's behalf and to bind the City thereto. This Agreement and all documents to be executed pursuant hereto by City are and shall be binding upon and enforceable against the City in accordance with their respective terms.

ARTICLE 6. Notices. Notices shall be deemed sufficient under this Agreement and made in writing and submitted to the following addresses (or to any new or substitute address hereinafter specified, in a writing theretofore delivered in accordance with the notice procedure set forth herein by the intended recipient of such notice):

If to District: Steve Kitchen, Executive Director
 Foothill – De Anza Community College District
 12345 El Monte Road
 Los Altos Hills, CA 94002
 650-949-6150

If to City: Office of the City Manager
 Attn: Deanna Santana, City Manager
 456 W. Olive Avenue, PO Box 3707
 Sunnyvale, CA 94088

ARTICLE 7. Modification; Waivers. This Agreement contains the entire agreement and understanding of the Parties, and may not be amended, modified or discharged nor may any of its terms be waived except by an instrument in writing signed by the Parties. A waiver of a specific provision shall not be deemed a waiver of any subsequent provision. The Parties hereto shall not be bound by any terms, conditions, statements, warranties or representations, oral or written, not contained herein.

ARTICLE 8. Interpretation. The headings and captions herein are inserted for convenient reference only and the same shall not limit or construe the paragraphs or sections to which they apply or otherwise affect the interpretation hereof.

(a) The terms "hereby," "hereof," "hereto," "herein," "hereunder" and any similar terms shall refer to this Agreement, and the term "hereafter" shall mean after, and the term "heretofore" shall mean before, the date of this Agreement.

(b) Words of the masculine, feminine or neuter gender shall mean and include the correlative words of other genders, and words importing the singular number shall mean and include the plural number and vice versa.

(c) Words importing persons shall include firms, associations, partnerships (including limited partnerships), trusts, corporations and other legal entities, including public bodies, as well as natural persons.

(d) The terms “include,” “including” and similar terms shall be construed as if followed by the phrase “without being limited to.”

(e) Whenever under the terms of this Agreement the time for performance of a covenant or condition falls upon a Saturday, Sunday or holiday observed by the performing party, such time for performance shall be extended to the next business day. Otherwise all references herein to “days” shall mean calendar days.

(f) If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

(g) Time is of the essence for this Agreement.

ARTICLE 9. Further Assurances. The District and the City shall, upon the reasonable request of the other Party, execute, cause to be executed, acknowledged or delivered any and all such further instruments and documents as may be necessary or proper, in order to carry out the intent and purpose of this Agreement.

ARTICLE 10. Miscellaneous.

(a) **Counterparts.** This Agreement may be executed in multiple counterparts and/or with the signatures of the Parties set forth on different signature sheets and all such counterparts, when taken together, shall be deemed one original.

(b) **Governing Law and Parties in Interest.** This Agreement shall at all times be subject to and governed by the laws of the State of California.

(c) **Jurisdiction and Venue.** This Agreement shall be governed by the law of California, County of Santa Clara.

ARTICLE 11. Attachments. This Agreement shall include the following Attachments:

Exhibit “A”: Map

Exhibit “B”: FHDA Sanitary Sewer Exhibit, dated 11/06/2014

Exhibit “C”: Revocable License

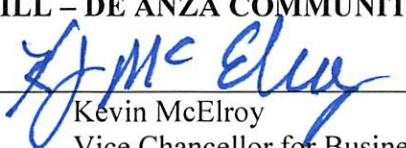
Exhibit “D”: District Work Cost Breakdown

Exhibit “E”: One Year Warranty for Work Performed

ARTICLE 12. Termination and Expiration. This Agreement shall automatically expire upon written notice from the City to the District that the District Work has been successfully completed and accepted and payment has been made to the District, or upon thirty (30) days advance written notice from either party to the other party.

IN WITNESS WHEREOF, the Parties, intending to be legally bound, have caused their duly authorized representative to execute and deliver this Agreement as of the date first above written.

FOOTHILL – DE ANZA COMMUNITY COLLEGE DISTRICT


Name: Kevin McElroy
Title: Vice Chancellor for Business Services

CITY OF SUNNYVALE

Name: Deanna J. Santana
Title: City Manager

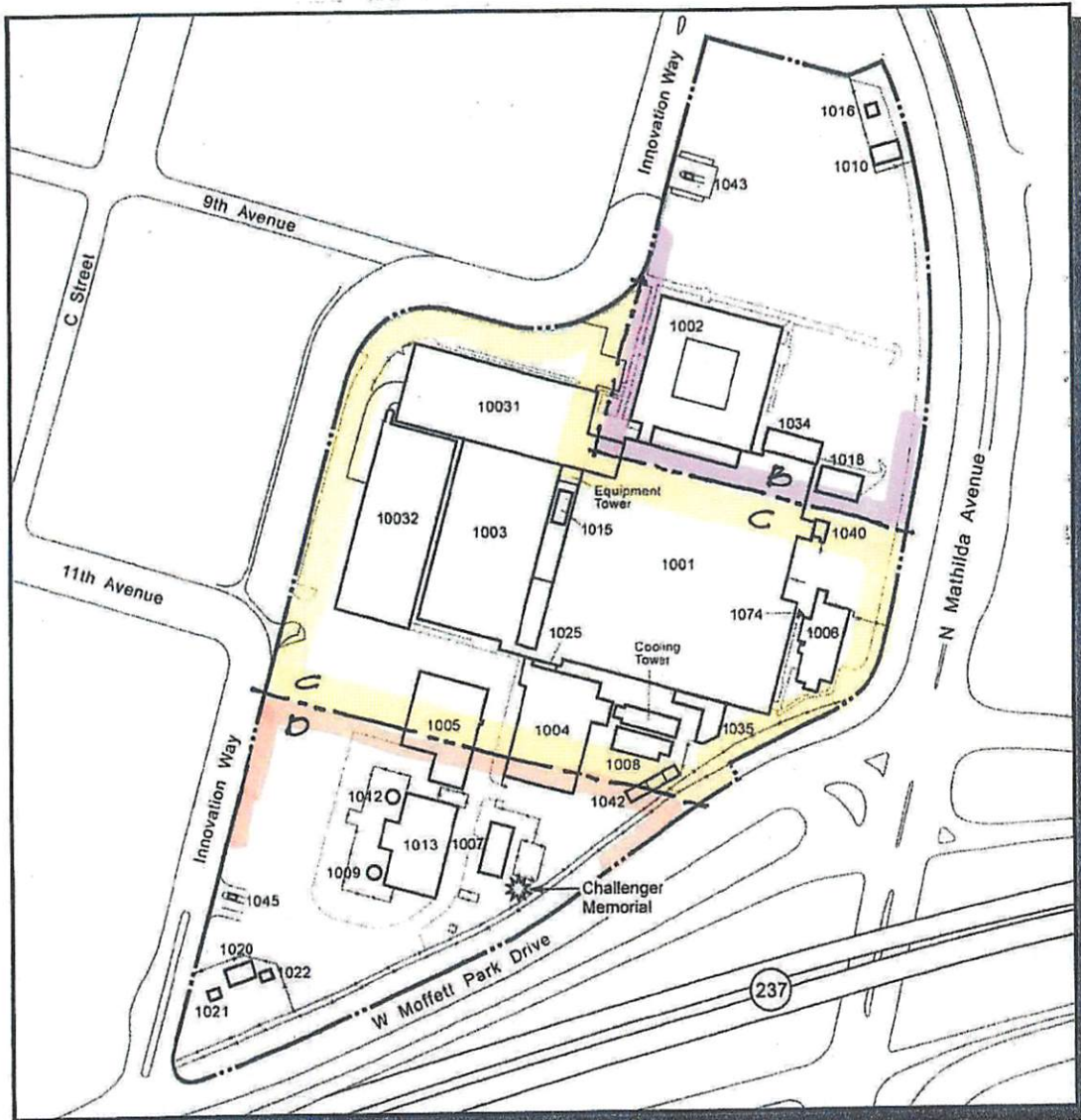
APPROVED AS TO FORM

Joan Borger
City Attorney

EXHIBIT "A"

MAP

Onizuka Building Locations



4

**EXISTING
MANHOLE TO BE
REMOVED**

**SANITARY
SEWER LINE TO
BE REPLACED -**

**NEW SANITARY
SEWER MANHOLE**

NEW SANITARY SEWER MANHOLE

**REPLACE EXISTING
SANITARY SEWER
MANHOLE WITH NEW
MANHOLE**

**REPLACE EXISTING
SEWER MANHOLE
WITH NEW MANHOLE**

NOTES

- LENGTH OF PIPE TO BE REPLACED = 685 LF
- REMOVE EXISTING 12" SANITARY SEWER LINE
- INSTALL NEW 15" PVC, SDR 26 JM EAGLE PIPE WITH RING-TITE JOINTS AND LOCKED-IN GASKETS PER CITY OF SUNNYVALE STANDARDS
- DIVERSIONARY PUMPING OF SANITARY SEWER FLOWS DURING CONSTRUCTION ARE INCLUDED.

"Q" LIGHTS

EXHIBIT C

FORM OF REVOCABLE LICENSE

CITY OF SUNNYVALE, CALIFORNIA ("City")

REVOCABLE LICENSE TO

FOOTHILL-DE ANZA COMMUNITY COLLEGE DISTRICT ("DISTRICT")

**FOR ENTRY ONTO AND USE OF PROPERTY CONTROLLED BY CITY,
FORMERLY A PORTION OF THE ONIZUKA AIR FORCE STATION ("OAFS"),**

SUNNYVALE, CALIFORNIA

The City, hereinafter referred to as the "Grantor" hereby grants to the District, hereinafter referred to as the "Grantee" a revocable license ("License") for Grantee's entry onto and use of the property identified as Parcels D in Exhibit "A" attached hereto and made a part hereof, as set forth in that certain Memorandum of Agreement between the City and the District dated _____, 2014 ("Agreement"), over, across, in and upon such land, hereinafter referred to as the "Premises."

THIS LICENSE is granted subject to the following conditions.

1. This License is hereby granted for a term of up to six (6) months, beginning upon execution by the Grantor, and shall be revocable upon written notice from Grantor to Grantee.
2. All correspondence and notices to be given pursuant to this License shall be addressed, if to the Grantor, to City Manager Deanna Santana, 456 W. Olive Ave., P.O. Box 3707, Sunnyvale, CA 94088, and if to the Grantee, Director, Foothill College Bond Funded Projects, Foothill – De Anza Community College District, 12345 El Monte Road, Los Altos Hills, California 94002, or as may from time to time otherwise be directed by the parties. Notice shall be deemed to have been duly given if and when enclosed in a properly sealed envelope or wrapper addressed as aforesaid, and deposited, postage prepaid, in a post office regularly maintained by the United States Postal Service, private courier, or delivery service.
3. The use and occupation of the Premises shall be without cost or expense to the Grantor, and under the general supervision and subject to the approval of the City or its duly authorized representative, and to such rules and regulations as may be prescribed from time to time by the City. The terms or duration of this License may be modified by the City should the agreed upon services outlined in the Agreement require such modification.

4. The Grantee acknowledges that it has inspected the Premises, knows its condition, and understands that the same is granted without any representations or warranties whatsoever, and without any obligation on the part of the Grantor.

5. Except for the activities permitted under the Agreement, any interference with the use of or damage to property under control of the Grantor, incident to the exercise of the privileges herein granted, shall be promptly corrected to the original state, by the Grantee, to meet the reasonable satisfaction of the City.

6. Upon the date of expiration of this License or its relinquishment by the Grantee, the Grantee shall vacate the Premises and remove its property therefrom. If, however, this License is revoked, the Grantee shall vacate the Premises and remove its property therefrom within such time as mutually agreed by the parties.

7. During the term of this License, the Grantee shall comply with all applicable Federal, state, county and municipal laws, ordinances and regulations wherein the Premises are located.

8. Except as specifically provided in the Agreement, it is understood that the requirements of this License pertaining to maintenance, repair, protection, and restoration of the premises shall be effective only insofar as they do not conflict with any agreement, pertaining to such matters made between local representatives of the Grantor and Grantee in accordance with existing regulations.

9. Governing Law and Parties in Interest. This Agreement shall at all times be subject to and governed by the laws of the State of California.


IN WITNESS whereof, I have hereunto set my hand this ____ day of _____, 20__.

CITY OF SUNNYVALE

By: Deanna Santana
Title: City Manager

THIS PERMIT is also executed by the Grantee this ____ day of _____, 20__.

FOOTHILL – DE ANZA COMMUNITY COLLEGE DISTRICT



Name: Kevin McElroy
Title: Vice Chancellor, Business Services

EXHIBIT D
TO MEMORANDUM OF AGREEMENT
DISTRICT WORK COST BREAKDOWN

Proportional Share Cost

Costs in sections 1, 2 and 3 are based upon actual bid prices. Final cost will be determined by extent of contingency use upon completion of project.

1. Design Services Cost

Description	City Share (%)	City Share (\$)
Sanitary Sewer Site Work - by BKF/Lionakis	100%	\$19,000
Total		\$19,000

2. Construction Costs

Description	City Share (%)	City Share (\$)
Direct Construction Bid Cost by CW Driver	100%	\$201,040
Trade Bonds and Insurance	1.566%	\$3,148
Contractors Overhead & Fee	2.34%	\$4,704
Total		\$208,893

3. Project Management and District Overhead Cost

Description	City Share (%)	City Share (\$)
Project Management Cost: % of (1+2)	5%	\$0
District Overhead Costs: % of (1+2)	6.24%	\$0
Total		\$0

4. Contingency

Description	City Share (%)	City Share (\$)
Contingency for Unforeseen Conditions	100%	\$22,107
Total		\$22,107

5. TOTAL CITY COSTS

Description	City Share (\$)
1. Design Services Cost	\$19,000
2. Construction Costs	\$208,893
3. Project Management and District Overhead Costs	\$0
4. Contingency	\$22,107
Total	\$250,000

EXHIBIT "E"

One Year Warranty for Work Performed

District hereby warrants to City for a period of one (1) year following the date of Final Acceptance of the Work, the quality and adequacy of all of the Work performed as herein described including, without limitation, all work performed and materials supplied by District and/or its Contractor.

Neither final payment nor use of the Work performed by the District or its Contractor shall constitute an acceptance of any work not done in accordance with this warranty or relieve District of liability in respect to any express warranties or responsibilities for faulty materials or workmanship. District shall remedy any defects in the Work and pay for any damage resulting therefrom which shall appear within one (1) year.

If within one year after the date of Final Acceptance, or such longer period of time as may be prescribed by laws or regulations, or by the terms of Contract Documents, any Work is found to be defective, District shall promptly, without cost to City and in accordance with City's written instructions, correct such defective Work. If District fails to promptly comply with the terms of such instructions, or in an emergency where delay would cause serious risk of loss or damage, City may have the defective Work corrected or the rejected Work removed and replaced. In such an event, District shall pay for all claims, costs, losses and damages caused by or resulting from such removal and replacement.

Inspection of the work by City shall not relieve the District of any of its obligations under this agreement. Even though equipment, materials, or work required to be provided under the Contract Documents have been inspected, accepted, and paid, District shall, at its own expense, replace or repair any such material or work found to be defective or otherwise not in compliance with the requirements of this agreement.



City of Sunnyvale

Agenda Item

15-0132

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Receive and File the City of Sunnyvale Investment Report - 4th Quarter 2014

BACKGROUND

In accordance with California Government Code Section 53646, staff is submitting the attached investment report for Council's review. The report includes all investments managed by the City of Sunnyvale. Staff invests all funds not immediately needed for disbursement. The current portfolio market value is \$292,693,741.

Funds for the City's Deferred Compensation Plan, the City's Retirement Plan, Retiree Medical Trust, and any proceeds of debt issuance are not invested by City staff. These funds are managed by third party administrators.

EXISTING POLICY

California Government Code Section 53600 et seq. strictly governs which investments public agencies can hold. In some cases, State law also governs what percentage of the portfolio can be invested in certain security types, maximum maturities, and minimum credit ratings by the major rating agencies (Standard & Poor's and Moody's Investors Service). Public agencies can only invest in fixed income securities. The purchase of stock is prohibited. As a result, the City primarily invests in highly rated securities such as U.S. Treasury, Federal agencies, and government sponsored enterprise debt.

The California Government Code also requires investment objectives of safety, liquidity, and yield in that order. As such, safety of principal is the foremost objective of the City's investment program. The portfolio must remain sufficiently liquid to enable the City to meet all cash requirements. The City's portfolio is diversified by type of investment, issuer, and maturity date. Diversification is required in order that potential losses on individual securities do not exceed the income generated.

The City Council first adopted a policy (7.1.2 Investment and Cash management) governing the investment of City funds on July 30, 1985. This policy is reviewed and adopted annually; the most recent was adopted on October 28, 2014 (RTC 14-0804) for Fiscal Year 2014/15. The City's investment policy follows the Government Code and includes additional restrictions on some investments such as a lower allowable percentage per investment type or issuer than State law.

ENVIRONMENTAL REVIEW

This action does not require environmental review because it is not a project that has the potential for causing a significant impact on the environment. (CEQA Guideline 15061(b)(3).)

DISCUSSION

This report provides information on the values (par, book and market), the type of investment, issuer, maturity date and yield of each investment. The par value of a bond is the amount that the issuer agrees to repay the City by the maturity date. The book value is what the City initially paid for the bond and market value is what the bond is worth now.

The market value is determined by an independent pricing service at the end of every accounting period. In some cases, the City may have investments with a current market value that is greater or less than the recorded value. These changes in market value are due to fluctuations in the marketplace and have no effect on the City's financials. The City will receive full par value for the investment at maturity.

Summary and detailed information on each security is provided. Also included is an activity report of sales, purchases and maturities for this accounting period as required by Government Code 53607. An evaluation of portfolio performance this accounting period compared to the previous accounting period and compared to the same accounting period of last fiscal year is also included. The City's portfolio has a current yield of .72%. Yields on allowable investments continue to be historically low as concerns with the world economy fuel demand for high quality investments.

Short term investments are placed in an interest bearing checking account with our primary banking institution, Union Bank and with the State's Local Agency Investment Fund (LAIF) to meet the liquidity needs of the City. LAIF is a program created by statute as an investment alternative for California's local governments and special districts. This program offers local agencies the opportunity to participate in a major portfolio pool administered by the State Treasurer's office. The current yield for the LAIF portfolio is .27%.

FISCAL IMPACT

Interest earnings for FY 2014/15 as of Period 7 for all City funds totaled \$1,041,458.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

RECOMMENDATION

Receive and file the City of Sunnyvale FY 2014/15 Period 7 investment report.

Prepared by: Therese B. Balbo, Treasury Manager

Reviewed by: Grace K. Leung, Director, Finance

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENT

1. City of Sunnyvale's FY 2014/15 Period 7 Investment Report

ATTACHMENT 1



CITY OF SUNNYVALE

PORTFOLIO EVALUATION PERIOD 7 FY 2014/2015

INFORMATION UPDATE:

Pursuant to the California Government Code, attached is detailed information on all securities, investments, and moneys held by the City. I hereby certify that the City's portfolio complies with the City's adopted Investment Policy and the reporting requirements of State Law, and that sufficient funds are available to meet expenditure requirements for the next 6 months, ending July 2015.

Date: January 14, 2015



Grace Leung, Finance Director

cc: Members of the City Council
City Manager

PORTFOLIO EVALUATION - PERIOD 7 FY 2014/2015 (12/7/2014 -1/3/2015)

DESCRIPTION	DOLLAR AMOUNT	FY 14/15 PERIOD 7 (12/7/14 - 1/3/15)	FY 14/15 PERIOD 6 (11/9/14 - 12/6/14)	FY 13/14 PERIOD 7 (12/8/13- 1/4/14)
TOTAL PORTFOLIO MARKET VALUE		\$292,693,740.69	\$293,831,293.35	\$270,170,866.39
AVERAGE LIFE OF PORTFOLIO (DAYS)		544	566	469
CITY - WEIGHTED YIELD (Current Period)		0.72%	0.73%	0.52%
STATE POOL YIELD		0.27%	0.26%	0.26%
90 DAY T-BILL RATE (Current Period)		0.02%	0.01%	0.07%
VARIANCE FROM CITY YIELD		0.70%	0.72%	0.45%
1 YEAR TREASURY RATE (Current Period)		0.23%	0.14%	0.13%
VARIANCE FROM CITY YIELD		0.49%	0.59%	0.39%
TREASURY YIELD WITH SAME AVG LIFE AS PORTFOLIO		0.47%	0.37%	0.21%
VARIANCE FROM CITY YIELD		0.25%	0.36%	0.31%
<hr/>				
TOTAL INVESTMENTS MATURING WITHIN 0 TO 1 YEAR	\$111,521,275.80	38.10%	36.92%	46.39%
TOTAL INVESTMENTS MATURING WITHIN 1 TO 3 YEARS	\$157,312,114.87	53.75%	53.40%	48.80%
TOTAL INVESTMENTS MATURING WITHIN 3 TO 5 YEARS	\$23,860,350.02	8.15%	9.68%	4.81%
TOTAL INVESTMENTS MATURING OVER 5 YEARS **	\$0.00	0.00%	0.00%	0.00%
<hr/>				
TOTAL	\$292,693,740.69	100.0%	100.0%	100.0%

** In accordance with Government Code 53601, the City Council, as part of the City's investment program, granted express authority to invest in US Treasury and US Agency and Government Sponsored Enterprise securities with final stated maturities up to seven years. No investment shall be made in any other security type that at the time of investment has a term remaining to maturity in excess of five years unless granted express authority by the City Council to do so.




CITY OF SUNNYVALE
Portfolio Management
Portfolio Summary
December 7, 2014 through January 3, 2015

City of Sunnyvale
650 West Olive Ave.
Sunnyvale, CA 94086
(408)730-7604

Investments	Par Value	Market Value	Book Value	% of Portfolio	Term	Days to Maturity	YTM 360 Equiv.	YTM 365 Equiv.
Managed Pool Accounts	49,993,812.83	49,993,812.83	49,993,812.83	17.10	1	1	0.237	0.240
Medium Term Notes	24,375,000.00	24,678,935.88	24,627,024.72	8.42	1,293	457	0.922	0.935
Federal Agency Issues - Coupon	141,226,000.00	144,494,081.92	144,337,026.65	49.37	1,140	769	0.856	0.868
Treasury Securities - Coupon	69,000,000.00	69,465,114.19	69,393,627.44	23.74	1,081	515	0.550	0.557
US Govt Mortgage Passthroughs	34.85	35.87	35.70	0.00	7,914	422	9.548	9.680
Municipal Bonds	4,000,000.00	4,061,760.00	4,000,000.00	1.37	1,435	270	2.633	2.670
Investments	288,594,847.68	292,693,740.69	292,351,527.34	100.00%	948	544	0.707	0.717
Cash and Accrued Interest								
Accrued Interest at Purchase		15,611.11	15,611.11					
Subtotal		15,611.11	15,611.11					
Total Cash and Investments	288,594,847.68	292,709,351.80	292,367,138.45		948	544	0.707	0.717

Total Earnings	January 3 Period Ending	Fiscal Year To Date
Current Year	159,914.77	1,041,458.48


GRACE LEUNG, TREASURER

Reporting period 12/07/2014-01/03/2015

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CITY OF SUNNYVALE
Portfolio Management
Portfolio Details - Investments
January 3, 2015

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CUSIP	Investment #	Issuer	Purchase Date	Par Value	Market Value	Book Value	Stated Rate	S&P	YTM 365	Days to Maturity	Maturity Date
Managed Pool Accounts											
SYS90-119	90-119	STATEPOOL		49,993,812.83	49,993,812.83	49,993,812.83	0.240		0.240	1	
Subtotal and Average				49,993,812.83	49,993,812.83	49,993,812.83			0.240	1	
Medium Term Notes											
36962G5P5	12-012	GENERAL ELECTRIC	01/11/2012	3,000,000.00	3,000,114.00	3,000,000.00	1.031		1.202	5	01/09/2015
36962G7G3	14-014	GENERAL ELECTRIC	01/15/2014	3,375,000.00	3,433,984.88	3,401,930.59	2.300		2.090	1,471	01/14/2019
38259PAC6	13-006	Google	12/05/2012	4,000,000.00	4,087,164.00	4,079,581.99	2.125		0.659	501	05/19/2016
459200GX3	13-007	IBM	12/17/2012	3,000,000.00	3,047,070.00	3,054,938.22	1.950		0.750	565	07/22/2016
594918AG9	12-020	Microsoft Corp	05/02/2012	4,000,000.00	4,036,288.00	4,029,373.70	1.625		0.601	264	09/25/2015
594918AK0	12-023	Microsoft Corp	05/18/2012	3,000,000.00	3,071,379.00	3,059,911.52	2.500		0.650	400	02/08/2016
89233P5Z5	12-022	TOYOTA	05/14/2012	4,000,000.00	4,002,936.00	4,001,288.70	1.000		0.727	44	02/17/2015
Subtotal and Average				24,375,000.00	24,678,935.88	24,627,024.72			0.935	457	
Federal Agency Issues - Coupon											
3133ECFV1	13-016	FEDERAL FARM CREDIT BANK	03/20/2013	4,000,000.00	4,004,376.00	4,000,808.16	0.430		0.353	390	01/29/2016
3133ECLN2	13-020	FEDERAL FARM CREDIT BANK	05/06/2013	4,000,000.00	4,000,220.00	4,000,102.51	0.250		0.243	134	05/18/2015
3133EDDV1	14-016	FEDERAL FARM CREDIT BANK	01/23/2014	4,000,000.00	4,025,092.00	3,993,422.81	1.160		1.220	1,023	10/23/2017
3133EDG89	14-018	FEDERAL FARM CREDIT BANK	03/03/2014	4,000,000.00	4,019,048.00	4,000,000.00	1.250		1.250	1,185	04/03/2018
3133EDKP6	14-023	FEDERAL FARM CREDIT BANK	05/01/2014	4,000,000.00	3,994,816.00	3,998,596.40	1.070		1.084	971	09/01/2017
3133EDDK5	14-025	FEDERAL FARM CREDIT BANK	05/06/2014	4,000,000.00	4,002,752.00	4,009,463.34	1.000		0.895	834	04/17/2017
3133EDKP6	14-029	FEDERAL FARM CREDIT BANK	06/05/2014	4,000,000.00	3,994,816.00	4,008,371.70	1.070		0.990	971	09/01/2017
3133ED2D3	14-030	FEDERAL FARM CREDIT BANK	06/05/2014	1,000,000.00	1,012,135.00	1,014,625.64	1.550		0.999	988	09/18/2017
313379ER6	13-012	FEDERAL HOME LOAN BANK	01/16/2013	1,260,000.00	1,261,704.78	1,261,018.39	0.500		0.315	159	06/12/2015
313375RN9	13-018	FEDERAL HOME LOAN BANK	04/22/2013	3,000,000.00	3,019,029.00	3,021,650.01	1.000		0.388	432	03/11/2016
313379ER6	13-021	FEDERAL HOME LOAN BANK	05/06/2013	4,000,000.00	4,005,412.00	4,004,472.49	0.500		0.244	159	06/12/2015
3133834R9	13-022	FEDERAL HOME LOAN BANK	05/13/2013	4,000,000.00	3,991,532.00	3,995,782.69	0.375		0.447	537	06/24/2016
313383R78	14-001	FEDERAL HOME LOAN BANK	07/18/2013	4,000,000.00	4,011,772.00	4,002,431.44	0.750		0.710	561	07/18/2016
3130AOC65	14-010	FEDERAL HOME LOAN BANK	12/23/2013	4,000,000.00	3,991,440.00	3,990,134.82	0.625		0.751	724	12/28/2016
313379DD8	14-017	FEDERAL HOME LOAN BANK	02/28/2014	4,000,000.00	4,005,440.00	4,015,316.18	1.000		0.842	899	06/21/2017
3130A1NN4	14-021	FEDERAL HOME LOAN BANK	04/17/2014	4,000,000.00	3,994,756.00	3,994,241.00	0.875		0.936	871	05/24/2017
3133782N0	14-027	FEDERAL HOME LOAN BANK	05/08/2014	4,000,000.00	4,003,344.00	4,004,799.06	0.875		0.819	796	03/10/2017
3137EADD8	12-024	FEDERAL HOME LOAN MORT CORP	05/29/2012	4,000,000.00	4,003,920.00	3,999,319.55	0.500		0.560	103	04/17/2015
3137EACT4	14-004	FEDERAL HOME LOAN MORT CORP	09/03/2013	4,000,000.00	4,113,232.00	4,097,328.46	2.500		0.738	509	05/27/2016
3137EAAM1	14-011	FEDERAL HOME LOAN MORT CORP	12/23/2013	4,000,000.00	4,355,168.00	4,347,385.91	5.000		0.834	774	02/16/2017
3137EAAM1	14-012	FEDERAL HOME LOAN MORT CORP	01/10/2014	4,000,000.00	4,355,168.00	4,335,744.30	5.000		0.965	774	02/16/2017
3137EADF3	14-022	FEDERAL HOME LOAN MORT CORP	04/17/2014	4,000,000.00	4,031,460.00	4,030,389.86	1.250		0.922	859	05/12/2017

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CITY OF SUNNYVALE
Portfolio Management
Portfolio Details - Investments
January 3, 2015

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CUSIP	Investment #	Issuer	Purchase Date	Par Value	Market Value	Book Value	Stated Rate	S&P	YTM 365	Days to Maturity	Maturity Date
Federal Agency Issues - Coupon											
3137EADJ5	15-002	FEDERAL HOME LOAN MORT CORP	09/02/2014	4,000,000.00	4,000,716.00	4,002,084.74	1.000		0.979	936	07/28/2017
3137EABA6	15-003	FEDERAL HOME LOAN MORT CORP	09/03/2014	4,000,000.00	4,453,612.00	4,443,778.23	5.125		1.174	1,048	11/17/2017
3137EADN6	15-006	FEDERAL HOME LOAN MORT CORP	12/04/2014	4,000,000.00	3,948,736.00	3,957,453.17	0.750		1.109	1,104	01/12/2018
3135G0HG1	13-010	FEDERAL NATL MORTGAGE ASSN	01/14/2013	4,000,000.00	4,001,856.00	4,000,537.70	0.375		0.307	71	03/16/2015
3135G0LN1	13-011	FEDERAL NATL MORTGAGE ASSN	01/16/2013	4,000,000.00	4,005,324.00	4,003,230.52	0.500		0.336	179	07/02/2015
3135G0BA0	13-019	FEDERAL NATL MORTGAGE ASSN	04/22/2013	4,000,000.00	4,098,552.00	4,099,009.54	2.375		0.411	463	04/11/2016
31359M4D2	14-009	FEDERAL NATL MORTGAGE ASSN	12/20/2013	4,000,000.00	4,351,780.00	4,347,545.63	5.000		0.817	771	02/13/2017
3135G0ZB2	14-024	FEDERAL NATL MORTGAGE ASSN	05/02/2014	4,000,000.00	3,989,560.00	3,990,409.74	0.750		0.856	837	04/20/2017
3135G0MZ3	15-001	FEDERAL NATL MORTGAGE ASSN	08/28/2014	4,000,000.00	3,984,896.00	3,981,485.33	0.875		1.053	967	08/28/2017
3135G0PQ0	15-004	FEDERAL NATL MORTGAGE ASSN	10/01/2014	4,000,000.00	3,968,048.00	3,966,297.19	0.875		1.181	1,026	10/26/2017
880591EQ1	14-015	TENNESSEE VALLEY AUTHORITY	01/21/2014	4,000,000.00	4,043,160.00	4,009,367.26	1.750		1.685	1,380	10/15/2018
880591EQ1	14-019	TENNESSEE VALLEY AUTHORITY	03/06/2014	3,966,000.00	4,008,793.14	3,990,792.45	1.750		1.578	1,380	10/15/2018
880591EC2	14-020	TENNESSEE VALLEY AUTHORITY	03/13/2014	4,000,000.00	4,406,628.00	4,385,478.19	4.500		1.429	1,183	04/01/2018
880591EA6	14-028	TENNESSEE VALLEY AUTHORITY	05/15/2014	4,000,000.00	4,448,632.00	4,451,066.60	5.500		0.978	926	07/18/2017
880591CU4	15-005	TENNESSEE VALLEY AUTHORITY	10/08/2014	4,000,000.00	4,587,156.00	4,583,085.64	6.250		1.194	1,076	12/15/2017
Subtotal and Average				141,226,000.00	144,494,081.92	144,337,026.65			0.868	769	
Treasury Securities - Coupon											
912828TK6	13-001	UNITED STATE TREASURY	08/21/2012	4,000,000.00	4,001,876.00	3,996,240.46	0.250		0.405	223	08/15/2015
912828TP5	13-003	UNITED STATE TREASURY	10/09/2012	3,000,000.00	3,001,640.63	2,998,332.46	0.250		0.330	254	09/15/2015
912828PJ3	13-004	UNITED STATE TREASURY	11/07/2012	4,000,000.00	4,040,312.00	4,034,497.99	1.375		0.414	330	11/30/2015
912828PM6	13-009	UNITED STATE TREASURY	12/19/2012	4,000,000.00	4,072,812.00	4,067,830.17	2.125		0.398	361	12/31/2015
912828KT6	13-013	UNITED STATE TREASURY	01/18/2013	4,000,000.00	4,097,812.00	4,095,900.04	2.375		0.422	452	03/31/2016
912828TD2	13-014	UNITED STATE TREASURY	02/27/2013	3,000,000.00	3,001,757.81	2,999,377.88	0.250		0.290	192	07/15/2015
912828NP1	13-015	UNITED STATE TREASURY	02/27/2013	3,000,000.00	3,027,186.00	3,024,926.47	1.750		0.288	208	07/31/2015
912828SU5	13-017	UNITED STATE TREASURY	04/17/2013	4,000,000.00	4,002,343.75	4,000,214.69	0.250		0.235	131	05/15/2015
912828RF9	13-023	UNITED STATE TREASURY	06/04/2013	4,000,000.00	4,029,687.50	4,028,263.57	1.000		0.568	605	08/31/2016
912828RJ1	13-024	UNITED STATE TREASURY	06/27/2013	4,000,000.00	4,029,687.50	4,011,579.69	1.000		0.831	635	09/30/2016
912828RJ1	14-002	UNITED STATE TREASURY	08/05/2013	4,000,000.00	4,029,687.50	4,023,340.52	1.000		0.660	635	09/30/2016
912828RF9	14-003	UNITED STATE TREASURY	08/19/2013	4,000,000.00	4,029,687.50	4,015,944.04	1.000		0.756	605	08/31/2016
912828RM4	14-005	UNITED STATE TREASURY	10/30/2013	4,000,000.00	4,029,064.00	4,028,837.74	1.000		0.600	666	10/31/2016
912828RU6	14-006	UNITED STATE TREASURY	11/22/2013	4,000,000.00	4,018,124.00	4,023,247.28	0.875		0.567	696	11/30/2016
912828RX0	14-007	UNITED STATE TREASURY	12/06/2013	4,000,000.00	4,014,064.00	4,017,834.52	0.875		0.648	727	12/31/2016
912828SC5	14-008	UNITED STATE TREASURY	12/09/2013	4,000,000.00	4,011,248.00	4,014,224.87	0.875		0.701	758	01/31/2017
912828SC5	14-013	UNITED STATE TREASURY	01/10/2014	4,000,000.00	4,011,248.00	3,997,952.79	0.875		0.900	758	01/31/2017
912828SM3	14-026	UNITED STATE TREASURY	05/08/2014	4,000,000.00	4,016,876.00	4,015,082.26	1.000		0.829	817	03/31/2017

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CITY OF SUNNYVALE
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CUSIP	Investment #	Issuer	Purchase Date	Par Value	Market Value	Book Value	Stated Rate	S&P	YTM 365	Days to Maturity	Maturity Date
Subtotal and Average				69,000,000.00	69,465,114.19	69,393,627.44			0.557	515	
US Govt Mortgage Passthroughs											
313401TJ0	87-009	FEDERAL HOME LOAN MORT CORP	07/01/1994	34.85	35.87	35.70	10.000		9.680	422	03/01/2016
Subtotal and Average				34.85	35.87	35.70			9.680	422	
Municipal Bonds											
13063BNR9	12-004	Muni Bond -ST of CA Water Res	10/27/2011	4,000,000.00	4,061,760.00	4,000,000.00	2.674		2.670	270	10/01/2015
Subtotal and Average				4,000,000.00	4,061,760.00	4,000,000.00			2.670	270	
Total and Average				288,594,847.68	292,693,740.69	292,351,527.34			0.717	544	

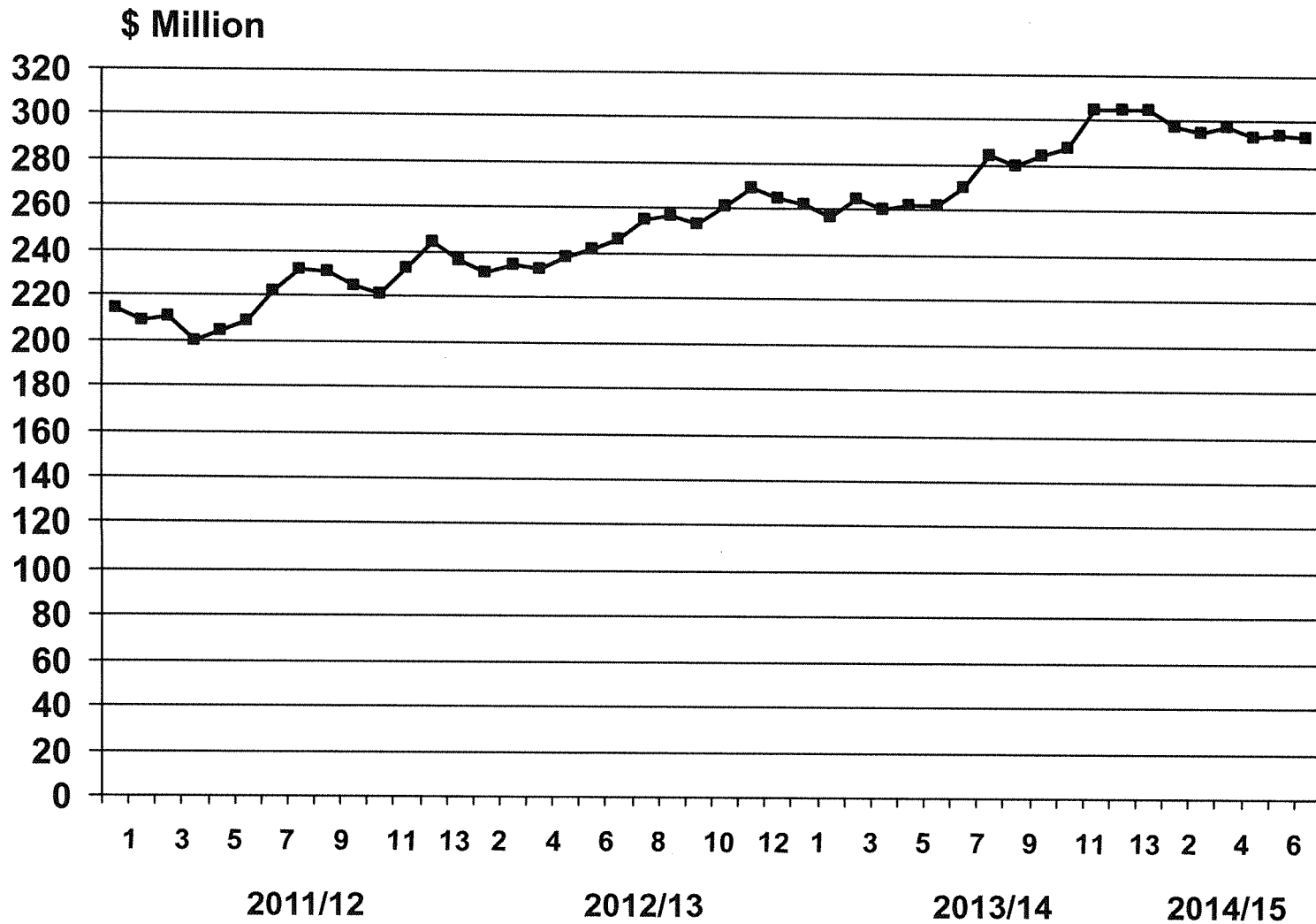
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Portfolio Management
Activity By Type
December 7, 2014 through January 3, 2015

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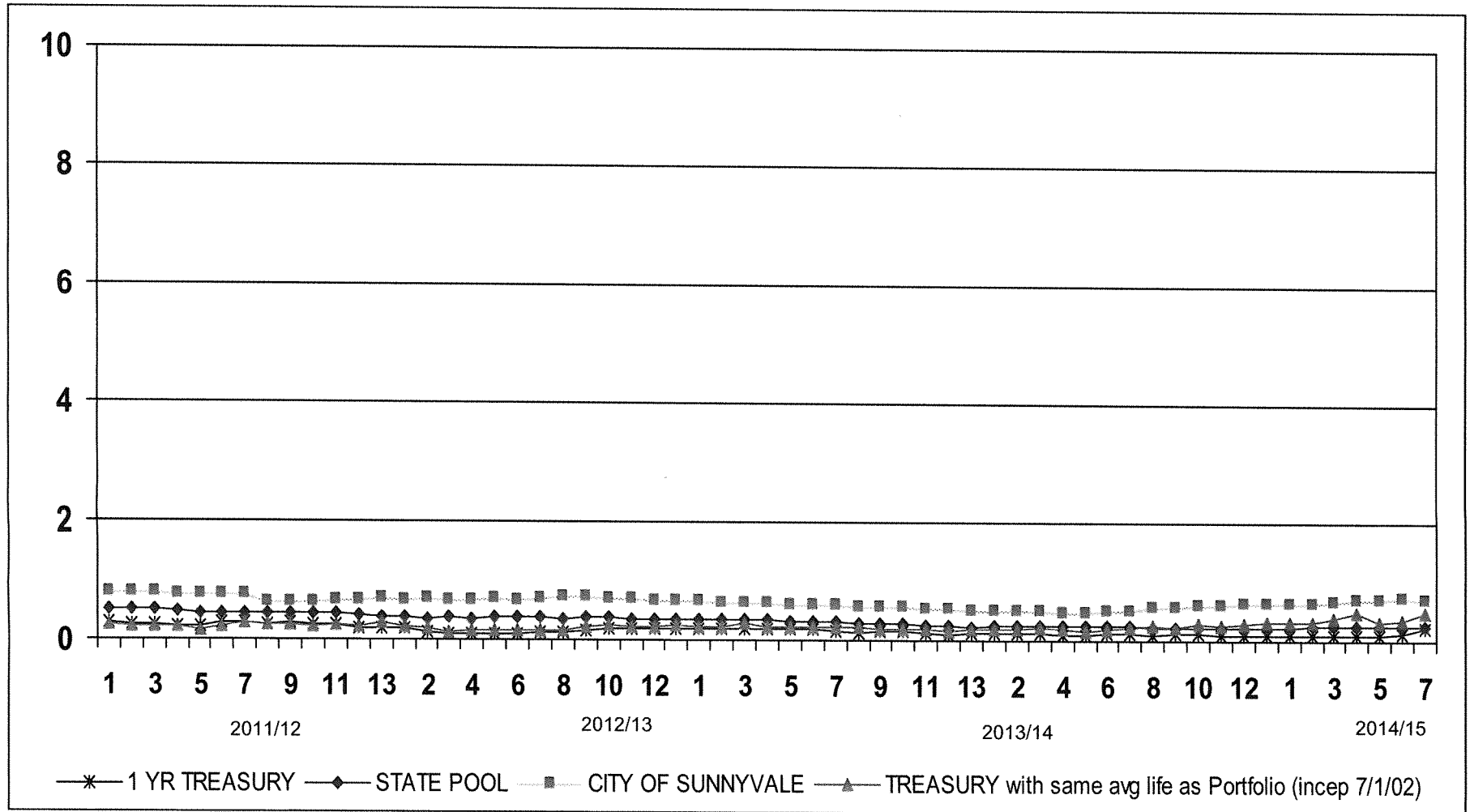
CUSIP	Investment #	Issuer	Stated Rate	Transaction Date	Purchases or Deposits	Redemptions or Withdrawals	Balance
Managed Pool Accounts (Monthly Summary)							
SYS90-119	90-119	STATEPOOL	0.240		3,000,000.00	0.00	
		Subtotal			3,000,000.00	0.00	49,993,812.83
Medium Term Notes							
36962G5L4	12-010	GENERAL ELECTRIC	1.034	12/29/2014	0.00	4,000,000.00	
		Subtotal			0.00	4,000,000.00	24,627,024.72
Federal Agency Issues - Coupon							
		Subtotal					144,337,026.65
Treasury Securities - Coupon							
		Subtotal					69,393,627.44
US Govt Mortgage Passthroughs							
313401TJ0	87-009	FEDERAL HOME LOAN MORT CORP	10.000	12/15/2014	0.00	2.65	
		Subtotal			0.00	2.65	35.70
Municipal Bonds							
		Subtotal					4,000,000.00
		Total			3,000,000.00	4,000,002.65	292,351,527.34

INVESTMENT PORTFOLIO

PORTFOLIO TREND



INVESTMENT PORTFOLIO COMPARISON OF ANNUAL YIELDS





City of Sunnyvale

Agenda Item

15-0219

Agenda Date: 2/24/2015

SUBJECT

Adopt Ordinance No. 3053-15 Awarding Nonexclusive Franchise to Yellow Checker Cab Company, Inc., dba Checker Cab of Silicon Valley

RECOMMENDATION

Adopt Ordinance No. 3053-15.

ATTACHMENT

1. Ordinance No. 3053-15

ORDINANCE NO. 3053-15

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
SUNNYVALE AWARDING NONEXCLUSIVE FRANCHISE
TO YELLOW CHECKER CAB COMPANY, INC., DBA
CHECKER CAB OF SILICON VALLEY**

WHEREAS, Chapter 5.36 of the Sunnyvale Municipal Code establishes a procedure for the consideration and award of nonexclusive taxi franchises by the City of Sunnyvale; and

WHEREAS, Yellow Checker Cab Company, Inc., dba Checker Cab Of Silicon Valley has applied for a nonexclusive taxicab franchise; and

WHEREAS, public notice in accordance with Sunnyvale Municipal Code Section 5.36.070 has been given that the City Council of the City of Sunnyvale would hold a public hearing for the purpose of determining whether to award the franchise; and

WHEREAS, the City Council finds that it would be in the best interest of the City of Sunnyvale to award a nonexclusive franchise for taxicab service to the applicant;

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

SECTION 1. FRANCHISE GRANTED. The City of Sunnyvale hereby grants to Yellow Checker Cab Company, Inc., dba Checker Cab Of Silicon Valley (hereinafter "Franchisee"), a nonexclusive Franchise for taxicab service within the corporate boundaries of the City of Sunnyvale as such boundaries presently exist or as they may be changed during the term of this Franchise. The Franchisee shall conduct its operations under the Franchise in strict compliance with Sunnyvale City Charter and Chapter 5.36 of the Sunnyvale Municipal Code, and any amendments thereto, together with all applicable laws and regulations of the State of California, the United States or any regulatory agency having jurisdiction.

SECTION 2. TERM. The term for which this Franchise is granted shall be two years commencing March 15, 2015, and ending at 12:00 midnight on March 14, 2017.

SECTION 3. CONSIDERATION. The Franchisee shall pay quarterly to the City as consideration for the granting of this Franchise the amounts per vehicle as set forth in the City's Master Fee Schedule, which is incorporated by reference herein.

SECTION 4. USE OF CITY STREETS. The Franchisee hereby is given permission to use City streets for the purpose of providing taxicab service in accordance with the terms of this ordinance and the franchise agreement.

SECTION 5. GENERAL CONDITIONS. This Franchise is granted subject to the terms and conditions set forth in Exhibit A, "Taxicab Franchise and Agreement" attached and

incorporated.

SECTION 6. ACCEPTANCE OF FRANCHISE TERMS AND CONDITIONS. This Franchise shall not become effective until the Franchisee accepts the Franchise by executing the Taxicab Franchise Agreement within ten (10) days after adoption of this ordinance.

SECTION 7. APPROVAL OF FRANCHISE AGREEMENT—EXECUTING AND ATTESTING. The Taxicab Franchise Agreement is hereby approved, and the City Manager is authorized to execute it on behalf of the City.

SECTION 8. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 9. CEQA - EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project that has the potential for causing a significant effect on the environment.

SECTION 10. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 11. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on February 10, 2015, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2015, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

RECUSAL:

ATTEST:

APPROVED:

City Clerk

Mayor

Date of Attestation:

(SEAL)

APPROVED AS TO FORM:

City Attorney

EXHIBIT A

TAXICAB FRANCHISE AND AGREEMENT (Yellow Checker Cab Company, Inc., dba Checker Cab Of Silicon Valley)

THIS FRANCHISE AND AGREEMENT, dated _____, is between the CITY OF SUNNYVALE, a municipal corporation of the State of California (herein "City"), and YELLOW CHECKER CAB COMPANY, INC., DBA CHECKER CAB OF SILICON VALLEY, a California corporation (herein "Franchisee").

RECITALS

WHEREAS, Franchisee has filed a verified application of a nonexclusive Franchise to operate a taxicab service pursuant to Chapter 5.36 of the Sunnyvale Municipal Code; and

WHEREAS, on _____, 2015, the City Council passed and adopted Ordinance No. 3053-15, after Notice and Public Hearing, approving issuance of such Franchise;

NOW, THEREFORE, in consideration of the award of a non-exclusive Franchise and of the mutual covenants and conditions as set forth herein, it is agreed as follows:

1. City grants to Franchisee a nonexclusive Franchise to use the public streets, ways, alleys and places, as the same now or may hereafter exist, within the corporate limits of the City of Sunnyvale as they presently exist or as they may be changed during the term of this Franchise by annexations or detachments, in connection with furnishing the City of Sunnyvale and its inhabitants with taxicab service for a term of two (2) years, beginning March 15, 2015, and ending at midnight on March 14, 2017.

2. The Franchisee during the term of this Franchise shall pay to the City the consideration based on the number of vehicles in service under the Franchise, as set forth in the City's Master Fee Schedule, which is incorporated by reference herein.

3. The Franchisee shall:

A. Appear and defend all actions against the City arising out of the exercise of the Franchise and shall indemnify and save City, its officers, employees and agents harmless of and from all claims, demands, actions or causes of action of every kind and description resulting directly or indirectly, arising out of, or in any way connected with, the exercise of the Franchise.

B. Obtain and keep in force during the term of the Franchise insurance in compliance with the requirements of Sunnyvale Municipal Code Section 5.36.300.

C. Comply with all other requirements of Sunnyvale Municipal Code Chapter

5.36 and any amendments thereto, and with all applicable laws and regulations of the State of California, and all applicable laws and regulations of the United States, or any regulatory agency having jurisdiction. Franchisee shall establish a controlled substance and alcohol certification program. The program shall be included in a written company policy. Each driver must sign for receipt of said policy, and the receipt shall be retained by Franchisee. A copy shall be provided to the Department of Public Safety upon request. Every driver shall test negative for controlled substances as specified in 40 CFR Part 40 and 49 CFR Part 382.

4. The Franchise granted hereunder shall not be assignable, either voluntarily or by operation of law, without the prior approval of the City Council, by resolution. At least forty-five (45) days prior to the date for the formal transfer of such interest or ownership, the Franchisee shall so notify City in writing. If the Franchisee at any time during the term of this Franchise becomes insolvent, or if any proceeding in bankruptcy shall be instituted by or against the Franchisee, or if the Franchisee shall be adjudged bankrupt or insolvent by any court, or if a receiver or trustee in bankruptcy, or receiver of any property of the Franchisee shall be appointed in any suit or proceeding brought by or against the Franchisee, or if the Franchisee shall make an assignment for the benefit of creditors, then and in each and every such case this Franchise and the rights and privileges granted thereby shall immediately cease, and be forfeited and cancelled, without notice and without suit or other proceeding.

5. If the Franchisee at any time during the term of this Franchise shall sell, exchange or otherwise transfer more than one-half of the equity interest in or ownership of the taxicab service business, whether with or without the property, equipment or other assets in connection therewith, permitted to be operated by the Franchise granted hereunder, the City Council shall have the right to cancel and revoke the Franchise following a hearing held after then (10) days' written notice thereof to the Franchisee. The right to cancel and revoke the Franchise shall not be triggered by any mortgage or deed of trust made in good faith by the Franchisee.

6. This Franchise and Agreement may be amended by the City during its term with the consent of the Franchisee.

7. The Franchise is granted to and is accepted by the Franchisee upon the express condition that the public streets, ways, alleys and places shall be used and taxicab service furnished in strict compliance with the terms of this Franchise Agreement, the Sunnyvale City Charter, and all applicable provisions of the Sunnyvale Municipal Code.

IN WITNESS WHEREOF, the parties have executed this Agreement.

"FRANCHISEE"

YELLOW CHECKER CAB COMPANY, INC.,
DBA CHECKER CAB OF SILICON VALLEY
A California Corporation

"CITY"

CITY OF SUNNYVALE,
A Municipal Corporation

By _____
LAWRENCE SILVA
President

By _____
DEANNA J. SANTANA
City Manager

ATTEST:

City Clerk

APPROVED AS TO FORM:

By _____
REBECCA L. MOON
Sr. Assistant City Attorney



City of Sunnyvale

Agenda Item

15-0131

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Policy Discussion on El Camino Real Bus Rapid Transit and Potential City Council Action on a Formal Position Relative to a Preferred Alternative

BACKGROUND

On January 13, 2015, staff presented to Council the City's comments on the Santa Clara Valley Transportation Authority (VTA) El Camino Real Bus Rapid Transit (BRT) Environmental Impact Report (EIR). The key areas identified in the comment letter included the following items:

- Concerns over diverted traffic and additional congestion within Sunnyvale
- Operational concerns due to removal of left turns on El Camino Real
- Parking needs along the corridor
- Sunnyvale specific transit ridership data
- Station locations, aesthetics, and trees

Although not a typical process, VTA has opted to select a Locally Preferred Alternative (LPA) prior to responding to EIR comments and completing a final EIR. In Sunnyvale the options are either a no build alternative (everything stays as is except for new buses), a Mixed Flow alternative (the bus shares travel lanes with motor vehicles), or a Dedicated Lane alternative (reduces El Camino to four lanes and provides bus-only lanes). Below is the current VTA schedule for the BRT project:

- VTA presents selected LPA to VTA Committees and Commissions - March 2015
- LPA goes to VTA board for approval - April 2015
- VTA provides response to comments for the LPA - June 2015
- VTA board certifies EIR for the LPA only - Fall 2015

Based on the current VTA schedule, it is not feasible to wait for a response to comments prior to Sunnyvale having a policy discussion on whether Sunnyvale has a preferred alternative. Staff has reviewed the current EIR, comment letters from adjacent jurisdictions (Attachment 1), and information presented by VTA staff at either staff or community meetings to help guide a policy discussion on the project. Although more information and responses to comments would better facilitate a more complete policy discussion, ultimately the BRT project values a trade-off between an enhanced transit system with increased transit ridership with reducing automobile capacity and access.

It is important to note that the VTA has not formally asked for city councils to take formal action on alternatives or select a preferred alternative; however, given this City Council's interest in evaluating the alternatives more closely, this agenda item was added to facilitate such discussion and, upon that, determine if a formal action is desired. Staff has prepared this report and provided public information on this subject from other jurisdictions to facilitate the City Council's discussion and possible action.

EXISTING POLICY

Legislative Advocacy Position 1.1 (1) Monitor the El Camino Real Bus Rapid Transit project conceptual engineering and environmental analysis to ensure that the City's interests are addressed.

The Land Use and Transportation Element of the General Plan contains goals and policies that are generally applicable to bus transit but not specifically the Bus Rapid Transit project. These goals and policies include:

- Goal LT-1: Protect and sustain a high quality of life in Sunnyvale by participating in coordinated land use and transportation planning in the region.
 - Policy LT-1.1: Advocate the City's interests to regional agencies that make land use and transportation system decisions that affect Sunnyvale.
 - Policy LT-1.2 Support coordinated regional transportation planning and improvements.
 - Policy LT-1.8: Support statewide, regional and sub-regional efforts that provide for an effective transportation system.
 - Policy LT-1.9: Support flexible and appropriate alternative transportation modes and transportation system management measures that reduce reliance on the automobile and serve changing regional and citywide land use and transportation needs.
- Goal LT-5: Attain a transportation system that is effective, safe, pleasant and convenient.
 - Policy LT-5.5: Support a variety of transportation modes.
 - Policy LT-5.6: Minimize expansion of the current roadway system, while maximizing opportunities for alternative transportation systems and related programs.
 - Policy LT-5.11: All modes of transportation shall have safe access to city streets.

The Precise Plan for El Camino Real also includes long-range goals that are relevant but are not specific to the Bus Rapid Transit project:

- Goal 3.2.3: Maintain and enhance the capacity of the street to accommodate automobile and transit traffic, while providing improved facilities for bicyclists and pedestrians.
- Goal 3.2.5: Design, develop and maintain the public right-of-way in a manner which creates a strong, positive image of the city of Sunnyvale for both residents and visitors.
- Goal 3.2.8: Encourage development which supports the use of public transit.

ENVIRONMENTAL REVIEW

N/A

DISCUSSION

Transit projects can be analyzed from a number of different policy perspectives beyond transportation, such as economic development and social equity. For the El Camino BRT project, staff has focused their review on the transportation benefits and impacts as discussed in the EIR. The discussion focuses on the transportation and circulation concerns and transit ridership benefits. In addition, the following items should be taken into consideration as part of the discussion:

- The transit ridership forecasts seem optimistic based on previous transit projects in Santa Clara Valley.

- Conversely, if ridership numbers are less than modeled, traffic impacts could be worse than disclosed.
- The result that all the traffic using two lanes of traffic on El Camino will shift to more congested corridors is unexpected.
- The analysis provides findings for two different timeframes of 2018 and 2040, and the results vary for each one.
- There are different alternatives and implementation options the VTA could consider, such as the VTA selects lanes in Santa Clara and mixed flow in Sunnyvale. All these variations affect the overall findings; however, in an effort to simplify the discussion, staff's analysis focuses on comparing the full mixed flow to the full dedicated lane option.
- Although parking and bike lanes are very important, and have been a significant part of the discussion, staff believes that these two items will need to be addressed equally under either alternative

Traffic Impacts

As discussed in the City's comment letter, there is a concern that the traffic impacts have not been fully analyzed, and that additional traffic diversion analysis could identify other issues within Sunnyvale. The EIR did not analyze or disclose the level of service (LOS) along all East-West corridors (such as Central Expressway, US 101, and I-280), and did not provide any analysis for North-South corridors. Regardless, the current analysis does still disclose a number of impacted intersections. As part of the 2040 analysis the EIR discloses multiple AM and PM impacts mostly along Evelyn Avenue, Fremont Avenue, and Wolfe Road (Attachment 2). The project does not propose to mitigate any of the impacts and describes them as "significant and unavoidable".

El Camino Real Vehicular Capacity and LOS

All the traffic impacts within Sunnyvale are caused by traffic diverging from El Camino to other streets. The loss of two travel lanes on El Camino removes approximately 24,000 Average Daily Traffic (ADT) of capacity in Sunnyvale. Based on this overall capacity loss, it is surprising the analysis results show that El Camino actually functions better as a four-lane road than a six-lane road.

El Camino Intersections LOS

Intersection	2040 Mixed Flow	2040 Dedicated Lanes
El Camino/Mary	LOS F	LOS E
El Camino/Mathilda	LOS F	LOS E
El Camino/Sunnyvale-Saratoga	LOS E	LOS D
El Camino/Fair Oaks	LOS F	LOS E

Regardless of the EIR analysis, it is unlikely that the loss of 24,000 ADT vehicle capacity would result in less congestion on El Camino.

Closure of Mid-Block Left Turn Pockets

The project proposes to close eight unsignalized mid-block left-turns on El Camino and one signalized left-turn at El Camino/Murphy Ave. However, three locations would be reopened with left-turn signalized access (Attachment 3). The closure of the left turns would decrease overall access

and add additional traffic to signalized left-turn pockets on El Camino which will cause additional queuing and access issues. This analysis has not been completed, so at this time staff cannot make a determination as to the extent of the issues, if any. However, reduction of access and travel lanes would certainly increase congestion levels, even if it is not a Californian Environmental Quality Act (CEQA) impact.

Transit Ridership

17 - Mile Corridor Ridership

Year	Mixed Flow	Dedicated Lanes	Delta
2018	15303	18616	3313
2040	22228	30336	8108

Sunnyvale Ridership

Year	Mixed Flow	Dedicated Lanes	Delta
2018	3088	3789	701
2040	3552	4910	1358

The transit ridership data shows that the dedicated lane alternative increases transit ridership over the mixed flow alternative by 22% in 2018 and increases by 36% in 2040 (22% in 2018 and 38% in 2040 for Sunnyvale only). While the numbers seem optimistic, and staff would prefer some additional details, there is no question that a dedicated lane alternative would have better ridership. Increased ridership is driven by a decrease in travel times, which are 81 minutes for the mixed flow alternative and 48 minutes for dedicated lanes. This delta would attract additional riders to the system, and would also create a better experience for those currently using the bus system.

Overall Perspective

Although VTA has not responded to the EIR comments, staff would expect that any additional analysis would probably disclose additional congestion in Sunnyvale. Ultimately the decision to support either a mixed flow or dedicated lane alternative is based on trade-offs. The dedicated lane alternative will provide a faster transit system for future and current users. This should make for an overall better transit experience. However, the dedicated lanes alternative also reduces vehicular capacity by one-third on El Camino. This creates additional traffic impacts and congestion throughout Sunnyvale as many vehicles will have to find alternate routes. The key questions related to the tradeoff are as follows:

- Dedicated lanes BRT will increase transit ridership by 3013 riders within the full system, and ultimately, under the current modeling, could add up to 8108 riders. However to gain the additional riders you would lose approximately 24,000 trips of vehicular capacity.
- Specific to Sunnyvale users, the dedicated alternative will carry only an additional 700 riders when it first opens. This could add up to total of 1400 riders by 2040.

If you assume that you only accommodate one person per vehicle, you would trade the theoretical capacity of up to 24,000 people in vehicles for 8000 people in the BRT system. However, over

30,000 daily riders throughout the County would experience a much faster transit system if a dedicated lane alternative is selected. Lastly, the near term transit benefit (only 700 new daily riders) of having dedicated lanes within Sunnyvale will cause congestion that will affect many more residents throughout the City.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

STAFF RECOMMENDATION

Staff makes no recommendation.

Preference on a BRT project alternative is a policy decision that values a trade-off between an enhanced transit system with reducing automobile capacity and access. The staff report is intended to help facilitate discussion and ultimately determine if the City Council would like to support a specific alternative.

Prepared by: Manuel Pineda, Director, Public Works

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Adjacent Jurisdictions Comment Letters
2. Sunnyvale Impacts Summary
3. Left-turn Access Summary



CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

January 2, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Building B-2
San Jose, CA 95134

COMMENTS ON THE ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT FOR THE EL CAMINO REAL BUS RAPID TRANSIT (BRT) PROJECT

Dear Ms. Jaworski:

The City of Mountain View appreciates the opportunity to share its comments and concerns regarding the Draft Environmental Impact Report(DEIR)/Environmental Assessment (EA) for the El Camino Real Bus Rapid Transit (BRT) project (Project) dated October 29, 2014.

The Project proposes BRT improvements along 17.6 miles of West Santa Clara Street, The Alameda, and El Camino Real (ECR) between the Arena (SAP Center) in San Jose and the Palo Alto Transit Center, including exclusive BRT-dedicated lanes, mixed-flow lanes (lanes for BRT and vehicular travel), and 15 median or curbside BRT stations.

After reviewing the DEIR/EA at its meeting of December 16, 2014, the Mountain View City Council is concerned about the potentially significant right-of-way, aesthetic, biological resource, land use, noise, transportation/traffic, and other impacts the BRT will have on the quality of life in our community.

The City requests that VTA and Federal Transit Authority (FTA) carefully consider the comments contained in this letter and continue to work with the City as the environmental review process progresses to ensure that the City's interests are addressed and proper mitigations are included in the Final EIR (FEIR).

DIVERSION OF TRAFFIC

The DEIR/EA evaluates seven alternatives that include combinations of no-build, mixed-flow lanes on ECR (BRT buses sharing lanes with other vehicles) and dedicated lanes on ECR for BRT buses. The DEIR/EA states that the dedicated lane BRT alternatives would not result in any significant traffic impacts along ECR despite

elimination of a lane in each direction because traffic from the eliminated lanes will divert to other routes. For the year 2040 p.m. peak-hour time period, about 900 vehicles are estimated to be diverted from southbound ECR. This is essentially the full capacity of one travel lane.

The DEIR indicates that traffic would be diverted to U.S. Highway 101 (via Shoreline Boulevard and Rengstorff Avenue), Central Expressway, California Street, Middlefield Road, Cuesta Drive, Foothill Expressway, and Interstate 280 (via Miramonte Avenue and Grant Road). The diverted traffic on these parallel roads adds up to about 400 vehicles. The DEIR is silent about the other 500 diverted vehicles and does not provide any information about where they would go. The City Council is especially concerned about diversion of traffic onto smaller residential side streets such as Latham and Church Streets.

City Comment: *The analysis of traffic impacts must account for all vehicles that are diverted from ECR, including what routes they are expected to take and the anticipated impact of taking that new route.*

City Comment: *The DEIR/EA does not consider or examine the capacity of these parallel routes, including Central Expressway and Highway 101 to determine if these facilities have any remaining capacity to accommodate the diverted traffic.*

The DEIR/EA should provide a figure and/or a summary showing how the trips were assumed to be distributed across the street network to allow a better public review and understanding of the Project impacts. This would help to determine if additional intersections beyond the 0.5-mile buffer should be studied based on the number of trips added per lane.

Middlefield Road is identified as one of the main routes for diverted trips; however, the DEIR/EA does not analyze any Middlefield Road intersections. Middlefield Road is a major east-west connection between Palo Alto and Sunnyvale and the effect of BRT diversion traffic should be presented in the FEIR.

City Comment: *Project impacts to Middlefield Road should be analyzed.*

The DEIR/EA analyzed 12 intersections along the diversion routes and determined that 8 of the 12 would experience significant traffic impacts. The DEIR/EA includes mitigation measures for these 8 intersections. In most cases, the mitigation consists of adding additional turn lanes. The DEIR/EA states that the mitigation measures would not require any right-of-way acquisition or road widening.

City Comment: *Show the basis for the assumption that right-of-way acquisition or road widening is not necessary for the mitigation measures at the impacted intersections.*

Page 4.12-30 of the DEIR/EA discusses MM TRA-A which describes local roadway improvements, including signal optimization, signal installation, and roadway striping improvements to improve the operations and to reduce or eliminate the localized significant impacts at the impacted intersections. The DEIR states that VTA will fund the full cost for feasible improvements to be undertaken by local jurisdictions for intersections impacted in 2018. However, the document goes on to state that "for improvements to be undertaken by local jurisdictions that involve minimal changes to the intersection, such as traffic signal optimization and roadway striping, there is strong evidence that the local jurisdiction can and should implement the mitigation since VTA is paying the full cost and the measure will benefit the community."

Page 4.12-46 discusses MM TRA-A further, "VTA will fund its fair share of 2040 feasibly mitigation improvements as part of the Project so that local jurisdictions can undertake traffic improvements over time as the need becomes apparent and remaining funding becomes available." Please clarify that the VTA will fund the construction, design, project management, and inspection costs for such improvements. Local staffing and financial resources are limited and the City is not in a position to take on management or implementation of projects that are not currently part of our approved Capital Improvement Program.

City Comment: *The VTA should implement all mitigation measures required for the Project and not rely on local jurisdictions to implement mitigation measures.*

REMAINING ECR TRAFFIC AND CROSS STREETS

The DEIR/EA assumes that all 900 p.m. peak-hour traffic (one lane capacity) will go somewhere else when one travel lane becomes a dedicated BRT lane. While some of the 900 peak-hour vehicles will find other routes, some may use other modes such as the BRT; staff is certain that some will stay on ECR. Therefore, traffic congestion on ECR will be negatively impacted as a result of the conversion of a travel lane to a dedicated BRT lane and congestion will increase in the remaining two lanes.

City Comment: *The FEIR should adequately analyze and address additional congestion along ECR for those vehicles that choose not to divert to alternate routes.*

The alternatives with a dedicated BRT would close seven existing median access openings along ECR in the City of Mountain View and would close two locations in Los Altos:

- Crestview Drive (closing two access openings)
- Dale Avenue
- Between Yuba Drive and State Route 85 (closing two access openings)
- Between Mariposa Avenue and Pettis Avenue
- Ortega Avenue (by removing existing traffic signal)
- Distel Drive (closing two locations in the City of Los Altos by removing existing traffic signal)

With the closure of these median openings, access to the impacted side streets and commercial and residential properties along ECR would be more difficult. Some motorists would need to make U-turns where under existing conditions they do not. The DEIR does not include analysis of the existing left-turn pocket and the queuing impacts on any of the remaining intersections and, therefore, no mitigation measures are included. The diversion of traffic onto side streets and small parallel streets (such as Church and Latham Streets) is not analyzed. More information and analysis of this issue must be incorporated into the FEIR.

City Comment: *The FEIR should analyze the existing left-turn pockets which will remain to determine if they are sufficient to handle the additional U-turns necessary because of the removal of other left-turn lanes along the corridor and appropriate mitigation should be incorporated into the project.*

The DEIR/EA analyzes the level of service (LOS) at 15 cross-street intersection along ECR in Mountain View. Hexagon examined the intersection LOS calculations in detail to isolate delays on the cross streets versus the delays along ECR. With the dedicated lane BRT Alternative, four intersections would experience negative impacts, defined as LOS E or LOS F operations (Jordan Avenue, Castro Street, Calderon/Phyllis Avenues, and Sylvan Avenue/The Americana.) Staff believes the FEIR should call out these negative impacts to give the public a better overall understanding of how full BRT lanes might impact them even if they do not travel along ECR.

City Comment: *Include analysis of impacts to cross streets beyond intersection LOS to demonstrate local impacts to vehicles, including queuing on the side streets as well as pedestrians and bicyclists crossing ECR.*

TREES

One of the City Council's current three major goals is to preserve and enhance the City's tree canopy. Many of the existing trees were planted in the early 1980s when ECR was improved in Mountain View to its current condition as part of an Assessment District. Even if the existing trees are replaced, it may take between 20-25 years to replace the lost canopy. This loss of canopy will have significant aesthetic and noise impacts on properties and land uses in Mountain View along ECR.

The DEIR/EA states that the VTA it is not subject to the City's Heritage Tree Ordinance as a separate agency, but since the right-of-way is owned by Caltrans, the City requires some documentation from Caltrans that they are supportive of removal of these trees by VTA for this Project.

City Comment: *Provide documentation that Caltrans, as owner of the trees, approves the removal and replacement plan.*

The City is concerned that it will not be practical within the remaining Project area within the Cities of Mountain View and Los Altos to plant replacement trees (333 in Mountain View and 88 for Los Altos.)

The City is more concerned that the VTA may determine that it cannot replace the trees within Mountain View or Los Altos, that the trees may be replaced elsewhere along ECR far from our City, or worse yet, select to pay an in-lieu fee without any decision or input from our City.

City Comment: *Revise Mitigation Measure BIO-B, Replace Trees Removed by the Project, to provide some detail of where the 333 replacement trees in Mountain View and 88 replacement trees in Los Altos would be located.*

The City is concerned about the impact to the remaining trees, smaller plants, and irrigation system as trees are removed and construction progresses. Specific measures to protect other trees, existing plant materials, and ensure irrigation systems remain functioning during Project construction should be incorporated into the FEIR.

City maintenance crews need access to the medians to maintain and care for the trees, landscaping, and irrigation systems. Currently through a permit with Caltrans, they

close the center lane adjacent to the median to allow staff and vehicles to access the area during nonpeak hours. With dedicated lanes and buses every 10 minutes, the Project must be designed to allow City crews to close the lane and direct buses into the remaining travel lanes to do regular or emergency maintenance.

City Comment: *The FEIR must address impacts to existing planting and irrigation systems and maintenance activities for median and other streetscape landscaping affected by the Project.*

PEDESTRIAN/BICYCLE CIRCULATION AND PARKING

The ECR Corridor currently creates a barrier to the movement of pedestrians and bicycles and the Project must not further divide the Mountain View community physically or visually. The DEIR/EA does not adequately address:

- Impacts/mitigation for bicyclists currently using the corridor to commute, shop, etc. A number of the Project's alternatives remove several left-turn pockets, eliminating the bicyclist's ability to make left turns to access City services and facilities.
- Impacts/mitigation for bicycle facilities connected to the Project corridor, including Stevens Creek Trail and the City's Bicycle Boulevard at Sylvan Avenue/The Americana. Access to both of these facilities is currently provided to and from ECR. This access must not be interrupted due to the Project or during construction.
- Coordination with Mountain View's bicycle/pedestrian goals and objectives identified in the 2030 General Plan, Shoreline Transportation Study, El Camino Real Precise Plan, San Antonio Precise Plan, Shoreline Corridor Study, and the California/Shoreline Complete Street Study.

City Comment: *The FEIR must specifically address impacts to bicyclists from the removal of left-turn pockets, existing bicycle network crossings at ECR, and provide analysis of how the Project supports the City's various land use and policy documents related to pedestrians and bicyclists.*

Reconfiguration of the streetscape for the BRT Project is expected to provide various enhancements to the pedestrian environment, including shorter crossing distances, improved amenities, and additional signalized crossings. The DEIR/EA does not provide any conceptual design drawings (plan view) for any locations in the City of Mountain View.

City Comment: *Provide exhibits demonstrating how crossing distances will be shortened and what additional amenities will be provided.*

ECR does not currently have bicycle lanes and is not a classified bikeway under existing conditions within the City of Mountain View. Reconfiguration of the streetscape for BRT may positively affect the bicycle environment. Alternative 4c includes marked bike lanes in each direction throughout Mountain View.

With the dedicated lane, the BRT Project would remove all on-street parking along ECR. Within the City of Mountain View, this represents the loss of approximately 336 parking spaces. While the project is not removing any parking on the side streets, removal of parking on ECR would impact parking on the side streets. The DEIR/EA does not adequately address the impact of diversion of parking to the side streets (especially those that have residential uses).

City Comment: *The FEIR must more specifically address impacts of loss of street parking on ECR and on existing residential side streets.*

On Page 3-9, the DEIR/EA states "Dedicated lane segments would include bicycle lanes in place of parking." In Mountain View, bicycle lanes would be appropriate east of Calderon Avenue and in key segments connecting cross-corridor routes, but local businesses are dependent on street parking between Calderon Avenue and Mariposa Avenue. More analysis and outreach is necessary prior to removal of these spaces.

City Comment: *While removing on-street parking to provide for bike lanes is an appealing concept for some, the reality is that many small businesses on ECR depend on the street parking as their parcels are too small to support on-site parking. This has been the basis for not converting parking to bike lanes in our community as we try and balance competing needs. The FEIR should include a more robust analysis of the impacts to these small businesses and more targeted outreach should be done to identify specific economic and community issues and impacts, so that appropriate and adequate mitigation measures can be identified and discussed in the FEIR.*

CALTRANS COORDINATION

One of the items specifically mentioned in our March 7, 2013 letter in response to the Notice of Preparation (NOP) of the DEIR/EA was regarding Caltrans coordination:

"Caltrans Coordination. The EIR/EA should provide information on how the BRT Project is being coordinated with Caltrans and the City of Mountain View, including the

City's concurrence regarding the Project description, design, and environmental analysis."

The DEIR/EA has no discussion of any coordination with Caltrans. Given that the DEIR/EA (Page 4.12-6) indicates that the section of ECR at Bush Street in Mountain View carries the highest average daily traffic (ADT), or nearly 53,000 vehicles per day with an average trip of 5 to 6 miles, not coordinating or discussing the Caltrans involvement in the process or allowing the City to participate in such coordination or discussions when considering removal of a travel lane in each direction of an existing State Route with such high vehicle usage is unusual. Caltrans support any of the proposed BRT improvements, including the removal of vehicular travel lanes, removal of left turns, or addition of bicycle lanes along the ECR Corridor is fundamental to the Project.

City Comment: *The FEIR should describe VTA's coordination with Caltrans and if there is additional coordination prior to the release of the FEIR, the City requests to participate in those discussions.*

Other issues of concern include:

LAND USE ASSUMPTIONS/CONSISTENCY

Under DEIR/EA Section 2.2.1 – Project Purpose, the document discusses the need to provide the transit infrastructure to support the implementation of the transit goals and objectives of the Grand Boulevard Initiative (for ECR). The DEIR/EA also often cites the Grand Boulevard Initiative (GBI) when discussing land use and planning for the corridor. While the City supports and works with the GBI, the GBI is not a replacement for the City of Mountain View's General Plan 2030 or the El Camino Precise Plan and San Antonio Precise Plan. A later portion of this Chapter, Section 2.2.2.6, neglects to discuss Mountain View's General Plan or the General Plans of any of the other cities along the Project corridor. This is repeated in other sections of the DEIR/EA. The need to reference our General Plan and other planning documents/studies was discussed in our March 7, 2013 scoping comments. The DEIR/EA has not adequately considered local land use plans or policies.

City Comment: *The DEIR/EA has not adequately considered the City of Mountain View's 2030 General Plan which was approved in 2012 and, therefore, has not adequately considered local land use plans or policies as required. The VTA should review the City's 2030 General Plan and address how the Project supports or does not support local planning policies in the FEIR.*

On Page 11 of Appendix H—Traffic Operations Analysis Report, the study states that the analysis “Uses the 2013 Association of Bay Area Governments (ABAG) Projections for estimates of households, population and employment.” The table below compares the ABAG projections with the City’s growth projections. The ABAG model projects significantly lower job growth and marginally lower housing growth than the City. Since the BRT EIR was begun after Mountain View’s 2030 General Plan update, this EIR should study a cumulative growth scenario consistent with that General Plan.

	ABAG*	Mountain View 2030 General Plan	Difference
Job Growth 2013 to 2030	8,860	17,000 to 25,000**	+8,000 to 16,000
Housing Unit Growth 2013 to 2030	5,330	6,770	+1,440

* ABAG data is to 2010 to 2040 – growth shown is an interpolation.

** Variation is based on a range of possible employment densities.

City Comment: *The DEIR/EA does not adequately address the cumulative growth scenario, may be understating cumulative impacts, and, therefore, the FEIR should study a cumulative growth scenario consistent with our 2030 General Plan.*

The BRT DEIR does not report the land use data that was used in the travel demand forecasting model. We have found discrepancies between the City of Mountain View ECR Precise Plan (ECR-PP) future traffic volume data and the BRT DEIR data. While both studies used VTA travel demand forecasting model to develop forecasts of future year traffic on ECR and side streets, the future traffic volume (year 2030) in the ECR-PP is shown to be higher than future traffic volume (year 2040 – without Project) in the BRT DEIR/EA. As a result, the future intersection LOS and delays are much worse in the 2030 ECR-PP than 2040 BRT DEIR.

City Comment: *VTA should use the ECR-PP land use and development assumption (which are the same as the City’s 2030 General Plan which was approved in 2011) for forecasting future traffic volume and intersection delay and LOS calculations for the DEIR/EA.*

City Comment: *Because the DEIR/EA does not adequately address the cumulative growth consistent with the City’s 2030 General Plan, the DEIR/EA underestimates traffic volumes, intersection delay, and LOS calculations. The FEIR should include updated analysis and necessary mitigation measures.*

CONSTRUCTION IMPACTS

Pedestrians use ECR both to travel and, in many instances, cross ECR. Some bicyclists also use ECR, but many more cross ECR as part of their daily commute. There are a large number of students that also cross ECR on their way to and from middle schools in our community. The DEIR/EA should include the following mitigation measures for all Project-related construction activities within the City of Mountain View to ensure pedestrian/bicycle safety.

Access during construction:

- Pedestrian access, including for people with disabilities compliant with the Americans with Disabilities Act (ADA), must be maintained throughout the duration of construction. Safe, clearly marked routes must be maintained through and around the construction activity at all time, 24/7.
- The use of temporary walkways with the width, slope, and cross-slope, compliant with ADA, must be incorporated within the Project. Surfaces must be firm, stable, and slip-resistant.
- Barricades and channelizing must be used to separate pedestrians from vehicular traffic. Proper barricading must be provided to prevent visually and/or hearing impaired pedestrians from entering work zones, 24/7.
- All proposed alternate pedestrian detour routes must have appropriate signage and be accessible to people who use mobility aids (wheelchairs, walkers, scooters, etc.). The alternate detour routes shall be a minimum width of 3' and be parallel to the disrupted pedestrian access routes to the maximum extent feasible.
- Accommodations for bicycles crossing ECR must be provided 24/7 in those locations where bicycle facilities exist on side streets. Bicycles should not be made to share access with pedestrians.

City Comment: *The mitigation measure describing the required Transportation Management Plan (TMP) must have specifically defined parameters to adequately address access for all modes during construction, both through the corridor and to individual properties.*

Construction Noise:

MM NOI-A states that VTA will employ best practices to reduce outdoor noise levels at noise-sensitive land uses to ensure that construction noise levels do not exceed 80dB(A) L_{eq} (8 hours) during daytime hours (7:00 a.m. to 10:00 p.m.) and 70 dB(A) L_{eq} (8 hours) during nighttime hours (10:00 p.m. to 7:00 a.m. and comply with all applicable local construction noise standards to the maximum extent practicable.

The Mountain View City Code Section 8.70.1 – Construction Noise, restricts construction activities to 7:00 a.m. to 6:00 p.m. Monday through Friday. Exceptions must be given in writing by the Building Official. There are existing residential units directly on ECR and mostly single-family homes on parcels immediately behind those on ECR. Some of the ECR lots are extremely shallow, placing these residences in close proximity to the proposed construction. More specific and detailed mitigation measures should be provided to ensure that residential uses along ECR are adequately protected.

City Comment: *Mitigation Measure NOI-A, Employ noise-reducing practices during construction, should be updated to reflect the Mountain View City Code Section 8.70.1. Additional measures to reduce the construction noise at nearby residential units beyond those identified in the DEIR/EA must be developed and incorporated into the Project.*

ADJACENT NEIGHBORHOODS

Section 5.14.2 of the DEIR/EA discusses the Affected Environment and identifies existing conditions related to socioeconomics in the Project corridor and surrounding area. The document goes on further to state...“Furthermore, no neighborhoods or communities of concern have been identified.” Page 5-111 also discusses cumulative impacts on Environmental Justice (EJ) populations.

Mountain View is an extremely diverse community. There are 15 Lower-Income Census Tract/Block Groups within the City of Mountain View based on a Bay Area Economics 2012 Map of Lower-Income Block Groups for the Community Development Block Grant (CDBG) and Home Investment Partnership (HOME) Programs. These Census Tract/Block Groups indicate the percentage of lower-income households living within those block groups. The number of lower-income households within these identified block groups range from 64.7 percent of the households to 38.2 percent. All but four of these block groups are located along ECR or are in close proximity to ECR. Please ensure that the DEIR/EA has identified or reviewed these Census Tracts to make sure the remaining analysis is correct.

City Comments: Please identify the source of the DEIR/EA's "neighborhoods of concern" to ensure that all appropriate populations are identified and considered.

OTHER TECHNICAL INCONSISTENCIES WITHIN THE DEIR/EA DOCUMENT

City Comments: Please make technical corrections to the following sections as discussed below:

City Comments: Table 2-2 gives a total existing ridership of 20,396 and a total VTA core ridership of 78,186. Page 3-2 states that Rapid 522 and Route 22 have a ridership of 100,000 or nearly 20 percent of VTA's daily ridership. Table 4.12-8 Weekday Transit Ridership within the Project Corridor by Alternative gives existing ridership of 3,278 for Rapid 522/BRT and 9,234 for Local 22, for a total of 12,512. The Alternative with the most ridership in 2018 has a total of 18,616, which is less than the current ridership given in Table 2-2. Such large inconsistency in the document for such a central number does not instill confidence in the consistency or accuracy of other numbers or figures. Please correct this discrepancy.

	Existing Route 22	Existing 522	Total
Table 2-2 (2013)	14,511	5,885	20,396
Page 3-2 (2013)			100,000
Table 4.12-8 (2013)	9,234	3,278	12,512
Table 4.12-8 Alternative 4c (2018)	5,512	13,104	18,616

City Comments: The City believes that the lane geometry of the following intersections were modeled incorrectly:

- ECR/ Rengstorff Avenue
- ECR/Escuela Avenue
- ECR/El Monte Avenue

Also, all signal cycle lengths on ECR within the City of Mountain View and Los Altos were incorrectly modeled. VTA should contact Caltrans to obtain the correct lane geometry and signal cycle lengths.

City Comments: Page 2-4, last sentence states that the forecasted travel speeds will be 25.9 mph in 2018 and 20.1 mph in 2040. What is the current (2013 or 2014) travel speed (average speeds for automobiles) in the p.m. eastbound direction?

City Comments: Page 4.5-6 describes "scattered areas of undeveloped land such as the Grant Road "farm parcel" in the City of Mountain View still remain." This parcel was developed for single-family homes in 2008. Please update this section to reflect existing conditions.

City Comments: Page 4.7-3, Table 4.7-1 Water Table Information in the Project Study Area. In Mountain View, it states the depth to water is 9.8'. It gives the Groundwater Elevation (feet above mean sea level) at 39.5' (39.5'+9.8' would indicate a ground elevation of 49.3' above mean sea level). The elevation on ECR at Castro Street in Mountain View is approximately 106' above mean sea level. Please correct this table as appropriate and the assumptions and conclusions from this section as necessary.

City Comments: DEIR/EA Page 4.13-2 incorrectly states that Mountain View obtains water from California Water Service Company (commonly known as Cal Water or CWSC per DEIR/EA). Cal Water serves a portion of the City of Mountain View as a private water provider. This includes some parcels on ECR. The City provides water for the rest of the City and purchases wholesale water from the SFPUC and SCVWD, as well as using local groundwater. Please correct this section as appropriate.

PUBLIC COMMENTS

The City has enclosed with this letter, copies of e-mails and other written correspondence that has been received by the City of Mountain View from the members of the public during the Public Comment period up to and including December 16, 2014. Any additional written correspondence will be forwarded under separate cover prior to the close of the public comment period.

Ms. Christina Jaworski
January 2, 2015
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Please contact Transportation Planner, Helen Kim (helen.kim@mountainview.gov) or Transportation and Business Manager Linda Forsberg (linda.forsberg@mountainview.gov) to coordinate future City participation and input for the proposed ECR BRT Project.

Sincerely,



Christopher R. Clark
Mayor

CRC/JAS/7/PWK/001-12-18-14L-E

Enclosures: 1. Memo from Hexagon Dated December 3, 2014
 2. Copies of Correspondence from Public Received as of December 10, 2014

cc: City Council

CM, PWD, CDD, APWD – Solomon, TBM, PCE – Arango, TP, TE, STE – Lopez,
ACDD/PM, ZA, AP – Anderson, AP – Shapiro, POSM, F/c



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Memorandum

Date: December 3, 2014
To: Sayed Fakhry, City of Mountain View
From: Gary Black
Subject: Review of El Camino Real Bus Rapid Transit (BRT) Environmental Impact Report (EIR)



Introduction

Hexagon Transportation Consultants, Inc. has reviewed the El Camino Real Bus Rapid Transit Project – Draft Environmental Impact Report, published by the Santa Clara Valley Transportation Authority (VTA) in October 2014, on behalf of the City of Mountain View. As requested by Mountain View, we have compared the BRT EIR to the El Camino Real Precise Plan – Environmental Impact Report (“Precise Plan EIR”) prepared by the City of Mountain View in August 2014. This memorandum presents the findings of our review.



Existing Conditions Comparison

The Precise Plan EIR uses 2013 as existing conditions. The BRT EIR also is based on 2013 as existing conditions. Table 1 shows the comparison of existing conditions levels of service for the intersections that the two studies have in common. The comparison shows substantial differences in the calculated existing levels of service between the two studies.



Table 1
Existing LOS Comparisons

Study Intersection		Peak Hour	LOS Standard	BRT DEIR		ECR-PP	
				Existing		Existing	
				Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Traffic LOS
San Antonio Rd	CMP	AM	E	46.9	D	33	C-
		PM		59	E	33	C-
Showers Dr/Los Altos Sq		AM	C/D	16.1	B	12	B
		PM		31.2	C	20	C+
Jordan Ave		AM	C/D	7.6	A	n/a	n/a
		PM		7.8	A	n/a	n/a
Ortega Ave (closed under 2018 Alt 4B, 4C)		AM	C/D	7.3	A	8	A
		PM		6.4	A	9	A
Distel Dr. (closed under Alts 4B, 4C)		AM	C/D	7.2	A	n/a	n/a
		PM		4.4	A	n/a	n/a
Rengstorff Ave	CMP	AM	E	13.7	B	14	B
		PM		17.6	B	14	B
Escuela Ave		AM	C/D	19.5	B	16	B
		PM		15.7	B	16	B
El Monte Ave	CMP	AM	E	22.1	C	24	C
		PM		24.1	C	21	C-
Shoreline Blvd/Miramonte Ave	CMP	AM	E	60.1	E	38	D+
		PM		45.8	D	31	C
Castro St	CMP	AM	E	27.8	C	28	C
		PM		49.3	D	31	C
Calderon Ave/Phyllis Ave		AM	C/D	35.4	D	24	C
		PM		62.8	E	25	C
Hwy 237/Grant Rd	CMP	AM	E	59.4	E	42	D
		PM		57.5	E	38	D+
The Americana/Sylvan Ave		AM	C/D	28.8	C	26	C
		PM		30.4	C	24	C
Note:							
A box indicates difference of LOS results.							
Bold indicates a substandard level of service.							

Intersection Level of Service Calculation Adjustments

Several errors were found in the LOS calculations both for the Precise Plan and for the BRT EIR (see Table 2). The Precise Plan had generally incorrect signal phasing, cycle lengths, and lost time. The BRT EIR had generally incorrect cycle lengths. Some incorrect lane configurations were found in each study. Hexagon corrected the errors in each study to produce a new comparison of existing conditions (see Table 3). There are still differences between the two studies with regard to existing intersection levels of service. These differences are entirely attributable to different traffic counts between the two studies. All counts were conducted in 2013, so the differences must represent daily fluctuations (or count errors).

Table 2
Corrections to Existing LOS Calculations

				BRT DEIR		ECR-PP		Lane Geometry												Notes			Signal Phasing (NB/SB)			Cycle Length			Lost Time																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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Table 3
Re-Run LOS Calculations – Existing Conditions

Study Intersection		Peak Hour	LOS Standard	BRT DEIR		ECR-PP	
				Existing		Existing	
				Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Traffic LOS
San Antonio Rd	CMP	AM	E	44.6	D	44.8	D
		PM		53	D	46.9	D
Showers Dr/Los Altos Sq		AM	C/D	14.2	B	21.6	C+
		PM		24.2	C	25.9	C
Jordan Ave		AM	C/D	9.6	A	n/a	n/a
		PM		7.2	A	n/a	n/a
Ortega Ave (closed under 2018 Alt 4B, 4C)		AM	C/D	8.5	A	13.2	B
		PM		10.6	B	13.6	B
Distel Dr. (closed under Alts 4B, 4C)		AM	C/D	9	A	n/a	n/a
		PM		7.7	A	n/a	n/a
Rengstorff Ave	CMP	AM	E	25.2	C	27.3	C
		PM		21.9	C	23.1	C
Escuela Ave		AM	C/D	16.4	B	19.5	B-
		PM		16.7	B	16.5	B
El Monte Ave	CMP	AM	E	21.9	C	36.5	D+
		PM		26.4	C	34.3	C-
Shoreline Blvd/Miramonte Ave	CMP	AM	E	56	E	61.2	E
		PM		41.8	D	43.9	D
Castro St	CMP	AM	E	34.1	C	40.3	D
		PM		96.8	F	42.5	D
Calderon Ave/Phyllis Ave		AM	C/D	46.9	D	32.2	C-
		PM		56.4	E	32.8	C-
Hwy 237/Grant Rd	CMP	AM	E	47.6	D	70.9	E
		PM		52.6	D	61.6	E
The Americana/Sylvan Ave		AM	C/D	34.3	C	34.8	C-
		PM		31	C	32	C-
Note:							
A box indicates difference of LOS results.							

Future Volume Forecasts

Both the Precise Plan and the BRT EIR used the VTA travel demand forecasting model to develop forecasts of future year traffic on El Camino Real and throughout Mountain View. However, the two studies used different forecast years (see Table 4). The Precise Plan used a forecast year of 2030. The BRT EIR uses two forecast years: 2018 and 2040. This memo will focus on the 2040 forecast year.

The Precise Plan report shows the land use data that went into the forecasts (see Table 5). The BRT EIR does not report the land use data that were used. This is a major shortcoming of the BRT EIR because differences in land use data could be the explanation for the major differences in forecast volume between the two studies, as identified below.

Table 4
Model Comparison

	Model	Base Year	Forecast Year
BRT DEIR	VTA's Countywide Travel Demand Model	2013	2040
ECR-PP	Mountain View Travel Demand Forecasting Model	2009	2030

Table 5
El Camino Real Precise Plan Area Development Assumptions

	Estimated Growth		Existing +	2030 ECR Precise Plan Projections
El Camino Real Precise Plan Area	Existing (2013)	Associated with Entitled Projects	Entitled Projects	
Housing Units	1,120	752	1,872	2,660
Population	2,370	1,500	3,870	5,370
Jobs	5,900	-230	5,670	6,550
Source: City of Mountain View, 2014				

No Build Level of Service Comparison

Hexagon compared the intersection levels of service for the 2030 Precise Plan versus the BRT EIR Alternative 1, which is the 2040 no-build alternative. This comparison was made using corrected LOS calculations based on the changes described above (lane configurations, signal phasing, cycle length, lost time). These two scenarios should match because they both represent the future without the BRT project. However, Table 6 shows major differences between the two studies. In general the Precise Plan shows longer delays and worse levels of service than the BRT EIR. This is because the Precise Plan shows higher volume on El Camino Real and the side streets in 2030 than the BRT EIR in 2040. We do not know if this might be attributable to different land use assumptions because the BRT EIR does not show the land use assumptions.

Table 6
Re-Run LOS Calculations – 2040 and 2030 Conditions

Study Intersection		Peak Hour	LOS Standard	BRT DEIR		ECR-PP	
				2040 Alt 1		Cumulative 2030	
				Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Traffic LOS
San Antonio Rd	CMP	AM	E	58.5	E	110.1	F
		PM		86.5	F	141.8	F
Showers Dr/Los Altos Sq		AM	C/D	15.6	B	34.4	C-
		PM		27.4	C	128.6	F
Jordan Ave		AM	C/D	13.2	B	n/a	n/a
		PM		11.4	B	n/a	n/a
Ortega Ave (closed under 2018 Alt 4B, 4C)		AM	C/D	12.5	B	25.5	C
		PM		14	B	17.4	B
Distel Dr. (closed under Alts 4B, 4C)		AM	C/D	11.3	B	n/a	n/a
		PM		11.4	B	n/a	n/a
Rengstorff Ave	CMP	AM	E	18.3	B	32.2	C-
		PM		24.5	C	158.3	F
Clark Ave. (new signal from another project)		AM	C/D	9.8	A	n/a	n/a
		PM		7.7	A	n/a	n/a
Escuela Ave		AM	C/D	18.8	B	31.9	C
		PM		20.2	C	45.6	D
El Monte Ave	CMP	AM	E	22.3	C	92.5	F
		PM		25.6	C	39.1	D
Shoreline Blvd/Miramonte Ave	CMP	AM	E	95.4	F	288.1	F
		PM		81.2	F	159.7	F
Castro St	CMP	AM	E	35.4	D	137	F
		PM		123.6	F	136.6	F
Calderon Ave/Phyllis Ave		AM	C/D	59.6	E	119.9	F
		PM		176.1	F	141.4	F
Hwy 237/Grant Rd	CMP	AM	E	65.3	E	91.3	F
		PM		69.7	E	61.2	E
The Americana/Sylvan Ave		AM	C/D	87.4	F	53.8	D-
		PM		42	D	82.5	F
Note: A box indicates difference of LOS results.							

Impact of BRT Project

The BRT EIR analyzed a number of alternatives with combinations of dedicated BRT lanes and mixed-flow BRT for different stretches of El Camino Real. BRT Alternative 2, which keeps all mixed-flow lanes on El Camino Real and mixes BRT with regular traffic, would result in essentially the same traffic conditions as the No-build alternative. VTA found that this alternative would attract hardly any new bus riders, so no traffic would be taken off El Camino Real (see Table 7).

Table 7
Daily Ridership Comparison between Local Bus and BRT in 2040

	Location	Existing			Short Dedicated Lane		Long Dedicated Lane		
			No build	All Mixed Flow	Lafayette St to Halford Ave	Lafayette St to Halford Ave + Mixed Flow	Lafayette St to SR 85	Lafayette St to Showers Dr	Lafayette St to Embarcadero Rd
			Alt 1	Alt 2	Alt 3A	Alt 3B	Alt 4A	Alt 4B	Alt 4C
Total	Line 522/BRT Ridership	3,287	10,576	11,736	13,976	14,490	15,878	18,323	21,071
	Line 22 Ridership	9,234	11,102	10,492	10,099	10,016	9,879	9,668	9,266
	Transit Ridership (522/BRT + 22)	12,521	21,678	22,228	24,075	24,505	25,756	27,990	30,336
	Assumed Riders Shifting from 22 to BRT ¹			611	1,003	1,087	1,224	1,435	1,837
	New Transit Riders ²			550	2,397	2,827	4,078	6,312	8,658
Notes: ¹ The number of riders shifting from the 22 to the BRT is assumed to be the reduction in Line 22 ridership from the No Build. ² The number of new transit riders is computed by subtracting the number of shifting riders between Line 22 and BRT from the increase in total transit ridership between the Build and the No Build. From Cahill Street in San Jose and University Avenue in Palo Alto. Source: DKS Associates, 2014.									

Hexagon focused on BRT EIR Alternative 4c because this is the alternative that takes a lane all the way through Mountain View. This alternative would result in a substantial increase in transit ridership, which would take some traffic off El Camino Real. Unfortunately, the BRT EIR does not show how many new transit riders were formerly auto drivers, so we don't know how many cars would be taken off the road. Table 8 shows that the dedicated lane BRT alternative would not result in any significant LOS impacts along El Camino Real. That is because there is the assumption that a lot of the traffic on El Camino Real would divert to other routes if one lane in each direction were taken away. This is discussed in detail in the next section.

Table 8
Level of Service Summary

			BRT DEIR								
Study Intersection	Peak Hour	LOS Standard	Existing		2040 Alt 1		2040 Alt 2		2040 Alt 4C		
			Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Synchro LOS	
San Antonio Rd	CMP	AM	E	46.9	D	59.9	E	59.6	E	51.5	D
		PM		59	E	86.2	F	87.4	F	77.6	E
Showers Dr/Los Altos Sq		AM	C/D	16.1	B	15.8	B	15.8	B	19	B
		PM		31.2	C	29.1	C	29	C	46.6	D
Jordan Ave		AM	C/D	7.6	A	7.2	A	7.2	A	8.3	A
		PM		7.8	A	6.1	A	6.1	A	8.4	A
Ortega Ave (closed under 2018 Alt 4B, 4C)		AM	C/D	7.3	A	9.1	A	8.5	A	n/a	n/a
		PM		6.4	A	11.7	B	11.5	B	n/a	n/a
Distel Cir. (new project signal - Alts 4B, 4C)		AM	C/D	n/a	n/a	n/a	n/a	n/a	n/a	26.4	C
		PM		n/a	n/a	n/a	n/a	n/a	n/a	9	A
Distel Dr. (closed under Alts 4B, 4C)		AM	C/D	7.2	A	8.8	A	8.8	A	n/a	n/a
		PM		4.4	A	7.1	A	7	A	n/a	n/a
Rengstorff Ave	CMP	AM	E	13.7	B	13.7	B	13.9	B	14	B
		PM		17.6	B	20.7	C	19.5	B	25.1	C
Clark Ave. (new signal from another project)		AM	C/D	n/a	n/a	8.1	A	11.2	B	10	B
		PM		n/a	n/a	8.3	A	6.9	A	9.9	A
Escuela Ave		AM	C/D	19.5	B	23.7	C	20.7	C	19.6	B
		PM		15.7	B	22.6	C	21.6	C	24.1	C
El Monte Ave	CMP	AM	E	22.1	C	20.4	C	20.1	C	24	C
		PM		24.1	C	24.8	C	19.8	B	24.3	C
Shoreline Blvd/Miramonte Ave	CMP	AM	E	60.1	E	92.5	F	92.7	F	91.2	F
		PM		45.8	D	79.1	E	78.9	E	71	E
Castro St	CMP	AM	E	27.8	C	30.7	C	30.9	C	32.7	C
		PM		49.3	D	71.9	E	75	E	54.2	D
Bonita Ave. (new project signal - Alts 4B, 4C)		AM	C/D	n/a	n/a	n/a	n/a	n/a	n/a	21.4	C
		PM		n/a	n/a	n/a	n/a	n/a	n/a	5.1	A
Calderon Ave/Phyllis Ave		AM	C/D	35.4	D	35	C	35	C	36.4	D
		PM		62.8	E	49.8	D	48.1	D	52.8	D
Hwy 237/Grant Rd	CMP	AM	E	59.4	E	66.7	E	66.6	E	51.6	D
		PM		57.5	E	72.7	E	72.5	E	54.7	D
The Americana/Sylvan Ave		AM	C/D	28.8	C	69.5	E	70.1	E	58.1	E
		PM		30.4	C	35.6	D	35.7	D	37.3	D
Source: El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014. Bold indicates a substandard level of service.											

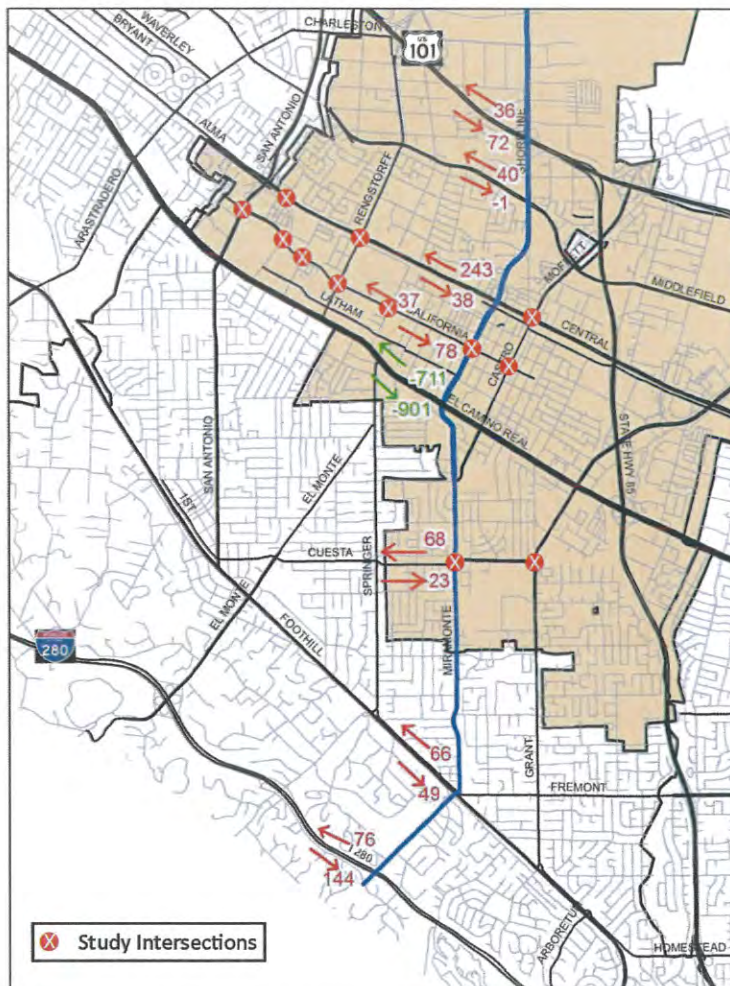
Project Trip Distribution and Diversion

The implementation of BRT on El Camino Real increases transit ridership and decreases auto trips, but taking a lane away from automobiles to create the dedicated lane for the BRT causes some traffic diversion off El Camino Real onto surrounding roads. This potential diversion was determined by reducing the capacity of El Camino Real within the countywide travel model, and re-assigning vehicle trips.

Figure 1 shows the traffic diversion derived from the model for the 2040 PM peak hour time period. About 900 vehicles are shown to be diverted from southbound El Camino Real (the peak direction) in the PM peak hour. This is essentially the full capacity of one travel lane. This result indicates that all three lanes of El Camino Real would be completely full in 2040 in the southbound direction, and one full lane's-worth of traffic would be diverted to other routes if a lane were taken away for the dedicated BRT.

The figure shows that the traffic would be diverted to US 101, Central Expressway, California Street, Cuesta Drive, Foothill Expressway, and I-280. The diverted traffic on these parallel roads adds up to about 400 vehicles. Therefore, the other 500 diverted vehicles are unaccounted for. The BRT EIR does not provide any information about where the other vehicles would go.

Figure 1
2040 PM Diversion in Mountain View



Impact of Diverted Vehicles

The BRT EIR analyzes various intersections nearby and along the diversion routes, as shown on Figure 1. Table 9 shows the impacts of the diverted traffic on the intersections nearby and along the diversion routes. Of the 13 intersections studied along the diversion routes, eight would experience significant traffic impacts due to the diverted traffic. The BRT EIR includes mitigation measures for these 8 intersections (see Table 10). In most cases the mitigation consists of adding various turn lanes and adjusting signal timing. The BRT EIR states that the mitigation measures would not require any right-of-way acquisition or road widening. However, the BRT EIR does not include sufficient detail about the mitigation measures to confirm their feasibility.

Table 9
Level of Service (LOS) Summary – Off El Camino Real

Study Intersection				BRT DEIR							
				Existing		2040 Alt 1		2040 Alt 2		2040 Alt 4C	
				Peak Hour	LOS Standard	Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Synchro LOS	Delay (sec/veh)	Synchro LOS
San Antonio Road/California Street	Signal	AM	E			41.2	D	89.9	F	89.2	F
		PM				39.6	D	91	F	90.7	F
Showers Drive/California Street	Signal	AM	E			18.4	B	24.3	C	24.2	C
		PM				23.2	C	27.7	C	27.9	C
Ortega Avenue/California Street	Signal	AM	E			5.5	A	6.6	A	6.5	A
		PM				5.1	A	7.6	A	7.8	A
Rengstorff Avenue/California Street	Signal	AM	D			29.2	C	58.6	E	58.6	E
		PM				29.8	C	63	E	63.3	E
Escuela Avenue/California Street	signal	AM	D			26.3	C	36.2	D	36.2	D
		PM				20.8	C	36.3	D	37	D
Shoreline Boulevard/California Street	Signal	AM	D			32	C	40.8	D	41	D
		PM				33.9	C	114.7	F	115.1	F
Castro Street/California Street	Signal	AM	E			15.7	B	15.3	B	15.3	B
		PM				44.9	D	45.2	D	45.2	D
Mayfield Avenue/Central Expressway	Signal	AM	D			4.5	A	4.5	A	4.5	A
		PM				4.5	A	6.7	A	6.6	A
Rengstorff Avenue/Central Expressway	Signal	AM	E			34.4	C	93.8	F	93.2	F
		PM				38.5	D	151.9	F	148.5	F
Castro Street/Central Expressway	Signal	AM	E			36.4	D	64.5	E	64.4	E
		PM				40.9	D	155.5	F	151.5	F
Miramonte Ave/Cuesta Drive	Signal	AM	D			13.4	B	53.7	D	54.9	D
		PM				10.7	B	39.4	D	41.8	D
Grant Road/Cuesta Drive	Signal	AM	D			31.4	C	47.1	D	47.4	D
		PM				30.6	C	49.1	D	49.3	D
Grant Road/Phyllis Avenue-Martens Avenue	Signal	AM	D			33.6	C	54.7	D	54.4	D
		PM				29.7	C	33.9	C	33.8	C

Source:
 El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014.
Bold indicates a substandard level of service.

Bold indicates a significant impact.

Table
10 Level of Service (LOS) Summary (Mitigated) – Off El Camino Real

					BRT DEIR					
					Existing		2040 Alt 1		2040 Alt 4C	
					Delay	Synchro	Delay	Synchro	Delay	Synchro
Study Intersection					(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS
San Antonio Road/California Street	Signal	AM	E	No Mitigation	41.2	D	89.9	F	105.7	F
				Signal optimization and restriping EBTH to EBLT/TH				91.7	F	
Rengstorff Avenue/California Street	Signal	AM	D	No Mitigation	29.2	C	58.6	E	69.7	E
				Add SBLT, EBLT, WBRT bays				48.4	D	
Shoreline Boulevard/California Street	Signal	PM	D	No Mitigation	33.9	C	114.7	F	128.2	F
				Add EBRT bay				81.3	F	
Rengstorff Avenue/Central Expressway	Signal	AM	E	No Mitigation	34.4	C	93.8	F	113.2	F
				Add NBRT bay				77.9	E	
		PM	E	No Mitigation	38.5	D	151.9	F	195.9	F
				Add NBRT bay				125.6	F	
Castro Street/Central Expressway	Signal	PM	E	No Mitigation	40.9	D	155.5	F	207.2	F
				Add NBRT bay on Castro St and convert split timing to protected left turn treatment on Castro St.				132.3	F	
Miramonte Ave/Cuesta Drive	Signal	AM	D	No Mitigation	13.4	B	53.7	D	75.7	E
				Add WBRT bay				41.7	D	
Grant Road/Cuesta Drive	Signal	PM	D	No Mitigation	30.6	C	49.1	D	58.6	E
				Add SBRT bay on Grant Rd				49.7	D	
Grant Road/Phyllis Avenue-Martens Avenue	Signal	AM	D	No Mitigation	33.6	C	54.7	D	55.2	E
				Signal optimization				31.2	C	
Source: El Camino Real Bus Rapid Transit (BRT), Traffic Operations Analysis Report Revised Draft, August 2014. Bold indicates a substandard level of service.										
Bold				indicates a significant impact.						

Impact of BRT on Cross Streets

The BRT EIR analyzes the LOS at 15 cross-street intersections along El Camino Real in Mountain View. Hexagon examined the intersection LOS calculations in detail so as to isolate the delays on the cross streets versus the delays on El Camino Real (see Table 11). With the dedicated lane BRT project, the following four cross-streets would experience negative impacts, which we define as LOS E or F operations: Jordan Avenue, Castro Street, Calderon Avenue/Phyllis Avenue, and Sylvan Avenue/The Americana.

Table 11
Degradation of Intersection LOS on Cross Streets

			ECR DEIR																
			Existing				2040 Alt 1				2040 Alt 2				2040 Alt 4C				
			Northbound Approach		Southbound Approach		Northbound Approach		Southbound Approach		Northbound Approach		Southbound Approach		Northbound Approach		Southbound Approach		
Study Intersection	Peak Hour	LOS Standard	Delay	Synchro	Delay	Synchro	Delay	Synchro	Delay	Synchro	Delay	Synchro	Delay	Synchro	Delay	Synchro	Delay	Synchro	
			(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)	LOS	(sec/veh)
San Antonio Rd	CMP	AM	E	44.6	D	50.7	D	51.4	D	66.5	E	52.4	D	66.1	E	44.2	D	53.4	D
		PM		55.1	E	57.7	E	105.5	F	77.2	E	105	F	77.1	E	93.9	F	64.3	E
Showers Dr/Los Altos Sq		AM	C/D	62.8	E	60.4	E	62.2	E	64.3	E	62.2	E	64.4	E	62.3	E	66.3	E
		PM		62.8	E	63.6	E	59.9	E	63.7	E	60.3	E	64.1	E	62.5	E	63.3	E
Jordan Ave		AM	C/D	70.6	E	54.5	D	73.3	E	53.6	D	74.4	E	53.5	D	71.5	E	54.2	D
		PM		60.2	E	58.1	E	70.9	E	52.7	D	71.3	E	52.9	D	65.7	E	55.1	E
Ortega Ave (closed under 2018 Alt 4B, 4C)		AM	C/D	51	D	70.5	E	58.5	E	59.5	E	58.5	E	59.6	E	Closed under Alt 4B and 4C			
		PM		52.2	D	68.7	E	61.3	E	58.2	E	61.3	E	58.2	E				
Distel Cir. (new project signal - Alts 4B, 4C)		AM	C/D	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	28.4	C	0	A
		PM		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	60.5	E	0	A
Distel Dr. (closed under Alts 4B, 4C)		AM	C/D	64.5	E	0	A	68.7	E	0	A	68.7	E	0	A	Closed under Alt 4B and 4C			
		PM		59	E	0	A	68.7	E	0	A	67.9	E	0	A				
Rengstorff Ave	CMP	AM	E	81.1	F	57.9	E	81.1	F	58	E	81.1	F	58.3	E	81.1	F	57.9	E
		PM		65.3	E	61.5	E	66.3	E	65.6	E	65.6	E	65.5	E	66.3	E	62.7	E
Clark Ave. (new signal from another project)		AM	C/D	n/a	n/a	n/a	n/a	65.4	E	0	A	65.1	E	0	A	60.8	E	0	A
		PM		n/a	n/a	n/a	n/a	59.8	E	58.3	E	59.8	E	58.3	E	59.8	E	58.3	E
Escuela Ave		AM	C/D	46.7	D	59.8	E	45.1	D	60.1	E	45.1	D	60.1	E	45.7	D	59.7	E
		PM		51.1	D	60.9	E	49.7	D	59.8	E	49.9	D	60	E	51.1	D	60.1	E
El Monte Ave	CMP	AM	E	55.8	E	65	E	54	D	65	E	54	D	65	E	56.5	E	65	E
		PM		56.6	E	0	A	56.1	E	0	A	56.1	E	0	A	56.7	E	0	A
Shoreline Blvd/Miramonte Ave	CMP	AM	E	78.7	E	56	E	135.4	F	84.1	F	136.2	F	84.9	F	119.9	F	69.9	E
		PM		59.3	E	57	E	81.2	F	98.3	F	88.9	F	89.8	F	84.3	F	67	E
Castro St	CMP	AM	E	60.8	E	64.7	E	59.5	E	64.9	E	59.6	E	65	E	60.2	E	64.6	E
		PM		67.8	E	63.7	E	66.2	E	64	E	66.3	E	64.1	E	98	F	62.9	E
Bonita Ave. (new project signal - Alts 4B, 4C)		AM	C/D	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	40.3	D	0	A
		PM		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	66	E	0	A
Calderon Ave/Phyllis Ave		AM	C/D	66	E	72.6	E	67.2	E	75.8	E	66.9	E	75.9	E	69	E	71.6	E
		PM		67.5	E	76.2	E	68.3	E	93.7	F	68.2	E	98	F	69.7	E	111	F
Hwy 237/Grant Rd	CMP	AM	E	46.4	D	44	D	76.1	E	62	E	75.9	E	61.9	E	48	D	43.3	D
		PM		62.5	E	58.8	E	71.6	E	73.3	E	71.8	E	73.1	E	52.8	D	53.6	D
The Americana/Sylvan Ave		AM	C/D	37.3	D	41	D	34.7	C	40.9	D	34.8	C	40.9	D	29	C	40.8	D
		PM		47.3	D	50.1	D	51.2	D	53.3	D	51.1	D	53.2	D	52.2	D	56.5	E

Note:
Source: El Camino Real Bus Rapid Transit (BRT), City of Mountain View, Synchro Model Files and Outputs, October 2014
A box indicates a significant impact of movement LOS

Impact of BRT on Commercial and Residential Property Access

The dedicated lane BRT project would close 7 existing median breaks along El Camino Real (see Table 12). With the closure of these median breaks, access to some side streets and to some commercial and residential properties along El Camino Real would be more difficult. Some motorists would need to make u-turns whereas under existing conditions they do not. Figures 2, 3, 4, 5, and 6 show the locations where median breaks would be closed. The BRT EIR does not include analysis of queuing at any of the intersections or how the queuing would be affected by the added u-turns.

Table 12
Locations of Existing Left-Turn Lanes Eliminated by Project Alternative

Location	Alternatives					
	Alt 2	Alt 3A	Alt 3B	Alt 4A	Alt 4B	Alt 4C
Crestview Dr				X	X	X
West of Crestview Dr				X	X	X
Dale Ave				X	X	X
Between Yuba Dr and SR 85					X	X
Between Mariposa Ave and Pettis Ave					X	X
Distel Dr					X*	X*
Ortega Ave					X*	X*

Source: Parsons 2014.
Notes: "X" denotes left-turn lane eliminated; "-" denotes the removal of the existing traffic signal.

Figure 2
Crestview Dr and West of Crestview Dr



Figure 3
Dale Ave



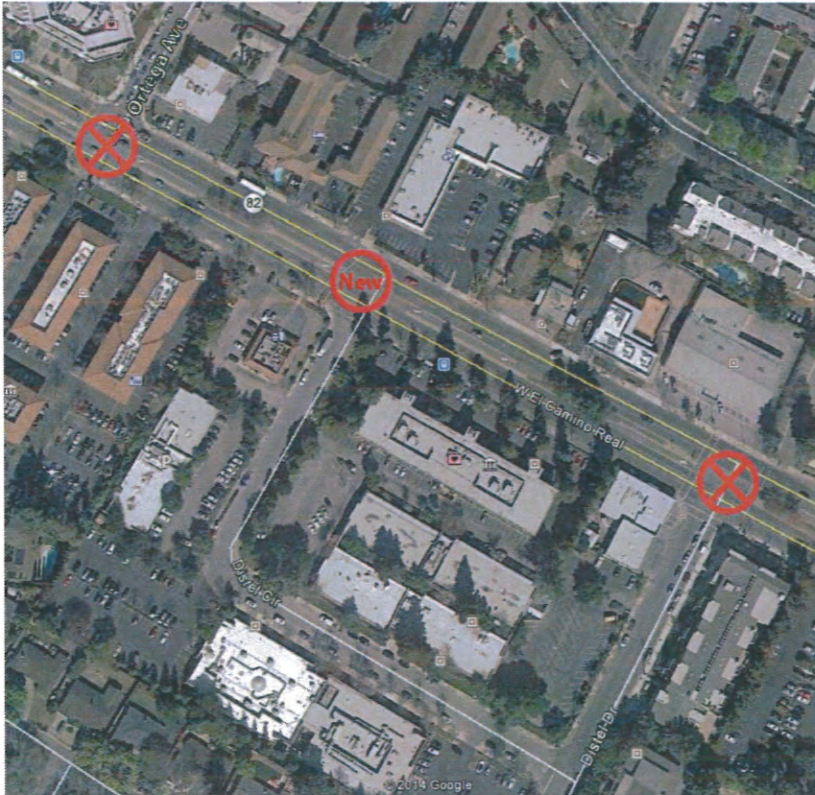
Figure 4
Between Yuba Dr and SR 85



Figure 5
Between Mariposa Ave and Pettis Ave



Figure 6
Distel Dr and Ortega Ave



Impact of BRT on Pedestrian Circulation

Reconfiguration of the streetscape for the BRT project is expected to provide various enhancements to the pedestrian environment including shorter crossing distances, improved amenities, and additional signalized crossings. However, the BRT EIR does not provide any plan-view drawings of specific designs for any locations in Mountain View.

Impact of BRT on Bicycle Circulation

El Camino Real does not have bicycle lanes and is not a classified bikeway under existing conditions. Reconfiguration of the streetscape for the BRT project is expected to positively affect the bicycle environment. Alternative 4c includes marked bike lanes in each direction throughout Mountain View.

Impact of BRT on Parking

With the dedicated lane, the BRT project would remove all on-street parking along El Camino Real. Within Mountain View, this represents the loss of 336 parking spaces. The project would not affect parking spaces along the cross streets.

COPIES TO COUNCIL, CM, CA & ACM, PWD, T+BM

From: Elizabeth Soelistio
Sent: Thursday, November 27, 2014 3:19 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Elizabeth Soelistio

Brewer, Lorrie

From: Anjali Mehta <anjanimehta@gmail.com>
Sent: Monday, December 01, 2014 1:31 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anjali Mehta

COPIES TO COUNCIL, CM, CA & ACM, *plw*, T+BM

From: Shirley Kinoshita
Sent: Tuesday, December 02, 2014 7:38 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Shirley Kinoshita

COPIES TO COUNCIL, CM, CA & ACM, PWD, T+QM

From: Elia Tello
Sent: Wednesday, December 03, 2014 11:45 AM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Elia Tello

From: Anthony Cardott
Sent: Friday, December 05, 2014 4:04 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anthony Cardott

From: Diane Alexander
Sent: Monday, December 08, 2014 9:59 AM
To: , City Clerk
Subject: Shuttel Service Recommendations

Dear City Council

I saw your article about the new service. I'd like to give some input on things that would make the system better than the VTA.

1. Have routes that go to the farmers market
2. Schedule routes that complement the VTA; such as weekend service from San Antonio & Casto on the half hour since the VTA only runs once an hour on weekends. Two lines to compliment would be the 35 and 40.
3. Make the connections easier. One of my main gripes with VTA is that if you are trying to connect you usually miss the connection within sometimes seconds if the other bus is just ahead of the one you are on, so you end up waiting another half hour.
4. Have routes for Shoreline and San Antonio. It would be nice to go to the park at Shoreline; currently there are no runs for that area. The San Antonio could also run out to the trail.

Sincerely,

Diane Alexander
Frustrated Bus Rider

From: mike.wood <mike.wood@gmail.com>
Sent: Saturday, December 06, 2014 2:31 PM
To: ECBRT@vta.org; city.council@cityofpaloalto.org; Council@sunnyvale.ca.gov; , City Clerk; MayorAndCouncil@santacruz.ca.gov; council@losaltosca.gov; mayoremail@sanjoseca.gov
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Michael Wood

From: Janani Dhinakaran
Sent: Saturday, December 06, 2014 5:24 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs)
- And plant more trees in the central area to increase green cover and make ECR a beautiful road.

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Janani Dhinakaran

1

7

From: Joel Myrick
Sent: Saturday, December 06, 2014 5:33 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Joel Myrick

From: Peter Macdonald
Sent: Saturday, December 06, 2014 9:29 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Peter Macdonald

From: Jeff Rensch
Sent: Monday, December 08, 2014 9:34 AM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councillors

I urge you and the Valley Transportation Authority to support the El Camino Real Bus Rapid Transit Project, by providing a dedicated lane all the way to Embarcadero.

Traffic is the monster that is crippling all of our other attempts to improve and preserve our community. The BRT offers an excellent chance to people to get out of their cars and travel in another safer manner. Palo Alto workers who live in San Jose will be able to get here safely in a way that does not harm the environment.

If losing that lane seems to be a sacrifice to some heavy-duty single occupant vehicle drivers, it is a sacrifice worth making for our future.

thanks for listening.

Jeff Rensch

From: Ian McCluskey <ian.mccluskey@siliconvalley.com>
Sent: Tuesday, December 09, 2014 1:36 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Ian McCluskey

COPIES TO COUNCIL, CM, CA & ACM, PWD
T+BM

From: Andrew Gallatin
Sent: Tuesday, December 09, 2014 9:13 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to halt the El Camino Real Bus Rapid Transit Project.

I strongly urge VTA to NOT incorporate bus-only lanes in the El Camino Real plan.

If we convert traffic lanes to bus-only lanes on El Camino Real, we will tie traffic in knots, and make an already miserable commute far worse.

Thank you for stopping this horribly misguided project.

Sincerely,

Andrew Gallatin

From: Virginia Smedberg <vsm@vta.org>
Sent: Tuesday, December 09, 2014 1:24 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

Firstly, I believe in public transit, and I take it whenever it is going where I am (often along w/ my bike to make the end connections better).

Therefore, I urge you to create the best public transit system you can, which will encourage more people to use it.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Virginia Smedberg

From: Alisa Khieu <a...>
Sent: Monday, December 08, 2014 9:55 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Alisa Khieu

From: Jeremy Caves
Sent: Monday, December 08, 2014 5:31 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Further, without these improvements, it is hard to see what exactly the future plan will be. Congestion is getting worse and worse on El Camino, turning El Camino into an increasingly unattractive place to live and work. Without BRT and a transformative and innovative solution to the problem, it is extremely difficult to imagine that El Camino will simply magically become less congested.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around. Please consider making El Camino both more public-transit friendly and also biker friendly, for the benefit of our communities, our environment, and our future.

Sincerely,
Jeremy Caves

Jeremy Caves

From: Michelle Marvier <[michelle.marvier@mta.ca](#)>
Sent: Tuesday, December 09, 2014 11:16 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Michelle Marvier

From: Virginia Matzek
Sent: Tuesday, December 09, 2014 2:07 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I'm a Santa Clara resident who strongly supports bus-only lanes and dedicated bike lanes on El Camino Real.

I've just spent the past few months living in Brisbane, Australia, where the city transit system incorporates dedicated bus-only laneways. The busways make it faster for my kids to get to school by bus and walking than it would be for me to drive them on congested city streets. As a result, they have become committed transit users. They've actually said, "Why don't we have this at home?"

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

As a cyclist and Caltrain user who has been turned away at the Caltrain station because the cars had reached their bike capacity, I know how important it is for cyclists to have a Plan B for commuting. Bike lanes and more bikes on fast buses would help a lot.

thanks!

Virginia Matzek

From: Allen Takahashi <
Sent: Tuesday, December 09, 2014 5:59 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to KILL the El Camino Real Bus Rapid Transit Project. Even if the time to travel projections on this project are good - which I am skeptical of, we are talking point to point along El Camino. I could care less about that number - what is important to me is my total trip time - and that includes average wait time given I don't control timing of events. My trips never both start and end on ECR. If you're looking for a backbone North-South public transit route we already have one - its called Caltrain. Put more money into that - we need more frequent and higher capacity service on Caltrain - not in five or ten or twenty years, but NOW - Caltrains recent purchase of more equipment is a small step in the right direction. If you want to make a difference regards public transit what is really needed is ***coordinated*** East-West public transit from the existing Caltrain stations - and bike lanes from these stations to concentrations of businesses and high use public facilities nearby. And if you're truly serious about making overall transportation better, change the timing on the traffic signals. On-demand signals rather than "timed" or "coordinated" signals would work better for almost any intersection I have encountered.

Allen Takahashi

From: Hari Mix <[REDACTED]>
Sent: Wednesday, December 10, 2014 10:51 AM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I both live (Cal Ave area of Palo Alto) and work (Santa Clara University) adjacent to El Camino Real and care deeply about making this area more bike and pedestrian friendly. I do not have a car and see great potential to make El Camino more friendly for people like me to run errands, commute safely, and hang out.

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Hari Mix

COPIES TO COUNCIL, CM, CA & ACM *OLD*
ABM

From: Michael Whalen <
Sent: Wednesday, December 10, 2014 11:53 AM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor. The opportunity to shape a community and culture that values connection and safety is an important one, and one that will change the course of this city.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Regards,
Michael Whalen

Michael Whalen

1, CA S

COPIES TO COUNCIL, CM, CA & ACM, ASD
TBM

From: thorisa yap <[redacted]>
Sent: Thursday, November 13, 2014 5:09 PM
To: [redacted], City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

thorisa yap

COPIES TO COUNCIL, CM, CA & ACM
PLAD, TABM

From: Helen Athey <
Sent: Sunday, November 16, 2014 2:37 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Helen Athey

18

PWD, T+BM

From: Paul Bendix <
Sent: Sunday, November 16, 2014 3:32 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Paul Bendix

PWD, T+BM

From: Anjali Mehta <[redacted]@com>
Sent: Monday, November 17, 2014 6:16 PM
To: [redacted], City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor,

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Anjali Mehta

From: halcyon debar < >
Sent: Monday, November 17, 2014 7:28 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

halcyon debar

22

superman,

From: Ted Fishman
Sent: Tuesday, November 18, 2014 12:18 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

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- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Ted Fishman

COPIES TO COUNCIL, CM, CA & ACM, RWD
TBM

From: Nam Nguyen <1>
Sent: Wednesday, November 19, 2014 9:49 AM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Nam Nguyen

P.S. Buzzwords aside, it is important to start incorporating developments for the El Camino Corridor now. Either the current system is used into perpetuity until our area becomes stagnant, bogged down, and unattractive, or we can plan ahead to create an area that will be a draw and make the area worthwhile to residents and industries.

For the tech industry: if you aren't growing, you're dying. They want to grow and evolve, the El Camino Corridor is a very real way for the South Bay to evolve for growth.

Nam Nguyen

From: Patricia Evans <[REDACTED]>
Sent: Tuesday, November 18, 2014 4:22 PM
To: [REDACTED], City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Patricia Evans

f pt
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COPIES TO COUNCIL, CM, CA & ACM, PWD, TBM

From: Dave Kraszewski <[redacted]@com>
Sent: Wednesday, November 19, 2014 10:20 PM
To: , City Clerk
Subject: Please Adopt "No Build" on VTA BRT Project

Dear Honorable Mayor and Council Members:

I am writing to express my opinion and concern regarding the VTA's BRT Proposal. I have reviewed the presentation on the VTA website and the Environmental Impact report and find any option other than the "No Build" alternative troublesome. For the sake of brevity, I will summarize my concerns in three points:

1. The assumption on page 27 of the Environmental Impact report stating that the diversion of vehicles off the El Camino corridor would be "well dispersed and not much change in regional roadway stability" is flawed. I argue that a high percentage of those using private vehicles to arrive at destinations along El Camino ORIGINATE their trips well outside the El Camino corridor, so such a disbursement will not occur as VTA forecasts.
2. How can annual operating expenses be DECREASED from \$15.6M / yr to \$7.8M / yr (No Build vs. Long Dedicated Lane) when the VTA is constructing \$183M of new infrastructure to maintain? I question the validity of this calculation.
3. Where is the plan to measure how successful these changes will be and if they are effective? My point is, if ridership does not increase according to the VTA's projections, who is going to bear the cost of maintaining this infrastructure? This project will never break-even financially and taxpayers will bear the cost through future taxes or more bond proposals.

In closing, even if VTA's projections of +14,666 riders per day (No Build vs. Long Dedicated Lane) is accurate, I do not feel this change in ridership justifies spending \$183M on new infrastructure and decreasing private motor vehicle capacity on our roadways. I urge an adoption of the "No Build" policy.

Thank you,

Dave Kraszewski

D

COPIES TO COUNCIL, CM, CA & ACM, AWA T4Bm

From: Nick Xydes
Sent: Wednesday, November 19, 2014 10:11 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Nick Xydes

From: Michael Busha <[REDACTED]>
Sent: Thursday, November 20, 2014 2:00 PM
To: City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus-Rapid Transit Project.

My daily commute takes me from Menlo Park to San Jose using a combination of Caltrain, VTA, Bicycle, and walking. I know many other people with similar commutes along the Peninsula, crossing multiple county lines. Coming from this background, I see first-hand every day how the current system is skewed very much towards favoring car-centric commuters and tends to inconvenience people using nearly any other form of transit.

Additionally, I was recently seriously injured while cycling. I was following all traffic regulations and riding in a cycle lane, however a driver turned into me due to being unable to see through dense traffic. I mention this as a specific example of why I feel that it is important to do something to reduce car congestion on streets such as El Camino Real.

I feel that convenient, regular transportation along El Camino Real will have a significant, positive impact in the area. One of the primary reasons that bus service is "slow" is that buses are regularly stuck in the same bad traffic that single-occupancy automobiles are. A Bus Rapid Transit (BRT) project goes a long way to address such issues and encourage people to switch their commute method from car to bus, which can potentially have a significant impact on reducing congestion on the roads and improving safety for everyone.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are more crosswalks, upgraded pedestrian refuges, sidewalk extensions (bulb-outs), and lights timed to give pedestrians the ability to conveniently and regularly cross the street.

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better place for us all to get around.

Sincerely,
Michael Busha

Michael Busha

Case Details

COPIES TO COUNCIL, CM, CA & ACM

PUD, J & BM

[Print](#) [Close](#)

Case Number: 29784

Status: Resolved

Tags:

Request Type: Concern

Customer: taylor,
external customer
Mountain View 14041

Location of Request:

Facility: N/A

Preferred Contact Method: Email

Submitted By: taylor,
customer

Primary Owner: Brewer, Lorrie

Topic: City Council > Contact City
Councilmembers (City Clerk)

Secondary Owner: Wong, Wanda

Date/Time Created: 11/22/2014 09:49

Date/Time Closed: 11/24/2014 16:28

Custom Fields

Original Request

To all council members who will be reviewing and voting on the El Camino Real Bus Rapid Transit VTA report:

I have carefully read the full report regarding the proposed BRT along El Camino and have spoken extensively with VTA staff regarding the report and its presentation.

While I have my personal opinions about the project my primary concern is with the misleading manner in which the project has been presented to

residents, resulting in inadequate assessment by the community.

Specifically, the official 2 page VTA project BRT fact sheet and the 4 page yellow information sheet in several languages which was mailed to

residents of the affected communities misrepresents the scope of the project to the public in that, while summarizing the alleged benefits of the project,

completely fails to mention that 5 of the 7 alternatives involve using dedicated lanes which result in the loss of a parking lane or traffic lane.

A reading of the reports would leave the reader with the impression that only positive benefits would result from the project (reduced wait times, new

bus stops and lighting, landscaping, faster service, etc.). There is absolutely no clear mention that the price paid for these improvements would be the

loss of a traffic lane. VTA staff responds that they feel there is no misrepresentation since they have received substantial negative feedback from the

reports. This is faulty reasoning because if the report had clearly stated that the loss of a traffic lane was included then they would likely have received

substantially more negative feedback.

Sadly, the presentation of such a slanted announcement likely dissuaded a good many people from looking further into the proposal and attending the

meetings in the council chambers.

Customer Communications *

From	Text	Date
Brewer, Lorrie	Send an Email TO: CC: BCC: Date: 11/24/2014 Subject: RE: City of Mountain View case number 29784	11/24/2014 16:28

Collapse

Dear Taylor,

I will forward your email to Council.

Lorrie Brewer, City Clerk

auto notification	Auto Case Notification Created TO: Date: 11/22/2014 Subject: Your request has been received by the City of Mountain View	11/22/2014 09:49
-------------------	-----------------------------------------------------------------------------------------------------------------------------------	------------------

Collapse

Dear taylor,

Thank you for your request received on 11/22/2014 concerning City Council>Contact City Councilmembers. It has been assigned ID#29784. You will receive a response to your request within three business days. If you should have any further questions please feel free to contact the City again and refer to the identification number above.

Sincerely,

The City of Mountain View

<http://www.mountainview.gov>

* Customer Communications are visible on the customer's case status page.

Case Details

[Print](#) [Close](#)

Case Number: 29858

Status: Resolved

Tags:

Request Type: Concern

Customer: Goldberg, Terri
external customer

Location of Request:

Facility: N/A

Mountain View CA 94040

Preferred Contact Method: Email

Submitted By: Goldberg, Terri
customer

Primary Owner: Solomon, Jacqueline

Topic: City Council > Contact Mayor
(City Clerk)

Secondary Owner: Fakhry, Sayed

Date/Time Created: 12/01/2014 14:31

Date/Time Closed: 12/09/2014 12:31

Custom Fields

Original Request

My concerns seem unheard and I am frustrated with the continuing plan to reduce traffic lanes on El Camino Real from three (each direction) to two. I support the use of buses and trains to get us where we want to go and thereby reduce the numbers of cars on the road. However, when VTA routes are limited, the public will resort to driving. Many citizens cannot bike or walk any distance from the bus stop to their destination. Some work hours cannot be adjusted to coincide with bus timing. I have lived in Mtn. View since 1962 and as often as I am on ECR, I have yet to see a full or even partially full VTA bus. Reducing traffic lanes will negatively impact businesses along this corridor and certainly cause an already congested road to be worse than imagined. Please do what you can to stop this project. I have sent my concerns to council members and Planners, in the past with no response.

Customer Communications *

From	Text	Date
Customer	Email transferred via Outlook Module by Jacqueline Solomon: Dear Ms Solomon, Thank you for your reply. Yes, do send me an e-mail address for VTA. It is good that they are seeking input. I am truly sorry that I cannot attend council meetings, but family obligations prevent me from doing so. Terri	12/10/2014 10:36

[Collapse](#)

From: Esmey Naranjo <
Sent: Wednesday, December 10, 2014 5:43 PM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Esmey Naranjo

From: Margaret Ackerson < >
Sent: Friday, December 12, 2014 11:51 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

Hi,

As a college student without a car, I rely on public transportation to get around the area. I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around. Also, thanks for taking the time to read this email.

Sincerely,
Margaret Ackerson

Margaret Ackerson

053

Re: 7.2

TJBM

From: Serge Bonte <
Sent: Friday, December 12, 2014 12:45 PM
To: , City Clerk; , City Clerk
Subject: Fwd: My Comments on the VTA BRT El Camino Real Draft EIR

Dear City Council:

After reading the agenda for your 12/16/14 meeting, I realized the City was gathering comments from Mountain View residents.

Please find my comments on the Draft EIR below.

The agenda also suggests the City should also provide guidance on preferred alternatives, I would respectfully suggest you wait until the New Year so that the City will:

- be in alignment with our neighboring cities (Palo Alto and Los Altos)
- enable the next Council to weigh in on a project that three council members will have to see through during their 4-year term.
- have a larger community dialog (maybe an online forum like the one the City used recently for housing impact fees?).

In case you decide to pick an alternative, I am in favor of the mixed flow alternatives for the Mountain View route segment.

Sincerely,

Serge Bonte

----- Forwarded message -----

From: Serge Bonte <
Date: Thu, Nov 20, 2014 at 10:27 AM
Subject: Re: My Comments on the VTA BRT El Camino Real Draft EIR
To: ecrbt@vta.org, Christina.Jaworski@vta.org

One errata, in my comments I meant to write 3 stops in Mountain View, 2 of them at the edges of the City.

One addition: comparing table 4.12-8 and table 4.12-17, the ridership transfer from Local to Express doesn't seem to make sense.

Both tables shows a 2013 existing ratio of 3 locals to 1 Express.

Table 4.12-8 shows a sharp reversal of 1 local to 1.25 express with 2018 No Build. Local ridership drops from 9,000 to 6,000. Express ridership jumps from 3,000 to 8,000. With congestion increasing on El Camino one would expect that ratio to increase.

However table 4.12-17 shows a 2040 No build shows the local ridership higher than the BRT one, with BRT ridership going from 2018 no build 9,000 to 2040 no build 10,000 while local ridership -with a more congested El Camino Real- would jump from 2018 no build 6,000 to 2040 no build 11,000 (nearly double)

Unless I'm missing something, the projected drop in local ridership in the first table seems a bit suspect. Maybe VTA should review the assumptions behind that data point?

Serge

On Thu, Nov 20, 2014 at 8:32 AM, Serge Bonte - _____ wrote:

Here are my comments on the VTA BRT El Camino Real Draft EIR

Specific Comments (notes I took when reading some of the material)

Figure 3-4 Mixed Flow with Parking Drawing is incorrect as it shows only 2 lanes of traffic.

Table 3-2 the Showers station is not listed under Mountain View's jurisdiction

Figure 4.12-4 Shows Intersections studied in Mountain View. Why wasn't El Monte/Springer not studied?

Table 4.12-8 Why would Local 22 ridership go down?

Table 4.12-9 Local 22 travel time drops from 2013 Existing to 2018 No Build. This doesn't make a lot of sense since Table 4.12-10 shows Daily VMT increasing and Auto Speed decreasing when comparing 2013 Existing and 2018 No Build

Table 4.12-12 Are the numbers for the whole length of the corridor? If so, they don't seem very realistic.

General Comments:

The neighborhood cut-through traffic resulting from removing car lanes on El Camino doesn't seem to have been seriously studied. Any GPS device connected to traffic condition, already recommend cutting through neighborhood streets to avoid parts of El Camino Real. The EIR should have measured the impact on these streets. It's particularly important in Mountain View where many of these streets are strictly residential with existing or planned safe biking capabilities. The El Camino Real Precise Plan proposes a bike boulevard on Lathamthat boulevard would be negatively affected by too much traffic shifting from El Camino Real.

The impact of dedicated lanes on non BRT and non VTA transit doesn't seem to have been properly studied (e.g. what would be the impact on a vital service like Marguerite or the upcoming Mountain View City Shuttle)

Given the small number of stops, BRT riders might be very similar to Light Rail or CalTrain riders. Both Light Rail and Caltrain provide parking (park and ride) and drop off areas (kiss and ride); why not for BRT? Looking at Mountain View, the plan is for only 2 stops at the edges of the City, it's a far distance from almost any residence in Mountain View.

I also couldn't find in the document the impact of adding a stop at Escuela in Mountain View. Certainly it should impact overall travel time -one more stop !- ; I would also expect it to have additional impacts on the Escuela, Clark and El Monte intersections (I live nearby this is a very busy and challenging set of intersections as it is).

Respectfully,

Serge Bonte

_____ Y

Re: Item 7.2

From: Scott Stauter <
Sent: Monday, December 15, 2014 12:13 PM
To: , City Clerk
Subject: VTA bus plans for monopolizing El Camino Real

Dear Council member,

I am writing to urge you to fight the VTA's ill-advised plan to convert two lanes of El Camino Real to Bus-only lanes. When I have utilized the 22 or 522 Rapid Bus, it had three - or at most four passengers. The buses communicate with the traffic signals, which allows the buses to move through the signals quicker than other traffic. This already biases the system in favor of the buses. I am quite satisfied with the current service. There is no need to inconvenience more than 50,000 drivers to slightly speed the trip for maybe 10,000 bus passengers.

If the VTA is allowed to close down two lanes of the already heavy traffic on El Camino Real, it will cause huge traffic jams. Some of the traffic will divert onto nearby streets, and cause jams there. The VTA plan seems to cause extreme inconvenience to non-bus traffic - so much inconvenience as to force them to use the bus.

The VTA claims that closing down one third of the lanes on busy El Camino Real will only add 4 minutes to a non-bus trip down this packed thoroughfare. This claim is incredulous - just simply not even remotely credible!

I am asking you to do everything within your power to prevent the VTA from implementing this disastrous plan, which will cause gridlock in our city.

Thank you for your attention,

Scott Stauter

Mountain View

From: Iris Lubitz <
Sent: Monday, December 15, 2014 9:29 AM
To: , City Clerk
Subject: BRT proposal

Most of the proposed "improvements" or "enhancements" create more problems than they're designed to solve.

Issues regarding dedicated lanes next to the medians:

1. Would require that the medians be widened significantly for the BRT stations and to meet the needs of people using wheelchairs, strollers and shopping carts;
2. May require the removal of greenery and trees which is not desirable;
3. Would probably require there be no parking on El Camino Real which would impact businesses that have little or no parking;
4. Traffic going by on both sides of the median would create a safety issue, especially for someone traveling with several children;
5. Since the doors to enter/exit buses are on the right side of the bus, it seems new buses with doors on the left side would be needed;
6. Making left hand turns may be problematic unless drivers can use the dedicated lane for turns;
7. Some cities will elect not to have dedicated lanes which will increase the number of lane changes needed to navigate El Camino Real and increase the risk of accidents.

More issues to consider:

The current gridlock on El Camino Real, especially at Rengstorff Ave., Castro St. and the Grant Rd./237 intersections, and at the entrances/exits of the 85 freeway,

The lack of streets parallel to El Camino Real, particularly on the west side of Mountain View,

The location of the north and south entries and exits for the 85 freeway,

The new law mandating a 3 foot distance between cars and bicycles,

The number of housing and business projects planned along El Camino Real, and

The location of El Camino Hospital and the Fire Station on Grant Rd.

If the aim is to improve traffic flow by increasing bus use and reducing car use, it's important to recognize that this isn't workable when:

People need to get to multiple locations at specific times or within a given amount of time,

People need to get to or live at locations that are not near the bus line,

People need their cars for use at work, and

The bus doesn't run on a schedule that's compatible with people's schedules.

Conclusion:

Based on all of the above, there should be NO reduction in the number of lanes, narrowing of lanes, bulb-outs for bus stops, or any other change that would increase the number of lane changes needed and further impede the flow of traffic, including emergency vehicles, on Mountain View's approximately four miles of El Camino Real.

El Camino is a main traffic artery that should not become an obstacle course.

Since whatever is decided will affect many people, this should be voted on by the public in Santa Clara County. BRT, if implemented, should operate only in mixed-flow lanes with enhanced bus stations.

NB: I recently used the bus on a Tuesday at 1 pm to travel 1 1/2 miles. The wait was more than 10 minutes and there were only six people on the bus. The evident lack of use would make implementation of the proposed BRT questionable at best.

7.2

From: Galli Basson <
Sent: Monday, December 15, 2014 5:15 AM
To: , City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilors

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Galli Basson

COPIES TO COUNCIL, CM, CA & ACM, Pub, T & Bm
Re: Dem 7.2

From: on behalf of Adina Levin <ofcaltrain.com>
Sent: Monday, December 15, 2014 5:59 PM
To: , City Clerk
Subject: El Camino Real BRT
Attachments: showersnsbrt.png; showerscurrentns.png

Dear Council Members,

Tomorrow evening, the city's response to the El Camino Real Bus Rapid Transit project EIR will be reviewed for approval.

Mountain View is one of the leaders in our area in setting policies to reduce vehicle trips and promote sustainable transportation. The City has recently approved the El Camino Real Precise Plan, focusing development around the Express bus stops, and requiring developments to take actions to reduce vehicle trips.

A bus service that is time-competitive with driving would greatly help achieve the goals of the plan, to add density along El Camino in a way that increases the housing and commercial options in the city while improving livability.

The city's proposed letter to VTA calls out the fact that the draft EIR does not take into account the city's latest land use plans. However, the letter and analysis focus on the negative impacts given current transportation choices. The additional density approved in the ECR Precise Plan would also help with increased ridership, with a resident and customer base who are self-selecting to take advantage of a transit-friendly, more walkable, bikeable place.

We urge you to consider the benefits of BRT, especially the dedicated lane option, to help achieve the goals of the El Camino Real Precise Plan.

In addition, we are sympathetic with the concerns raised by staff and community members that El Camino Real BRT alone is only one piece of a needed set of systematic improvements to transit to create a complete network to mitigate congestion and improve sustainability.

Because of these concerns, we did analysis of the relative benefits of ECR BRT and other improvements to North/South transit service. We found that an improved network does much better than North/South improvements alone in connecting residents to jobs.

Starting at at El Camino Real and Showers in Mountain View - a heavily populated neighborhood - currently a Mountain View resident cannot reach Apple campus or Moffett Park in Sunnyvale within a 45 minute transit commute. VTAs proposed N/S improvements help a little bit, providing access for 10,000 more residents to 9,000 more jobs.

The mixed flow BRT option allows 319,000 residents to reach 167,000 jobs. And the version with both dedicated lane BRT and North/South improvements allows 430,000 residents to reach 233,000 jobs. That's over 100,000 more residents, given access to over 75,000 more jobs - by far the strongest access improvement.

We agree that a complete transit network is needed to do the best job at fostering mode shift. El Camino Real Dedicated Lane BRT, along with improved North/South VTA bus service and connecting TMA shuttles, together would help provide much more effective and viable commute options to employment centers.

With the North Bayshore Plan, the Mountain View City Council has been innovative in demanding effective transportation with lower reliance on single occupancy vehicles - even though the policies represent substantial change from the status quo today. Recommending dedicated lane BRT would follow the same tradition of leadership, and help the city achieve goals of sustainable housing, economic development, and quality of life.

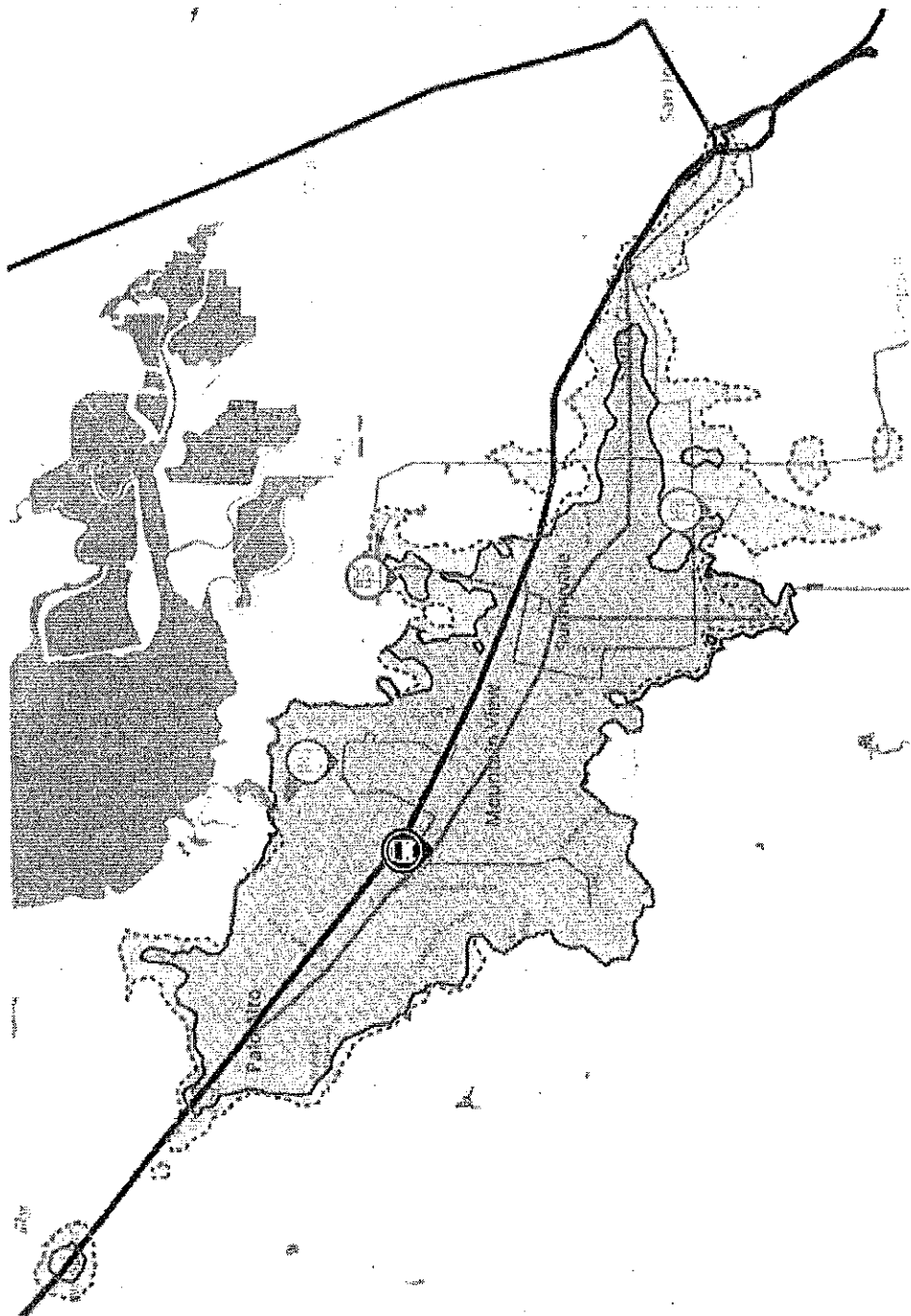
Thanks,

- Adina

Adina Levin

Friends of Caltrain - <http://greencaltrain.com>

Peninsula Transportation Alternatives - <http://peninsulatransportation.org>



Scenario 1:

Current + Mixed BRT + NS

Scenario 2:

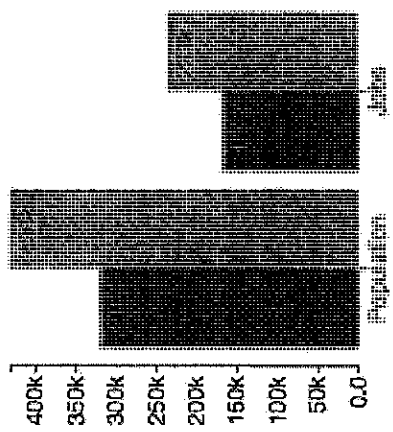
Current + Dedicated BRT + NS

Starting point:

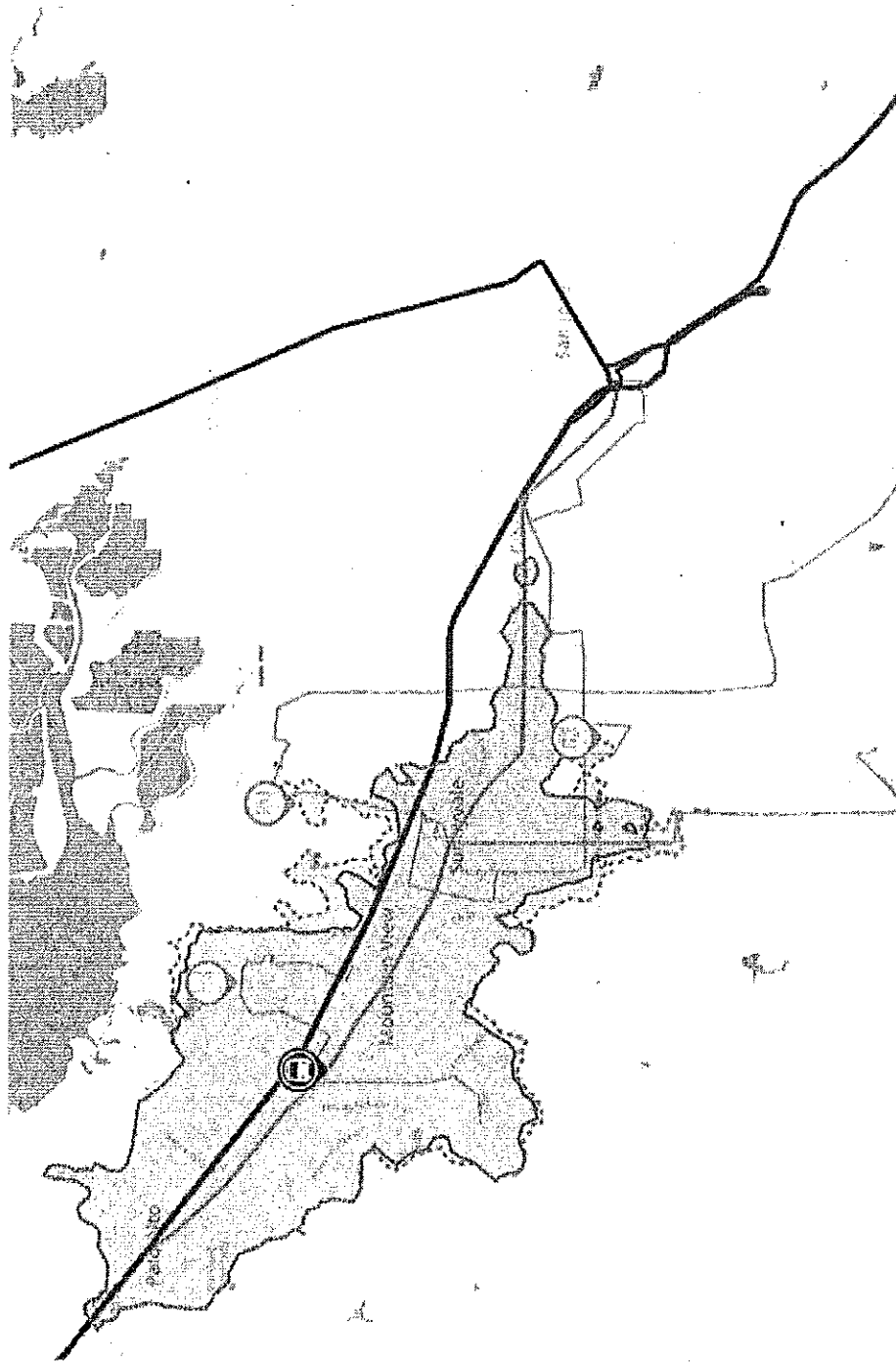
EL CAMINO & SHOWERS

45 minutes

Current + Mixed BRT + NS
Current + Dedicated BRT + NS



Starting point



Scenario 1:

Current

Scenario 2:

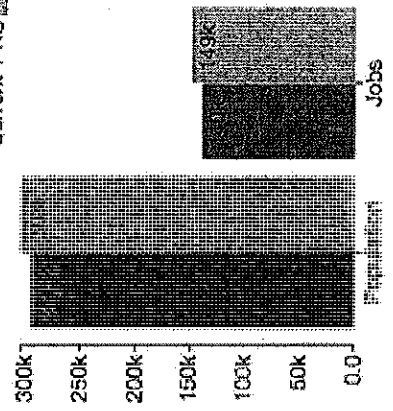
Current + NS

Starting point:

EL CAMINO & SHOWERS

45 minutes

Current
Current + NS



Starting point

Agenda Item
7.2

From: Chris Lepe <.....j>
Sent: Tuesday, December 16, 2014 12:45 PM
To: , City Clerk
Cc: Aaron Grossman; Adina Levin; Bob Allen; Corinne Winter; Dereka Mehrens (derecka@wpusa.org); Michelle Beasley; Poncho Guevara; Wendy Alfsen
Subject: Comments on the Draft Environmental Impact Report for the El Camino BRT Project
Attachments: ElCaminoBRTDEIRCoalitionCommentLetter_12.16.14.pdf

Dear Mayor and City Council,

The undersigned, representing a broad network of transit and housing advocates, working families, and land use planning experts, strongly support the Valley Transportation Authority (VTA) El Camino Bus Rapid Transit (BRT) project, a new and improved transportation option that can provide convenient, fast, efficient, and reliable service that is competitive with the automobile.

Please see the attached El Camino BRT Draft Environmental Impact Report (DEIR) input letter to VTA and let us know if you have any questions. We look forward to working with you and the diverse stakeholders along the corridor in the coming years to ensure the best possible project and move closer to a vibrant, safe, and livable street for current and future users.

Sincerely,

Aaron Grossman

Executive Committee

Mountain View Coalition for Sustainable Planning

817 Montgomery St.

Mountain View, CA 94041

Adina Levin

Founder

Friends of Caltrain

Regional Director

Greenbelt Alliance

111 West St. John Street, Suite 420

San Jose, CA 95113

Poncho Guevara

Executive Director

Sacred Heart Community Service

1381 South First Street

San Jose, CA 95110

Wendy Alfsen

Executive Director

California Walks

1904 Franklin Street, Suite 709

Oakland, CA 94612

--
Chris Lepe, Senior Community Planner, Silicon Valley

TransForm

48 South 7th Street, Suite #103, San Jose, CA 95112

(408) 406-8074

Sign up for our emails at www.TransFormCA.org.

Follow us on Facebook, Twitter, and LinkedIn, too.

December 16, 2014

Honorable Members of the VTA Board of Directors

3331 North First Street

San Jose, CA 95134-1927

Sent Via Email

RE: Comments on Draft Environmental Impact Report for El Camino BRT Project

Dear Chairperson Kalra, Honorable Members of the VTA Board of Directors, and General Manager Fernandez:

The undersigned, representing a broad network of transit and housing advocates, working families, and land use planning experts, strongly support the Valley Transportation Authority (VTA) El Camino Bus Rapid Transit (BRT) project, a new and improved transportation option that can provide convenient, fast, efficient, and reliable service that is competitive with the automobile.

With an anticipated 33 percent growth in employment and 36 percent growth in population in Santa Clara County by 2040 we must invest in great transit now to avoid being stuck in gridlock with no real alternatives in the future. By investing in transit we can manage growth and maintain a strong economy, enhance quality of life, improve environmental quality, and relieve the rising cost of living that is straining the middle-class, seniors on fixed incomes, and low-income families.

El Camino Real's high-value destinations, concentrated populations, employment centers, demographics, and anticipated population growth indicate that this is an area that is ripe for a significant investment in transit infrastructure. The El Camino corridor is lined by businesses and major destinations that people want to travel to such as downtown San Jose, Mountain View, and Palo Alto, as well as Santa Clara University, San Jose State University, and Stanford University. Furthermore, 29% of the population of El Camino Real cities between Santa Clara and Palo Alto live within a 1/2mi of the corridor, and of the 513 census blocks within 500 feet of the corridor, 300 are considered to have high concentrations of Environmental Justice populations.¹ As a result of these factors, bus lines 22 and 522 represent one out of every five trips in VTA's entire bus network and carry more riders per mile than VTA light rail. Moreover, as a designated Priority Development Area (PDA), El Camino Real is slated to accommodate a sizeable portion of the population growth in Silicon Valley moving forward.

After reviewing the El Camino BRT Draft Environmental Impact Report (DEIR), we are even more convinced that now is the time to invest in high-quality Bus Rapid Transit on El Camino Real with transit-only lanes. The DEIR indicates that transit-only lanes will cut future transit travel times in half between Palo Alto and Santa Clara, whereas the mixed flow option will shave 7% off the commute. BRT with transit only lanes will make a huge difference in the lives of the thousands of riders that

¹ <http://www.grandboulevard.net/images/stories/GBI->

Documents/progressreport/gbi_progressreport_final_medres.pdf; El Camino Real BRT Project DEIR, 5-65

depend on public transportation along the corridor to access jobs and services, and it will make transit a more viable option for people that don't use public transit today and for future corridor residents. To illustrate this point, developer Ian Rees and Adina Levin of Peninsula Transportation Alternatives developed a transitshed analysis that compares various transit improvements along El Camino Real and found that transit-only lanes provide much greater access to jobs compared to mixed flow.²

Another key finding of the DEIR is that as speed and reliability increase with each alternative, so does transit use along the corridor. Mixed flow BRT (Alternative 2) will see a modest 5% increase in transit use whereas BRT with transit-only lanes from Santa Clara to Palo Alto (Alternative 4c) will see an impressive 22% increase in ridership. Transit improvement projects across the country confirm that making transit time-competitive with driving is the key factor in increasing ridership. When Caltrain introduced the Baby Bullet, ridership more than doubled in the following decade, and the Los Angeles Orange Line BRT's ridership is already 18% higher than originally projected for 2020.³

BRT can also infuse millions of dollars in upgrades to help move us towards the vision for El Camino Real as a vibrant multi-modal Grand Boulevard. Where transit-only lanes are adopted, pedestrian improvements and bike lanes will be added at each City's request, making walking and biking safer at no cost to Cities. This is critical given that roughly 15% of bicycle and pedestrian injuries in the Cities of Santa Clara, Sunnyvale, and Mountain View are along El Camino Real.⁴ Furthermore, future BRT will support City plans for compact mixed-use housing, office, and commercial development that will help make El Camino Real a vibrant destination.

Unfortunately, the focus of the DEIR is on quantifying the impacts of the project on level of service (LOS) for cars, rather than quantifying the benefits to all road users. The DEIR includes a discussion of how the project could benefit pedestrians and cyclists, but the analysis lacks data on the LOS benefits to people on foot and bicycle, including safety and access. Quantifying the benefits for all modes would further demonstrate why a robust BRT project with dedicated lanes is so essential for El Camino Real.

Overall, the project alternative that achieves the greatest return on investment, including growing ridership and advancing public health, safety, and access to opportunity is Alternative 4c (transit-only lanes from Santa Clara to Palo Alto); however, Alternatives 3b, 4a and 4b also provide significant benefits and are worthy of investment. With all of the anticipated regional and local growth projections, we simply can't afford not to invest in high quality transit on El Camino Real. We urge VTA to:

- Consider installing additional signalized intersections and midblock pedestrian crossings to further increase access and safety.
- Conduct a quantitative analysis of bicycle and pedestrian LOS in the DEIR.
- Quantify the number of on-street parking spaces preserved in each city if bike lanes are installed and the median is narrowed to 10 feet in areas with transit-only lanes. The DEIR states that bike lanes will require removal of all on-street parking in most of the cities due to the assumption that the existing median width in those cities will be preserved.
- Retain the stop at Escuela Ave in Mountain View, which is an area with a high minority and immigrant population, as well as schools and senior-serving facilities.
- Provide better North/South transit connections with BRT to maximize the project benefits.

² <http://cloud.ianrees.net/vtabrt/>

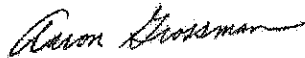
³ http://libraryarchives.metro.net/DPGTL/eirs/SFV_EastWest/images/chapter3.pdf;

<http://www.metro.net/news/ridership-statistics/>

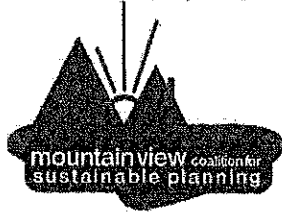
⁴ <http://www.transformca.org/transform-blog-post/when-locking-both-ways-isnt-enough>

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report for the El Camino Bus Rapid Transit Project. We look forward to working with you and the diverse stakeholders and Cities along the corridor in the coming years to ensure the best possible project and move closer to a vibrant, safe, and livable street for current and future users.

Sincerely,



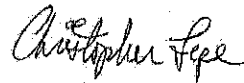
Aaron Grossman
Executive Committee
Mountain View Coalition for Sustainable Planning
817 Montgomery St.
Mountain View, CA 94041



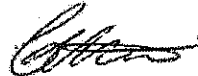
Adina Levin
Founder
Friends of Caltrain
1015 Fremont Street
Menlo Park, CA 94025



Bob Allen
Policy and Advocacy Campaign Director
Urban Habitat
1212 Broadway, Suite 500
Oakland, CA 94612



Chris Lepe
Senior Community Planner
TransForm
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Derecka Mehrens
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Michele Beasley

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Poncho Guevara

Poncho Guevara
Executive Director
Sacred Heart Community Service
1381 South First Street
San Jose, CA 95110



Wendy A. Afsen

Wendy Afsen
Executive Director
California Walks
1904 Franklin Street, Suite 709
Oakland, CA 94612



California Walks
Stepping Up for Health, Equity, & Sustainability

7.2

From: Jeremy Hoffman <[REDACTED]>
Sent: Tuesday, December 16, 2014 12:27 PM
To: [REDACTED], City Clerk
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Mountain View City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Jeremy Hoffman

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov



*Serious Drought.
Help save water!*

January 14, 2015

FILE # SCLVAR044
SCH# 2013022003

Ms. Christina Jaworski
Senior Environmental Planner
Santa Clara Valley Transportation Authority
San Jose, CA 95134

Dear Ms. Jaworski:

Draft Environmental Impact Report/Environmental Assessment for the El Camino Real Bus Rapid Transit Project

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We have reviewed the El Camino Real (ECR) Bus Rapid Transit (BRT) Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) and have the following comments to offer.

System & Regional Planning Comments

Page ES-2 references the Valley Transportation Plan 2035. Update all references for this planning document to the current Valley Transportation Plan 2040 adopted in October 2014.

Page ES-5 and 6 provide alternative project descriptions. Please provide stop location analysis to ensure speed and ridership are maximized with the least amount of stops. Stop location analysis should consider major destination centers along the corridor.

Page 4.12-4 describes other transit systems in the project area. Given the close proximity and nearly identical service corridors of Caltrain and El Camino Real, the Caltrain description should be expanded to consider impacts to estimated ridership levels to both transit modes.

Bicycle and Pedestrian Planning Comment

Page 3-6, Alternative 4c - Long Dedicated Lane - Lafayette Street in Santa Clara to Embarcadero Road in Palo Alto will allow for the fastest and most reliable transit travel times because it has the longest dedicated bus lanes. Within Alternative 4c, the center-running dedicated lanes with the buffered bike lanes will also provide more lateral separation from traffic for bicyclists.

Traffic Safety Comment

Within the project limits, the BRT project shall be required to bring El Camino Real into compliance with Americans with Disability Act (ADA) design standards. Specific details will be addressed during the project development phase.

Highway Operations Comments

Figure 3-4, the cross-sections for dedicated lanes design on the left side of the figure have tree/landscape strips on sidewalk adjacent to curb; however, there are no trees on the top two cross-sections on the right for mixed flow design along the sidewalk. Alternative descriptions should clarify if landscaping will vary between the various designs.

Figure 3-4, all 3 cross-sections for mixed flow design option on the right side of the figure accommodate curb parking, but only the bottom one is labeled “with Parking.” Revised the titles to include “with Parking” for all alternatives with this feature.

Section 4.12 – Transportation and Traffic and Appendix H – Traffic Operations Analysis Report should have queuing analysis for traffic signals, AWSC (All Way Stop Control), and TWSC (Two Way Stop Control) intersections. Intersection queues due to traffic signal, AWSC and TWSC should be reported and compared to available storage distance to evaluate potential operational safety issues such as queue spill backs that cause through lane blockage or intersection grid lock for closely spaced intersections. As depicted in Table 4.12-13 and 4.12-20, several intersections are concluded to operate poorly, and the queuing analysis should be evaluated and disclosed in the environmental document.

Table 4.12-14 – Locations of Existing Left-Turn Eliminated by Project Alternative. Because traffic forecast is prepared by regional model at a macro scale, efforts should be taken to ensure the demand of the eliminated left-turn is included in the left-turn movement of adjacent intersections.

Page 4.12-37, section on “Impact TRA: Result in inadequate emergency vehicle circulation,” the analysis omitted potential impacts for Build with Mixed Flow lane alternatives with bulbout stations that push out curb to edge of travelled way. When transit buses dwell at the bulbout stations for boarding and alighting of passengers, the curb lane traffic would stop behind the bus and impede through traffic movement. The impediment of curb lane traffic will create a temporary choke point as vehicles attempt to move around the stopped bus. This traffic scenario should be examined for impacts to emergency vehicle travel time and should be addressed in the environmental document.

Page 4.12-45, the discussion on determining fair share contribution for cumulative impacts needs to address the difficulty in measuring incremental impact. Most of the cumulative impacts occur at intersections along El Camino Real with the dedicated lane alternatives. For dedicated lane alternatives, the projected volumes for build alternatives are lower than No Build due to traffic

diversion. There is no incremental growth of volumes per se. The fair share contribution concept typically used for land use development does not apply to transportation projects. Incremental growth or impact for land use development can be measured, but it is difficult to measure incremental impact for the BRT project on El Camino Real. The fair share contribution for cumulative impacts needs to address this

Table 4.12-20 should add a column to denote type of intersection control (signal, TWSC, AWSC) for clarity.

Table 4.12-21, Summary of 2040 Intersection Mitigation Measures, should consider traffic signal timing and controller hardware upgrades as feasible mitigation measures. Signal timing and hardware upgrade may include signal coordination, timing optimization, and adaptive signal control panel. Wherever geometry improvements are considered infeasible, signal timing and hardware upgrade should be proposed and fully funded by the BRT project to reduce impacts on El Camino Real.

Table 4.12-21 shows all geometry improvement mitigation as not feasible based on existing ROW, without weighing in costs and secondary environmental impacts of ROW expansion and benefits of mitigation. The Department does not advocate or recommend ROW expansion when condemnation of homes or office buildings will cause displacement or hardship to residents or business. A cursory review suggests the following improvements could be feasible by moderate ROW takes without displacement or hardship, and should be evaluated as part of the scope of the BRT project in the DEIR:

- a) El Camino Real/Embarcadero: additions of eastbound and westbound right turn lanes would only require expansion of ROW into landscaped areas. This could be feasible with moderate ROW expansion.
- b) El Camino Real/Kiely/Bowers: additions of eastbound right turn lane can be implemented by expanding ROW into adjacent landscaped area of an oil change business. It is not clear why that will affect the business operations as asserted. This could be feasible with moderate ROW expansion.
- c) El Camino Real/San Tomas: the potential loss of landscaping and parking may not be significant for EB and WB right turn lane improvements with proper design of parking lots and circulation. This improvement could be feasible.

Table 4.12-21 has the description in the comment column for El Camino Real/Scott reversed. The WESTBOUND right turn lane improvement may impact landscaping and a bank, and the EASTBOUND right turn lane improvement may impact a new shopping center under construction.

According to the Bus Blockage Factor in Synchro analysis, per HCM 2000, the bus blockage adjustment factor accounts for the impacts of local transit buses that stop to discharge or pick up

passengers at a near-side or far-side bus stop within 250 ft of the stop line (upstream or downstream). Recognizing that bus blockage can impact traffic operations in both approaching leg (upstream), by a far-side station and receiving leg (downstream) by a near-side station, the following intersection analysis will need additional input of bus stoppage frequency to properly analyze reduced capacity in Mixed Flow alternatives:

- a) WB at Cambridge/El Camino Real for the WB bulbout station at California/El Camino Real,
- b) WB at Charleston/El Camino Real for the WB bulbout station at the intersection,
- c) EB and WB at Los Altos Square (Showers)/El Camino Real for the EB and WB bulbout stations at the intersection,
- d) WB at Bernardo/El Camino Real for the WB bulbout station at the intersection,
- e) EB at Hollenbeck/El Camino Real for the EB bulbout station at the intersection, and
- f) WB at Benton/El Camino Real and EB at Palm/El Camino for the EB and WB bulbout stations at Santa Clara Transit Center. The two intersections are closely spaced and the stations will impact both intersections.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

Should you have any questions regarding this letter, please contact Wingate Lew at 510-622-5432 or wingate.lew@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

SANTA CLARA



January 14, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Building B-2
San Jose, CA 95134

Sent Via Email

Subject: City of Santa Clara Comments on the Draft Environmental Impact Report/Environmental Assessment for the El Camino Real Bus Rapid Transit (BRT) Project

Dear Ms. Jaworski:

The City of Santa Clara appreciates the opportunity to provide comments on the Draft Environmental Impact Report (DEIR)/Environmental Assessment (EA) for the El Camino Real Bus Rapid Transit (BRT) Project, dated October 2014.

City staff has reviewed the document and consolidated comments for consideration and inclusion in the Final EIR/EA, as provided below:

1. The DEIR MM BIO-B states that the VTA will replace the 183 trees removed by the project at specified ratios, which the City finds acceptable. However, it states that if trees cannot be replaced within the Project's corridor area, a tree in-lieu fee will be paid. The City would like to have trees replaced in areas in proximity to the Project corridor area wherever possible, rather than the payment of in-lieu fees. The City will assist in finding appropriate replanting areas and secure any encroachment permits as necessary.

If the City maintains the median, City landscaping maintenance crews will need access to all newly planted median landscaping. This includes access internally and from the adjacent traffic lanes, particularly as the replanted trees reach heights beyond ground level reach. Clarify as to how future landscape maintenance operation will occur when truck access or other large equipment is required from the adjacent travel lanes.

2. The DEIR MM NOISE-B states that there will be an assigned noise disturbance coordinator and contact number posted during construction. The City requests that contact number would be answered live up to 24-hours a day, any time construction is occurring. This way Santa Clara residents can reach Project personal at times when the coordinator may be unavailable (i.e. weekends and nighttimes).

The City's allowed construction hours within 300 feet of any residential property are between 7:00am-6:00pm Monday-Friday, 9:00am-6:00pm Saturday, and not allowed Sunday and Holidays. The Project should reflect this regulation for construction activities within the City.

3. Section 2.3, TIA uses Synchro to analyze LOS for the corridor, and works well for closely spaced, coordinated, congested arterials, but the software does not model impacts due to TSP or transit to side streets, and left turn traffic on main street or main street traffic due to curbside bus stops. VTA should consider using analysis software such as VISSIM, which is capable of identifying transit caused impacts since this is a transit project.
4. Section 2.3, the diversion criteria of 50 vph increase on streets in order to be studied off ECR is not consistent with VTA's CMP Guidelines of studying intersections with increase of 10 or more vehicles per lane.
5. Figure 7, Diversion study intersections; Homestead Road is a regionally significant roadway that connects San Jose, Santa Clara, Sunnyvale, and Los Altos. This roadway should have been included in the study intersections. Project should also consider north/south roadways to be included in the study, such as Pomeroy Avenue, Kiely Boulevard, Lincoln Street, Calabazas Boulevard, Lawrence Expressway, San Tomas Expressway, Scott Boulevard, Monroe Street and Lafayette Street. Traffic will need to travel north/south to get to diversion streets. Diverted trips will be placed onto streets with residential frontages, elementary and middle schools, senior facilities, and libraries. VTA should consider impacts to these sensitive areas.
6. Section 3.5 and 9.1, parking inventory and use should not be aggregated into an entire segment within a City as it does not adequately show use and or impacts. Parking analysis should be presented in a block by block basis. Also, identify study periods, as some peak usage for some businesses in Santa Clara are at night when residential parking is heavily used. Expecting mid-block business patrons to park on cross streets will be unrealistic since ECR blocks are so long.
7. Section 5, the No Build Travel Forecast shows a 148% increase in 522/BRT ridership. Please explain how this estimate was forecasted.
8. Section 6.3 Figure 19, Diversion in Santa Clara, the number of diversion trips does not balance. It appears that there are approximately 30 northbound ECR diverted trips and approximately 200 southbound ECR diverted trips that are missing. Also, please clarify why some streets (Scott Boulevard and Walsh Avenue) have negative diverted trips. Saratoga Avenue is shown to have 23 diverted southbound trips; however, they are not assigned to any parallel streets further to the south. Please identify where these trips would be distributed.
9. Section 7.3, Figure 30, recheck diversion numbers. Assignments to parallel streets do not balance diverted trips. Also, analysis should show diversion expected on north/south streets. Many of these streets have residential frontages, schools or other uses that are not tolerant to increases in diverted trips.

10. Section 9.3, Bicycle Assessment should include an evaluation of the bicycling environment due to increase in density, congestion, bus stops, associated turning traffic into properties, increase in parking space turnover traffic conflicts due to decrease in parking spaces overall, and increase in bus traffic. Assessment should also discuss impacts to bicyclists due to reduction in intersection crossings and increase of queuing at remaining left turn pockets.
11. The TIA is missing a discussion on queuing analysis due to reduction in number of cross street intersections to make U-turns or places to cross ECR. This analysis would potentially identify safety problems associated with overflow of left turn pockets. We request that a queuing analysis be done for all ECR intersections and diverted trip intersections.
12. The DEIR MM TRA-A states that VTA will be responsible for major intersection and roadway improvements, but that local jurisdictions will be responsible for minimal changes such as signal optimization or restriping that results from the project. The City believes that VTA should pay for all Mitigation Measures or improvements that result from the Project. The City does not have funding budgeted for any future improvements related to BRT.
13. The DEIR TRA-3b states that there will be a beneficial impact on pedestrian safety and environment. From Appendix H, it appears that seven existing pedestrian crossings (unsignalized) will be removed as part of the Project. The City's 2010-2035 General Plan has identified El Camino Real as a Focus Area for redevelopment to mixed-use and multifamily residential (19-50 units per acre). Development has been initiated and continues to further this vision and with it there has been a corresponding increase in pedestrian traffic. The City is concerned that removing existing pedestrian facilities will substantially impact pedestrian movement now and in the future, and that removing crossings is contrary to the Complete Streets (Full Service Streets) concept identified for El Camino Real in the City's General Plan. VTA should prepare a more detailed analysis of how removal of these crossings affect current and future pedestrian ability to cross El Camino Real as well as consistency with the City's General Plan. The analysis should include data on existing and future pedestrian travel time, study of existing and future pedestrian desire lines, study of signalizing pedestrian crossings, and study of potential safety issues resulting from illegal crossings on large blocks without mid-block pedestrian access.
14. Section 10, we encourage VTA to work with the City and Caltrans to identify feasible mitigation and to mitigate all impacts caused by the proposed BRT project. The City has not been provided any information regarding potential mitigation, so we cannot concur with VTA's statement of whether or not potential mitigations are feasible or not. It is essential that all feasible mitigations be identified and included to ensure that impacts from the project on the transportation network are reduced or eliminated. This will be important to the success of the project. We request that VTA work with the City and Caltrans to identify and implement feasible measures for construction and/or implementation.

15. VTA should also consider mitigating diverted trips to the freeway system through VTA's own voluntary contribution program to help mitigate for increases in delay on the freeway system. As a regional agency, VTA should implement all mitigation measures identified and not rely on the local agency to implement identified measures.
16. The diversion of vehicle trips onto streets with residential frontage or schools will cause potential safety problems. It will also increase requests from residents for implementation of the City's Traffic Calming Program. VTA will need to consider funding the implementation of traffic calming measures on sensitive roadways impacted by the Project.
17. Proposed optimization of traffic signals should be clearly described as all signals are already coordinated and optimized. Optimization of one signal will impact the entire corridor. This should be indicated in the mitigation.
18. Project construction, mitigation implementation, and new operating costs should be borne by VTA. The EIR should discuss coordination required with Caltrans and local agencies. Implementation of the Project will cause an increase of responsibility and maintenance costs for Caltrans and local agencies (maintenance of pavement, BRT lanes, landscaping, storm laterals/catchbasins, striping, new traffic signals, street sweeping, etc.). This should be discussed detail.
19. The EIR should discuss the process and responsiveness of Project implementer to any reports of problems or concerns before, during and after construction of Project. Reported problems and concerns should be addressed in a defined timely manner and alternative options should be identified if VTA does not respond.
20. The City reserves the right to make additional comments on the Project as further analysis and project design raises new issues.

Should you have questions or require additional information, please contact Debby Fernandez at 408-615-2450 or Dennis Ng at 408-615-3000.

Respectfully,



Julio J. Fuentes
City Manager



DATE: January 13, 2015

AGENDA ITEM # 7

TO: City Council

FROM: Cedric Novenario, Interim Public Works Director

SUBJECT: El Camino Real Bus Rapid Transit Draft Environmental Impact Report/
Environmental Assessment

RECOMMENDATION:

Receive an informational report regarding the City's comments on the Valley Transportation Authority's El Camino Real Bus Rapid Transit Draft Environmental Impact Report/Environmental Assessment

SUMMARY:

Estimated Fiscal Impact:

Amount: None

Budgeted: Not applicable

Public Hearing Notice: Not applicable

Previous Council Consideration: June 14, 2011, October 11, 2011, January 24, 2012

CEQA Status: Not applicable

Attachment:

1. Comment Letter

BACKGROUND

The Valley Transportation Authority (VTA) and the Federal Highway Administration (FTA), propose to implement Bus Rapid Transit (BRT) improvements along a 17.6-mile stretch of El Camino Real and portions of The Alameda and West Santa Clara Street. The project will connect the cities of San Jose, Santa Clara, Sunnyvale, Mountain View, Los Altos and Palo Alto.

In 2007, the Grand Boulevard Initiative vision was adopted to identify the full potential of El Camino Real, which includes “balancing the need for cars, parking and viable options for transit, biking and walking.”

In 2009, the VTA prepared the Bus Rapid Transit Strategic Plan which identified El Camino Real as a promising alignment. The BRT project is also identified in the Valley Transportation Plan 2035, which provides a planning and policy framework to deliver future transportation projects of significant nature to Santa Clara County.

Starting in early 2011, the VTA began collecting feedback from cities, organizations and the public regarding the BRT Project. From 2011 to 2014, the project has developed to a total of seven different alignment options, varying from a No Build Option to a Long Dedicated Lane Option from Lafayette Street in Santa Clara to Embarcadero Road in Palo Alto.

The City of Los Altos received presentations regarding the BRT on three separate occasions. At the first meeting on June 14, 2011, VTA staff provided a general overview and framework of the BRT project to the Council. On October 11, 2011, the Council authorized the Mayor to send a letter to the Cities of Mountain View and Palo Alto encouraging them to replace on-street parking with a bike lane if the VTA chooses a mixed flow option to provide continuous bicycle connectivity through three adjacent jurisdictions. However, on January 24, 2012, the last BRT presentation, the Council was generally not supportive of the project citing concerns of unintended consequences citing traffic diversion as the primary reason.

The El Camino Real BRT Draft Environmental Impact Report was released for public review on October 29, 2014 with a deadline to submit comments by January 14, 2015.

DISCUSSION

Four project alternatives were developed based on the results of the BRT strategic plan, public input and scoping meetings. The four project alternatives are:

Alternative 1 - No Build

No BRT station improvements or dedicated lanes would be implemented.

January 13, 2015

El Camino Real Bus Rapid Transit Draft Environmental Impact Report/
Environmental Assessment

Alternative 2 - All Mixed Flow from San Jose to Palo Alto

Curbside bulb-out stations would be developed along the entire corridor (one curbside station in Los Altos at El Camino Real and Showers). No dedicated lanes would be implemented.

Alternative 3 - Short Dedicated Lane

- A) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then a 3-mile dedicated BRT lane from Lafayette Street to Halford Street in Santa Clara. The remaining stretch to Palo Alto would not receive any improvements.
- B) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then a 3-mile dedicated BRT lane from Lafayette Street to Halford Street in Santa Clara. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations (one curbside station in Los Altos at El Camino Real and Showers).

Alternative 4 - Long Dedicated Lane

- A) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 7.1-mile dedicated lane segment to SR 85 in Mountain View. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations (one curbside station in Los Altos at El Camino Real and Showers).
- B) Mixed flow lanes from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 10.1 - mile dedicated lane segment to Showers Drive in Mountain View/Los Altos. The remaining stretch to Palo Alto would implement mixed flow lanes with curbside bulb-out stations.
- C) Mixed flow lane from the Arena in San Jose to Lafayette Street in Santa Clara, then provide a 13.9-mile dedicated lane segment to Embarcadero Road in Palo Alto.

For options 4b and 4c, the station at Showers Drive would be located at the median and northwest and southeast corners of the intersection would be extended to decrease the size of the intersection. This is to allow for improved pedestrian access to the median side station. VTA also proposes a new traffic signal at the intersection of El Camino Real and Distel Circle to compensate for the traffic signal removal at Distel Drive.

City staff has met regularly with the project development team regarding the development of the BRT and has continuously expressed concerns regarding traffic diversion in Los Altos. Although the VTA has analyzed various street segments and intersections in Los Altos, in the comment letter, the following additional road segments and intersections have been identified that can potentially be impacted by diverting traffic:

Road segments

Los Altos Avenue, Loucks Avenue (between Los Altos Avenue and San Antonio Road), Jordan Avenue (between El Camino Real and San Antonio Road), Marich Way (between Jordan Avenue and Distel Drive), N. Clark Avenue (between City Limit and Almond Avenue), Cuesta Drive (between Springer Road and El Monte Avenue), El Monte Road (between Covington Road and Foothill Expressway).

January 13, 2015

El Camino Real Bus Rapid Transit Draft Environmental Impact Report/
Environmental Assessment

Intersections

Springer Road/El Monte Avenue, San Antonio Road/Almond Avenue, San Antonio Road/W. Portola Avenue, San Antonio Road/ Loucks Avenue, Foothill Expressway/El Monte Avenue, and Foothill Expressway/San Antonio Road.

These segments were identified based on experience with recent local traffic patterns and field testing potential viable traffic diversion routes. These routes also correspond to numerous resident concerns about increased traffic in these areas. More importantly, if BRT does cause traffic diversion in Los Altos, traffic mitigations will be needed. The two City programs available to address this are the Neighborhood Traffic Management Program (City-resident cost share) and the Collector Traffic Calming Master Plan (Traffic Impact Fee funded). The VTA should work with the City to provide traffic mitigation if traffic impacts occur due to the BRT project.

Traffic diversion may also affect routes to school for students traveling to Santa Rita Elementary, Egan Junior High, and Los Altos High School. Many of these routes have planned improvements in the Bicycle Transportation Plan and will be identified in the upcoming Pedestrian Master Plan. As these improvements are made, school-related pedestrian and cyclists' usage should increase. The VTA should help the City address any pedestrian/cyclists conflict with traffic diversion due to the BRT project.

As of January 7, 2015, the City received emails from a total of 48 individuals. Individuals expressing support for the BRT project totaled 46, while two individuals opposed the project. Only two emails were received by Los Altos residents, both of whom support the BRT bus lane only option.

FISCAL IMPACT

None

PUBLIC CONTACT

The VTA held two public hearings on November 20, 2014 in Mountain View and two public hearings on December 3, 2014 in Santa Clara. The City of Los Altos provided notification of these meetings on the City website.

Posting of the meeting agenda serves as notice to the general public.



City of Los Altos
1 North San Antonio Road
Los Altos, California 94022-3087

January 7, 2015

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Bldg. B
San Jose, CA 95134-1927

**SUBJECT: EL CAMINO REAL BUS RAPID TRANSIT PROJECT – DRAFT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL
ASSESSMENT**

Dear Ms. Jaworski:

We appreciate the opportunity to comment on the El Camino Real Bus Rapid Transit Project-Draft Environmental Impact Report/Environmental Assessment. We are concerned about the project's impacts to the area and specifically potential traffic diversion in Los Altos.

Please consider the following concerns, questions and recommendations:

Executive Summary

1. **Page ES-4, ES.4.1.2 (Stations):** Trash receptacles shall have a lid that is kept closed and prevents the wind, animals or rain from transporting litter into the City's stormwater system, which flows into the San Francisco Bay and then into the Pacific Ocean without treatment.
2. **Page ES-4, ES.4.1.2 (Stations):** Trash receptacles shall be inspected and maintained as often as needed to prevent overflow.
3. **Page ES-4, ES.4.1.2 (Stations):** VTA shall inspect the trash receptacles and stations in the City of Los Altos daily to ensure that they are litter free.
4. **Page ES-4, ES.4.1.2 (Stations):** VTA shall coordinate with the City and the Santa Clara Urban Runoff Pollution Program (SCVURPPP) for litter/stormwater messaging at the stations and bus stops.
5. VTA shall provide a copy of the Project Draft EIR to SCVURPPP for its comments and recommendations.
6. **Page ES-8, E.S.4.1.5:** VTA shall provide the City of Los Altos with a construction schedule.
7. **Page ES-8, E.S.4.1.5:** VTA shall coordinate with the City of Los Altos regarding Sewer Capital Improvement Program (CIP) Projects along El Camino Real and local side streets.
8. **Page ES-21, last item on page (Hydrology and Floodplain/Water Quality and Stormwater Runoff):** What are the impacts related to water quality after construction (e.g. litter at stations)?

Introduction

1. **Page 1-2, Section 1.3:** How is VTA going to select the Locally Preferred Alternative (LPA)?

Purpose and Need

1. **Page 2-5, Section 2.2.2.5:** VTA shall provide and maintain trash cans at all its BRT Stations and bus stops in the City of Los Altos to prevent litter from entering into the City's storm drain system. Please refer to the City's Long-Term Trash Load Reduction Plan.

Project Alternatives

1. **Page 3-21, Table 3-3: "Utility Relocation Summary"** shows estimated linear feet of utilities and estimated numbers of manhole/vaults that would need to be relocated. How many of these utilities are in the City of Los Altos? Will the City be impacted with storm and sewer relocations?
2. How are the proposed BRT improvements going to impact access to the City's sewer and storm drain manholes for pipe rehabilitation, repairs, maintenance, etc.?
3. **Page 3-27, Section 3.5.3 (last paragraph):** Replace the word "be" with the word "been" in the first sentence.

Aesthetics and Visual Quality

1. **Page 4.2-1, Section 4.2.1 (Regulatory Setting):** Should Santa Clara Valley Urban Runoff Pollution Prevention Program SCVURPPP (SCVURPPP) be included in the list?

Biological Resources

1. **Page 4.4-6:** The City does not support removing trees to accommodate bus facilities.

Noise and Vibration

2. **Figure 4.11-1:** Revise the street name from "San Antonia Road" to "San Antonio Road."
3. **Page 4.11-9 (Construction Vibration):** Prior to commencing the project and after the project is complete, VTA shall CCTV inspect the City of Los Altos' sanitary sewer and storm drain located within or adjacent to the work area to ensure that the construction vibration did not damage the City's utilities.
4. **Page 4.11-21:** Haul routes through Los Altos shall adhere to the requirements of Chapter 8.16-Truck Routes of the Los Altos Municipal Code.
5. **Page 4.13-1:** The Fire Department Station (Sequoia Station) located on Almond Avenue and the Fire Department Station (Loyola Station) are missing from Table 4.13-1.

Transportation and Traffic

1. **Study Intersections** – In addition to the identified study intersections, we have diversion concerns and impacts at the intersections of: Springer Road/El Monte Avenue; San Antonio Road/Almond Avenue; San Antonio Road/W. Portola Avenue; San Antonio Road/ Loucks Avenue; Foothill Expressway/El Monte Avenue; and Foothill Expressway/San Antonio Road.

In particular, per the County's 2040 Expressway Plan, the intersection of El Monte Avenue/Foothill Expressway is operating at LOS F and the intersection of Foothill Expressway/San Antonio Road operates at LOS E- during the PM peak time. Additionally, the close proximity of the intersection San Antonio Road/Cuesta Drive adds further complexity to the traffic impacts. This year a noticeable increase in traffic has placed additional strain at these locations. Additional diversion traffic from the BRT project to these areas will further compound the impact in and through Los Altos.

Note: The study intersection of Cuesta Road and Springer Road is shared between the City of Mountain View and Los Altos. Regarding the proposed signal mitigation at this location, outreach should be performed by the VTA to the residents in this area about the signal mitigation and its need.

2. **Road Segments** – Impacts to the intersections will have additional impacts to their adjacent road segments: Los Altos Avenue, Loucks Avenue (between Los Altos Avenue and San Antonio Road), Jordan Avenue (between El Camino Real and San Antonio Road), Marich Way (between Jordan Avenue and Distel Drive), N. Clark Avenue (between City Limit and Almond Avenue) Cuesta Drive (between Springer Road and El Monte Avenue), El Monte Road (between Covington Road and Foothill Expressway). The City has concerns that the roads identified above will act as cut-through or portions of cut-through routes to avoid any congestion on El Camino Real due to the BRT.

Impacts such as cut-through or associated speeding may trigger residents to request for traffic calming improvements, which have costs that are borne both by residents and the City. What mitigations will VTA offer if cut-through increases due to the BRT project?

3. **Impact TRA-3b.** The City has an adopted Bicycle Transportation Plan and is developing a Pedestrian Master Plan. There are identified/planned improvements along the road segments stated in # 2 above. Many of these road segments serve as routes to school for Santa Rita and Almond Elementary schools, Egan Junior High School and Los Altos High School. An increase in school-related pedestrian and cyclists' usage of these road segments is anticipated as improvements are made. We have concerns about the additional/potential conflicts cut-through traffic presents. For any unforeseen mitigation measures needed due to the BRT project, how will VTA address this?

Ms. Christina Jaworski
VTA Environmental Planning Department
3331 North First Street, Bldg. B
San Jose, CA 95134-1927
Page 4

Thank you for the opportunity to provide these comments. Please contact me at (650) 947-2626 or cnovenario@losaltosca.gov if there are any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Cedric Novenario', with a stylized flourish extending to the right.

Cedric Novenario, P.E.
Interim Public Works Director

cc: Community Development Director
Planning Services Manager
City Manager



City of Palo Alto

City Council Staff Report

(ID # 5347)

Report Type: Action Items

Meeting Date: 1/12/2015

Summary Title: Comment letter on VTA BRT's EIR

Title: Authorization for the Mayor to Sign a Letter Commenting on the Draft Environmental Impact Report/Environmental Assessment (DEIR) for the Valley Transportation Authority (VTA) Bus Rapid Transit

From: City Manager

Lead Department: Planning and Community Environment

Recommended Motion

Staff recommends that the City Council authorize the Mayor to sign the attached letter (Attachment A) providing comments on Valley Transportation Authority's (VTA's) El Camino Real Bus Rapid Transit Project Draft Environmental Impact Report/Environmental Assessment (DEIR).

Executive Summary

The Valley Transportation Authority's (VTA's) El Camino Real Bus Rapid Transit (BRT) project is intended to improve transit operations and increase transit ridership along the El Camino Real Corridor by providing faster, more reliable service with target stops and specialized transit vehicles and facilities. The El Camino Real BRT Corridor extends from Downtown San Jose (Arena Station) to Downtown Palo Alto (Palo Alto Transit Center) passing through the cities of Santa Clara, Sunnyvale, Mountain View and Los Altos.

Design alternatives being studied for the Palo Alto segment of the corridor include BRT operations in either dedicated bus lanes down the center of the street or mixed-flow, curb lane operations. Of the six project alternatives being considered in addition to the "no build" alternative, one – Alternative 4c – would include dedicated lanes within Palo Alto, and the others would include mixed-flow with curbside "stations" built on bulbouts. Based on the VTA's analysis, the dedicated lane alternative would result in significant and unavoidable impacts at intersections along El Camino and Alma that could be avoided with other alternatives.

VTA in partnership with the Federal Transit Administration (FTA) has prepared a Draft Environmental Impact Report/Environmental Assessment (DEIR) for the project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act

(NEPA). The Document was released on October 29, 2014 and the VTA has requested public and agency comments by January 15, 2015.

Background

The El Camino Real BRT Corridor extends from Downtown San Jose (San Jose Arena Station) to downtown Palo Alto via The Alameda to El Camino Real in San Jose and continues along El Camino Real through the cities of, Santa Clara, Sunnyvale, Los Altos, Mountain View to its terminus in Palo Alto at the University Transit Station. The El Camino Real Corridor is currently served by the Local 22 bus and the Rapid 522. The BRT project would replace and upgrade the Rapid 522 service by installing enhanced stations, branded vehicles with more comfortable executive-style seating, and more frequent, reliable service.

The City Council participated in a Study Session regarding the VTA's BRT project on November 17, 2014. This study session provided an opportunity for a presentation on the project by VTA staff. At that time, the VTA staff presented the seven proposed alternatives for connecting Downtown San Jose with Downtown Palo Alto through enhanced bus operations. The alternatives consider various locations and lengths of dedicated lane segments, wherein travel lanes would be removed for exclusive bus lanes. Where dedicated lanes are not proposed, transit vehicles would operate in "mixed-flow" and utilize "stations" that would be constructed on sidewalk bulb-outs in the curb lane. The alternatives analyzed in the DEIR are shown below.

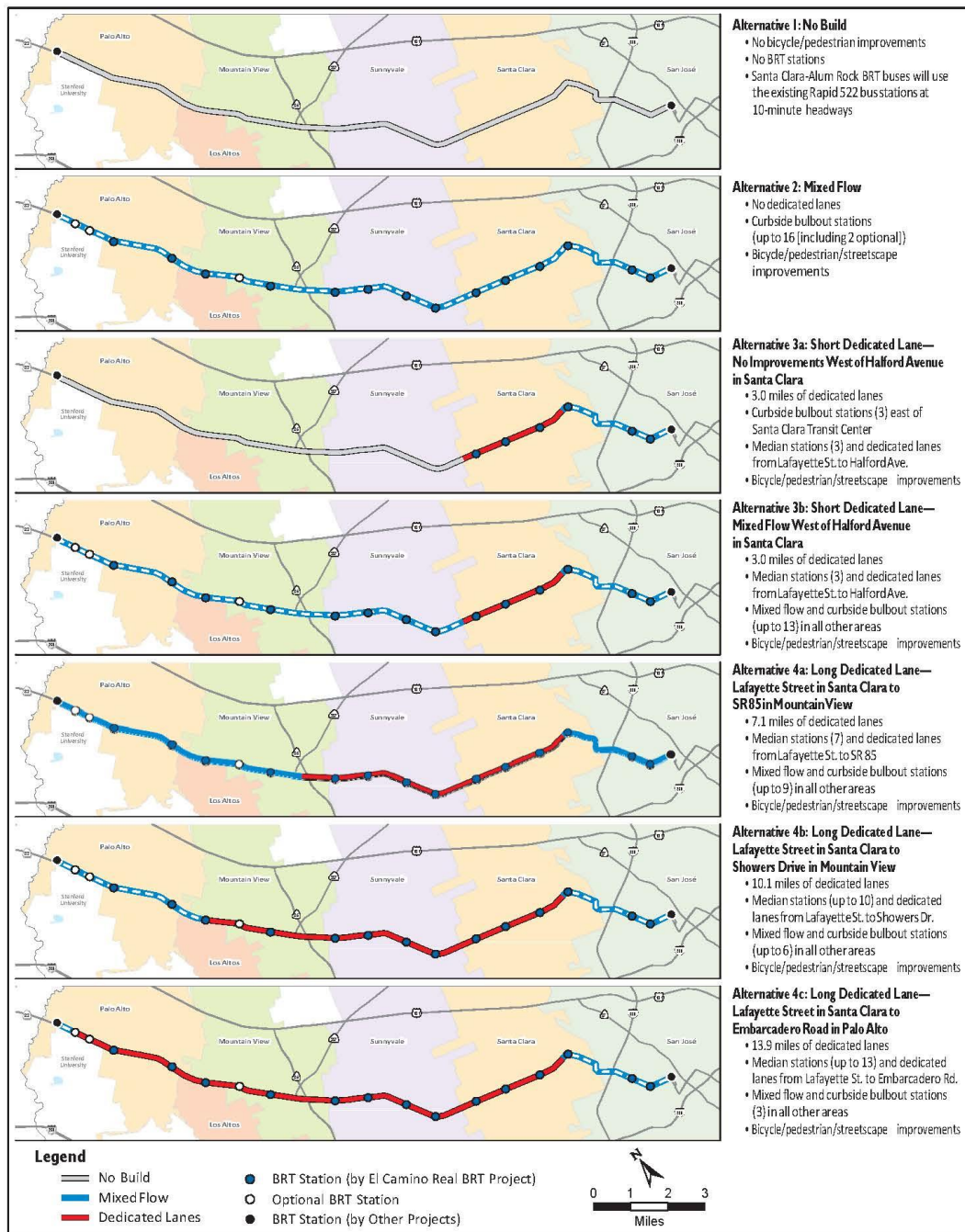


Figure ES-3
Project Alternatives
 El Camino Real Bus Rapid Transit Project

During the Study Session the Council expressed concerns regarding potential impacts at key intersections and along affected corridors within Palo Alto. These include El Camino Real, Alma Street, and Middlefield. Councilmembers the methodology and assumptions related to traffic diversion onto Alma Street and travel times projections for the dedicated lanes vs mixed flow alternatives. Councilmembers also requested that staff to review the background report on traffic operations.

The El Camino Real is a State Highway, under Caltrans jurisdiction, and the VTA will require Caltrans support and approval, as well as Federal Transit Administration (FTA) support and approval to implement the BRT project. Cities along the corridor have limited jurisdiction, mostly when it comes to any mitigations or encroachments required outside the State right of way. To the extent cities are called upon to approve mitigations or encroachments, they would be acting as “responsible agencies” under CEQA, using the Final EIR that is certified by the VTA to inform their decisions.

Alternatives that include dedicated bus lanes would reconfigure El Camino Real to provide two dedicated bus-only lanes within the center of El Camino Real. Passenger platforms for boarding and de-boarding of the buses would occur at center-street platforms and new ticket stations to expedite boarding would be provided on the platforms similar to Light Rail Transit stations within the County also operated by the VTA.

Dedicated bus lane alternatives in general provides better travel time operations for transit by removing the buses from congested travel lanes similar to how High Occupancy Vehicle (HOV) lanes reduce travel times for carpoolers on freeways. However the number of automobile travel lanes on El Camino would be reduced to 2 lanes in each direction in order to accommodate the center dedicated bus lanes, increasing delays for automobiles, and diverting traffic onto parallel routes. Also, either on-street parking or bike lanes could be provided along dedicated lanes segments of El Camino Real, but providing both would not be feasible due to right-of-way constraints.

The mixed-flow option would maintain bus operations similar to those that currently occur along El Camino Real through Palo Alto with buses operating within the curb lanes of the street. New BRT platforms would include ticketing, shelter, and streetscape elements, and would be built at “bulb-outs” allowing the bus to stop within the lane of traffic rather than pulling out of a lane of traffic into a parking aisle. The number of automobile travel lanes under this alternative would remain the same, with three lanes in each direction. Some on-street parking may be affected, but only near the bulb-out stations.

VTA is proposing two new BRT Stations in Palo Alto, one at El Camino Real & Arastradero Road-Charleston Road, and one at El Camino Real & California Avenue (see simulation below). The University Avenue Transit Station would serve as the final station in Palo Alto, but no upgrades at the station are proposed as part of the project. Each of the stations would include an off-board fare collection system where passengers would buy tickets so they could board the bus

through the front and rear doors without needing to show proof of payment, which would allow for faster boarding. The enhanced stations would be more substantial than regular bus stations by providing shelters for weather protection, more seating and better lighting for safety.

Simulation of Proposed Mixed Flow Lanes Curbside BRT Station at California Avenue



Source: BRT, EIR October 2014

Construction of the BRT project would result in the permanent removal of up to 94 trees in Palo Alto if the dedicated lanes option is selected. The mixed flow option would remove up to 18 trees. All urban trees that would be removed or lost as a result of the project would be replaced within the project corridor. Trees with a diameter less than 12 inches would be replaced at a 2:1 ratio. All trees with a diameter of 12 inches or more would be replaced at a 3:1 ratio. If VTA cannot replace trees at the stated ratios, VTA would pay in-lieu fees.

Where bulb-out stations are constructed, parking spaces along El Camino Real will be removed and with the mixed flow configuration, it's estimated that only seven parking spaces would be removed in Palo Alto. In contrast, the dedicated lanes configuration could result in removal of 256 spaces.

Timeline

After the DEIR review period is completed, VTA's Board of Directors will select a Locally Preferred Alternative. While this will be a VTA decision, it will be influenced by the cities along the corridor and Caltrans. Caltrans must approve any changes to the El Camino corridor that are made by the BRT Project.

The VTA must also prepare a Final EIR for certification, and the FTA must adopt Finding of No Significant Impact (FONSI) or prepare an Environmental Impact Statement (EIS) and adopt a Record of Decision (ROD).

Project Schedule:

Final Design December 2014 - September 2016

Construction March 2017 - August 2018

First Day of Service September 2018

Policy Implications

The proposed BRT project is generally consistent with the Comprehensive Plan, which contains the following policies:

- Policy T-1: Make land use decisions that encourage walking, bicycling and public transit use;
- Policy T-4: Provide local transit in Palo Alto.
- Policy T-6: Improve public transit access to regional destinations, including those within Palo Alto.
- Policy T-7: Support plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.
- Policy T-10: Encourage amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

However the BRT project would have significant, unmitigable impacts at intersections along El Camino Real and Alma Street if the dedicated lane option is selected, which could conflict with the following policies:

- Policy L-66: Maintain an aesthetically pleasing street network that helps frame and define the community while meeting the needs of pedestrians, bicyclists, and motorists.
- Policy L-67: Balance traffic circulation needs with the goal of creating walkable neighborhoods that are designed and oriented towards pedestrians.

Environmental Review

VTA in partnership with the Federal Transit Administration (FTA) has prepared a Draft Environmental Impact Report/Environmental Assessment for the project in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). VTA is the lead agency for CEQA and FTA is the lead agency for NEPA. The City of Palo Alto will be considered a “responsible agency” under CEQA if the VTA is required to secure City

permits or approvals for any aspect of the project, including required mitigation at intersections/roadway facilities within the City's jurisdiction.

Attachments:

- **Attachment:** Attachment A: BRT Comment Letter (PDF)
- **Attachment:** Attachment B: Doc Letters 1-12-15 VTA El Camino #5347 (PDF)

City of Palo Alto
Office of the Mayor and City Council

January 12, 2015

Attachment A

Valley Transportation Authority
Environmental Program and Resources Management
Attn: Christina Jaworski
3331 N First Street, Building B-2
San Jose, CA 95134

**RE: Comments to the Draft Environmental Impact Report/Environmental Assessment
for the El Camino Real Bus Rapid Transit Project**

Dear Ms. Jaworski,

Thank you for the opportunity to provide comments on the El Camino Real Bus Rapid Transit (BRT) project Draft Environmental Impact Report (DEIR). Palo Alto is excited to see the Valley Transportation Authority (VTA) pursuing improved transit alternatives for the region, although we were surprised to see that VTA is pursuing dedicated lanes on El Camino Real for BRT in Palo Alto (Alternative 4c), given the significant impacts that would result. We support efforts to expand transit service, but only if significant impacts within our City can be effectively mitigated.

The City's comments on the Draft EIR are provided below:

1. The Peninsula is in great need of enhanced transit service, and VTA should be considering a suite of programs rather than defining a project purpose that is exclusive to the El Camino corridor (DEIR p. 2-1). Limiting the project purpose to the El Camino Real means that VTA and its federal partner have ignored very real alternatives that are likely to enhance transit ridership without significantly impacting travel (by transit, auto, rideshare, etc.) on El Camino Real and other corridors. For example, programs that would offer lower fares for shorter trips and free transfers to other transportation systems should be analyzed to see if they would result in similar ridership increases without the impacts.

Also, Palo Alto and adjacent jurisdictions are investing in their own shuttle systems and development of Transportation Management Associations (TMAs) to develop and fund alternatives to the private automobile. The VTA should be playing a leadership role for the region and participating in these efforts in a meaningful way. For example, VTA could offer the ECO pass at a volume discount for employees and residents to increase overall transit ridership.

2. The City believes that the existing travel times for transit are overstated and that the existing travel times for automobiles are understated, calling into question the "baseline" used for evaluating impacts and benefits of the various alternatives. The 2013 existing travel time for the project corridor is identified as 71 minutes for the Rapid 522/BRT and 90 minutes for the Local 22 route with an average of 85 minutes (Table 4.12.18). Also, during VTA staff presentations to the City Council, the travel time for transit through Palo Alto was identified as 22.0 minutes under existing conditions for transit and 10.2 minutes for automobiles.

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3. The City conducted a "Floating Car" study of all major corridors in the Spring 2014 including El Camino Real. The City's findings (see below) are not consistent with findings or assumptions of the DEIR. The City requests that the raw data upon which the DEIR was based be made available for comparison. If the travel times identified by the DEIR are derived strictly from traffic models without Floating Car study validation, the City requests validation and revisions to the analysis.

	Palo Alto Floating Car Study Data – Spring 2014			VTA DEIR Travel Time Findings	
	AM	Mid	PM	Transit	Auto
Northbound	11:42	12:35	13:35	22:00	10:06
Southbound	10:43	16:13	16:04		

1. No differentiation between travel direction or peak period of the day in VTA DEIR Findings.

4. T
able 4.12-5 of the DEIR identifies the existing *Bicycle Facilities Connecting to the Project Corridor*, yet several of the bicycle facilities at Palo Alto intersections are incorrectly classified. (See below.) Proper identification of side street bicycle facilities along the project corridor is critical to ensure that the design properly accommodates the priority travel modes from adjacent residential neighborhoods. At locations where bicycle facility deficiencies exist, such as Class II bicycle lane terminating prior to the intersection, the project should identify improvement options to extend those facilities to the intersection as part of the project resulting in a better connections for all travel modes.

Bicycle Lane Classifications – Corrections Needed			
No.	Intersecting Street	DEIR Classification	Actual Classification
1	Charleston Rd- Arastradero Rd	Class II Bike Lane	Bike Lanes at the El Camino Real Intersection do not exist. Classify as Class III Bike Route.
2	Hansen Way	Class II Bike Lane	Bike Lanes existing westbound away from El Camino Real. Classify as Class III Bike Route.
3	Page Mill Road	Class II Bike Lane	Bike Lanes are dropped prior to the intersection. Classify as Class III Bike Route.
4	California Avenue	Class II Bike Lane	No Bike Lanes exist on California Avenue. Classify as Class III Bike Route.
5	Stanford Avenue	Class II Bike Lane	Bike Lanes eastbound are dropped prior to El Camino Real. No bike lanes existing westbound. Classify as Class III Bike Route.
6	Galvez Street- Embarcadero Road	Class II Bike Lane	Bike Lanes eastbound are dropped prior to El Camino Real. No bike lanes existing westbound. Classify as Class III Bike Route.
7	El Camino Way- Maybell Av	No Listed	Classify as existing Class III Bicycle Boulevard

5. The technical study that supports the DEIR presents projections of future ridership that raise multiple questions. First, we question the assumption that there will be a near-term increase in projected transit boardings from 12,512 in 2013 to 18,616 boardings in 2018 for a dedicated lane concept. Specifically, in Palo Alto, the DEIR assumes 2,519 boarding's in the City in 2013

and increases by 19% to 2,987 (Mixed Flow operations) or by 71% to 4,315 (Dedicated Lane operations) in 2018.

The City requests that the VTA clarify the basis of these projections, particularly assumptions regarding the capacity of the BRT and Local 22 transit fleet. Table 4.12-8 discuss the existing and forecast weekly ridership data but the existing and projected peak hour boarding estimates are missing from the DEIR. This information is critical in helping local agencies properly evaluate assumptions regarding trips being removed or diverted from the project corridor by the project alternatives. The City seeks to validate the combined BRT/Local 22 seat and standing room capacity to determine whether the projected ridership can actually be met. On the surface, it appears that the mode shift assumed from automobile single occupant trips exceeds the capacity being introduced by the BRT Program.

6. The projected increase in ridership between 2013 and 2040 also requires further explanation. Under the No Project alternative, it appears that VTA is projecting a 73% increase in ridership (from 12,512 to 21,678), which we find to be quite remarkable. How does this projection compare to historic ridership trends? Is today's ridership 73% greater than ridership in 1990? Please explain.
7. The relationship between ridership assumptions and dedicated lanes also needs to be better explained. Based on the data in Table 4.12-17, adding dedicated lanes in Santa Clara will increase ridership by 8.5%, adding dedicated lanes in Sunnyvale will increase ridership by another 5.7%, adding dedicated lanes in Mountain View will increase ridership by another 10.3%, and adding dedicated lanes in Palo Alto will increase ridership by another 10.8%, for an overall increase of 40% over the No Build Alternative and 37% over the fully mixed flow option (Alternative 2). How do population/employment projections, travel times, distance, and other variables influence these assumptions? And how do these percentages compare to the existing ridership along the corridor in each jurisdiction?
8. The DEIR provides a Level of Service (LOS) analysis for study intersections but lacks a more comprehensive and pertinent Link LOS analysis to clearly demonstrate how corridors will be impacted by the project. A Link LOS would analyze the Volume to Capacity (V/C) of roadway segments and help the public understand how fluctuations in vehicle volumes may impact the operations of a roadway. Along key vehicle arterials such as El Camino Real and Alma Street in Palo Alto, the use of Link LOS for segments is critical.
9. Both intersection and link LOS are often insufficient to help residents understand the potential impacts of a project. A more appropriate tool is the Traffic Impact on Residential Environments (TIRE) Analysis. The TIRE analysis applies quantitative measures to public perception of traffic increase on residential streets. On streets in Palo Alto such as Olive Avenue or Pepper Avenue where the potential for cut-through traffic for access to streets such as Alma Street or Middlefield Road, the TIRE analysis would better analyze the impacts of the project alternatives, particularly the dedicated lane concept.
10. The DEIR identifies significant traffic congestion along the Alma Street corridor and significant increases in delay along the El Camino corridor in the dedicated lane alternative, and yet fails to propose any mitigation measures to resolve these impacts. (Mitigation proposed in Table 4.12-

22 would not resolve the impacts and is left up to the local agencies to fund and implement, with a "fair share" contribution by VTA.) This is unacceptable and makes it impossible for members of our community to support what could be a transformational project for our region. VTA should give more thought to alternatives and mitigations, and ultimately present at (modified) project that addresses a (revised) purpose and need without significantly and adversely affecting other modes of travel.

11. The DEIR discusses Policy T-8 within the existing Palo Alto Comprehensive Plan, and suggests that this policy restricts the installation of new traffic signals (or other mitigation) along Alma Street. The actual reference should be to Program T-39 of the Roadways section of the plan, which states as follows:

"Maintain the current program of not adding traffic signals on Alma Street north of Lytton Avenue and south of Channing Avenue to Churchill Avenue; and on Middlefield Road north of Lytton Avenue and south of Channing Avenue to Embarcadero Road."

The City acknowledges the recommended mitigations included in Table 4.12-22, but we request further analysis of these recommendations, including a more comprehensive Link LOS and Progression Study to determine how additional traffic signal installations would impact progression of the Alma Street corridor.

12. With the conclusion that the already congested Alma Street corridor (with multiple intersections at LOS F in the 2040 No Build scenario) will be further impacted if the dedicated lane option (Alternative 4c) is selected, the absence of effective mitigation is particularly troubling. At a minimum, the DEIR should discuss the potential benefits of grade separating the Caltrain tracks at Alma/Meadow and Alma/Charleston by depressing the tracks south of Oregon Expressway as suggested in a recent report to the Palo Alto City Council. Mitigation measures at these intersections could include a contribution to engineering and design of the grade separation which we expect would dramatically improve traffic operations at these locations.
13. The DEIR currently lacks an analysis of the Middlefield Road corridor, which is unacceptable given the impacts shown on Alma Street. The analysis should be revised to provide trip distribution and analysis of traffic along Middlefield Road where traffic will invariably divert when the LOS along Alma Street degrades.
14. The DEIR should estimate and model boarding activities to determine the time duration of vehicle stops and queue lengths generated behind the transit vehicles. This analysis should consider the needs of various riders and model different board time scenarios, including those involving standard passengers, senior passengers, accessible operations with passenger lift, bicycle boarding and bicycle rack mounting and various combinations. If there would be LOS delay associated from the transit boarding activities, this should be identified along with appropriate mitigation, along with potential additional diversions of traffic onto Alma Street and/or through nearby neighborhoods.
15. BRT Station designs for the Mixed-Flow operation require additional detail and we are concerned that even without a dedicated lane, BRT may have negative impact on travel through

Palo Alto. The analysis of boarding activities and their impacts should include a weaving analysis to determine impacts from vehicles moving from the #3 lane to the adjacent travel lanes.

16. The El Camino Real and Charleston Road-Arastradero Road intersection is a critical intersection for the City serving transit along El Camino Real and east-west commuters between South Palo Alto/Highway 101 and the Stanford Research Park/I-280. In addition, hundreds of students travel through the intersection daily as part of their route to Gunn High School, Terman Middle School, and Juana Briones Elementary School. As part of the final design, the VTA should consider bicycle and pedestrian treatments that support connections with transit using innovative intersection improvements.

The City has active planning and design project for the Charleston Road-Arastradero Road corridor and can provide additional information regarding community-indicated preferences for treatments at the intersection. The most important design criterion should be preservation of roadway capacity for all movements and expansion of bicycle lanes facilities from both the Charleston Road and Arastradero Road approaches. (As noted earlier, the DEIR currently identifies these streets as providing Class II Bicycle Lanes to the intersection but they do not exist as bicycle lanes end prior to the intersection.) To ensure the proper integration of the project to the community the Class II Bicycle Lanes should be extended to the intersection.

Other measures that could be considered include reconfiguring the intersection to remove the free right turn pork chops island; expanded sidewalk refuge areas for pedestrians; enhanced crosswalk striping; guiding bicyclists through the El Camino Real intersection using treatments such as "intersection through markings;" and pedestrian-scaled lighting to provide a safe environment at all periods of the day. Amenities at the stations should include treatments that support a comfortable environment for users such as illuminated shelters, drinking fountains, trash/recycle receptacles, electrical outlets for powering of personal devices, and bicycle-service stations with tools and air pumps to help service bicycles.

17. The City understands that the BRT project proposes a station at the intersection of El Camino Real & California Avenue. However improved transit facilities are also warranted at the intersection of El Camino Real and Page Mill Road and should be considered as part of the project. The Page Mill Road-Oregon Expressway east-west corridor is one of five east-west alternatives for the community and Page Mill Road-Oregon Expressway provides the most roadway capacity. Ensuring that safe convenient transit facilities are provided at this intersection can help to promote and stimulate additional transit routes along the Page Mill Road-Oregon Expressway corridor. At a minimum, the City requests VTA work with Caltrans to introduce a dedicated northbound right turn lanes to the intersection as part of the project under a Mixed-Flow operation. Such a treatment would allow for the introduction of Queue Jump facilities for transit operations. Similar solutions can be considered from NB/SB left turn lanes if split-phase traffic signal operations were studied and analyzed as part of the project.
18. There is significant transit ridership, bicycle, and pedestrian activity at the El Camino Real and California Avenue intersection due to connections to Caltrain (California Avenue Station) and the vibrant California Avenue Business District. In addition to the planned BRT Station Amenities, the City requests that the VTA also consider place-making measures at the station to support a strong tie with the California Avenue Business District both at the station and along El Camino

Real. Strong place making measures could include monument signs developed through public outreach/public art process and extension of the planned treatments from the active California Avenue Transit Hub Corridor Project. Intersection improvements should also be consistent with the recently improved El Camino Real and Stanford Avenue intersection, including decorative traffic signal facilities, enhanced pedestrian-scaled lighting, intersection bulb-outs, and decorative crosswalks and median island refuge areas across El Camino Real.

19. The City of Palo Alto is interested in the potential for an additional mixed flow BRT station at El Camino Real and Churchill Avenue and requests that the VTA at a minimum include improvements to support future or seasonal usage for BRT operations. This intersection support ties with the Seasonal Caltrain Stanford Platform used during regionally significant events at Stanford University. The Churchill intersection currently supports VTA bus operations with strong ridership from Stanford University, Palo Alto High School, Town & Country Shopping Center, and Palo Alto Medical Foundation. In-lane transit facilities at this location introduce opportunities for increased ridership and more efficient intersection operations for the community.
20. During their presentation to the City Council on November 17, 2014, VTA staff indicated that only the Dedicated Lane Concept would justify the level of effort/expense to implement the program. This perspective is extremely troubling to the City of Palo Alto given the ridership increases projected even with small segments of dedicated lanes south of Palo Alto. VTA can make significant improvements to their service and the El Camino Corridor while remaining sensitive to the community context.

Many transit agencies around the world have implemented successful BRT projects that do not require the reduction of roadway capacity for other travel modes. Also, although technology solutions have been introduced by the VTA along El Camino Real, the technology has not been adequately maintained (specifically the Transit Signal Priority solution utilizing Emtrac radios and receivers along the corridor). The assertion in the DEIR that existing travel times restrict future growth of the system is unacceptable given that existing solutions are not being properly maintained. Also, additional solutions can be considered, including roadway geometry that introduces Queue Jump Lane facilities for transit to move through congested intersections without impacting other travel modes. The DEIR indicates the use of Queue Jump lane facilities at locations in Palo Alto including Page Mill Road and Charleston-Arastradero Road but true Queue Jump lane facilities do not exist because the existing infrastructure does not support their implementation. True Queue Jump Lane facilities include traffic signal notification to bus operators that transit priority strategies are being implemented, including elements such as dynamic traffic signal phasing. Before more substantial roadway capacity solutions are considered, lower cost solutions such as Queue Jump Lanes should be explored and tested.

21. Another alternative that needs to be considered includes the use of alternative pricing methodologies. Currently the single price methodology does not benefit transit users in Palo Alto that are traveling in-town only. Tiered Pricing solutions similar to the Zone Pricing used by Caltrain may stimulate transit ridership within Palo Alto by offering lower price fares for in-town trips.

Thank you for considering and responding to the comments on the DEIR provided above. We have also attached comments on the background technical report about transportation for your consideration. Please do not hesitate to contact Hillary Gitelman, the City's Director of Planning and Community Environment, if you have any follow-up questions.

Sincerely,

[Name]
Mayor
City of Palo Alto

Attachment

Attachment A
City of Palo Alto Comments for the
El Camino Real bus Rapid Transit (BRT) Traffic operations Analysis Report

Impacts to LOS for Dedicated Lanes Option in Palo Alto, especially on Alma and El Camino Real:

Draft EIR claims travel time increases would be minimal, increasing from 10.2 minutes (existing current conditions), to 10.3 minutes for mixed flow and 11.1 minutes for dedicated lanes option. City of Palo Alto Staff conducted actual travel time study in 2013/14 that shows current travel times of approximately 16.6 minutes during the AM peak period and 18.8 minutes during the PM peak period. City requests the following:

- Modeled travel times should be calibrated to reflect measured travel times.
- Provide travel time estimate for Alma Street and Middlefield Road due to traffic diversion.
- Also include additional time as a result of proposed signalization of local cross streets (included as mitigation)

Number of cars removed/displaced with Dedicated Lanes Option

The 2013 Analysis assumes that transit ridership would more than double when going from existing conditions to a mixed flow scenario, and a 2.5 times increase with dedicated lanes. This seems like an unreasonable increase from the existing condition to a mixed flow scenario, in which minimal street configurations are proposed within Palo Alto.

The EIR shows that a majority of diverted traffic is in generally in the Southbound direction, yet at Middlefield Road, the report shows only 143 additional northbound car trips and 6 southbound car trips. Over 530 of the diverted 889 southbound trips are assumed to switch modes of travel to BRT; which seems highly unreasonable.

City requests the following clarification be made:

- Do the Daily Transit Ridership values presented in Tables C1 through C6 represent total ridership through this screenline, or are they boarding's and/or alighting's only?
- 2018 Analysis – When comparing Alt 4b and 4c, Palo Alto ADT is shown to decrease by approximately 2800 daily, 900 AM peak, 1000 PM peak trips by 2018 (pg 35). Please clarify.
- Figure 22 shows 903 PM peak cars (-724 SB, -179 NB) diverted to other routes off of El Camino Real or switching travel modes which is approximately 100 to trips less than shown in Table 19.
- Figure 22 shows the screenline at Page Mill Road (near California Avenue) and diversion of 412 vehicles to other routes (confusing because some numbers are negative). **This this assumes 491-634 vehicles would be now using BRT instead of driving during the Peak Hour.** Table C-1 and C-2 show a **Combined Daily ridership** of 845 Ridership through California Avenue/El Camino.
- **Volumes used in Technical Synchro Analysis do not appear to be consistent with the volumes presented in Figure 33, and to vary by a significant amount (see below in LOS impact analyses).**
- 2040 Analysis – Figure 33 shows 889 less Eastbound trips on El Camino, and 352 added onto other streets. Net mode shift of 537 eastbound vehicles now using BRT during the PM peak hour, yet DAILY Eastbound ridership is expected to be 351 at the California Avenue screenline (Table C-4).

- Report says that minimal diversion would occur during the AM peak which seems unreasonable when compared to existing operations on El Camino Real during AM peak period which currently operate close to capacity. Table E-2 – 2018 at El Camino Real w/o Oregon/Page Mill – Shows diversion of approximately 700 PM peak trips, but only two vehicles diverted in the AM peak hour with Alt 4c (dedicated lanes). Table E-4 – 2040 at El Camino Real w/o Oregon/Page Mill – Shows diversion of approximately 900 PM peak trips, but only 73 vehicles diverted in the AM peak hour with Alt 4c (dedicated lanes).
- If ridership increase is anticipated increase by 500+ additional trips in the peak hour, what is the anticipated capacity of the BRT system during the peak hour, and can it handle 500 additional persons?

Identify LOS Analyses Impacts to Palo Alto Intersections

- Streets like Bryant Street (designated bicycle boulevard) have physical barriers to prevent through traffic so any diversion to Bryant is erroneous. Appendix A shows delay increases to local intersections on Bryant Street which implies traffic was assumed to shift to Bryant Street and travel through the physical barriers.
- Additional analysis of intersections on Middlefield Road should be included for analysis. At a minimum, the intersections of Middlefield/Oregon, Middlefield/Embarcadero, and Middlefield/Charleston should be analyzed. Figures 22 and 33 emphasize that a majority of diverted trips in Palo Alto will shift to Alma Street or Middlefield Avenue, yet no analysis was conducted on Middlefield Avenue despite well over 100 additional peak hour trips to the Middlefield Corridor. Analysis of parallel streets included residential streets to the east up to Cowper Street; however, most vehicles would shift to Alma or Middlefield (major arterial). Analysis of Middlefield is more important than the local residential streets that would not likely be used by diverted traffic.
- Westbound Ridership is anticipated to more than double between 2018 and 2040 for Alt 4C, with no additional changes other than annual growth (from 540 to 1275, westbound at California Avenue). Is this considered reasonable?
- 2040 Analysis – Impacts on Alma Street may be underestimated. Figure 33 shows a 2040 PM peak diversion of 440 vehicles to Alma Street, including 320 southbound trips. The Synchro Technical Analysis reports show an increase of only 44 southbound trips at the Alma/Charleston intersection when comparing Alt 2 to Alt 4c (increase from 1671 to 1715 SBT). A combined NB+SB through movement increase of only 188 trips at E. Meadow Drive (104 NB, 84 SB), and 369 trips at Alma Churchill (105 NB, 264 SB) also appears inconsistent.
- Tables 43 and 44 shows increases in delay of approximately 18 and 25 seconds during the AM and PM peak hours respectively due to Alt 4c diversion of traffic. Table 24 shows decrease of 26 seconds with Alt 4c (maybe a transpose error with Alt 4b).
- Any traffic diverted to other local streets could trigger local TIRE impacts which may be considered as Significant Traffic Impacts in Palo Alto.
- Hanover/Oregon – Connect to Page Mill Road as Oregon Expressway ends east of El Camino Real.

Clarify Mitigation Measures for Alma

- Install Traffic Signal at local approaches to Alma – Side Street traffic does not currently meet signalization warrants. Has a warrant analysis been conducted for these? (Side street approach traffic is minimal at most of these locations.)

- For Alma/Churchill and Alma/Charleston - Mitigation identifies Eastbound and westbound left turn bays (lanes) as mitigation. This is not possible in the right-of way without negatively impacting sidewalks, bike lanes, and private property acquisitions. The report assumes these intersections would improve with improvement measures, however the presentation assumes no mitigations would occur to the need for Right-of-Way acquisition.

Identify other impacts of dedicated lanes in PA (parking, trees, noise, air)

- Identify mitigation and locations due to loss of parking in Palo Alto. Moving commercial parking to nearby residential neighborhoods is not acceptable.
- Identify mitigation and locations of new trees due to loss of trees within Palo Alto.

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Diane Solomon, CPA [REDACTED]
Sent: Tuesday, December 23, 2014 10:11 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

4 DEC 29 AM 11:24

Palo Alto City Councilmembers

Dear VTA,

I urge you and the Valley Transportation Authority to bring quick, efficient and heavily utilized public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

Without this Project, VTA will remain pokey, slow and under utilized. Please create fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

Please take the initiative and get us into the 21st century. Compared to Tokyo, NYC, DC, London and many other world class cities, our public transportation is SLOWwww. Because it's slow and inconvenient, it's under utilized. Please think different like regions with MUCH better public transportation.

Please make our region a safer, better, more vibrant place for us all to get around with the El Camino Real Bus Rapid Transit Project.

Sincerely,

Diane Solomon, CPA
[REDACTED]
[REDACTED]

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: John Brazil [REDACTED]
Sent: Tuesday, December 23, 2014 1:48 PM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

14 DEC 29 AM 11:25

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to approve a high-quality, user-friendly Bus Rapid Transit System on El Camino Real.

To attract users like me, please include 1. dedicated bus-only lanes (preferably center-running); and 2. Quality bike facilities on El Camino (preferably protected bike lanes aka cycle tracks)

These two key elements will make me much more likely to use El Camino BRT by significantly reducing travel time and by providing bicycling last-mile connections to BRT stops.

Fast, frequent BRT connected by bikeways is the transportation solution to our growing El Camino corridor. We cannot fit many more cars on El Camino. BRT will accommodate more people with less traffic.

Sincerely,
John Brazil

John Brazil
[REDACTED]
[REDACTED]

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Jonathan Schuppert [REDACTED] **DEC 29 AM 11:25**
Sent: Tuesday, December 23, 2014 11:58 AM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

Palo Alto City Councilmembers

We have an opportunity to create a true boulevard that can be safe for all users, attractive, and rejuvenate the local economies. In order for this to succeed, we need continuous bus lanes and protected bike lanes. It has been proven time and time again that safe, continuous, and connected routes for transportation options encourages greater use. With more young people opting to live car-free or car-lite and with the rapidly aging demographics of our country, the time is NOW to take steps which will create better, healthier, and more sustainable communities for our next generation.

Without the improvements, we will continue to have a freeway dividing our cities and will encourage ugly strip development that has plagued this historic street. Please act now to help improve this street for ALL users. This is a regionally significant street that can be a world famous boulevard that will be attractive for users and future development. No one remembers the ugly streets lined with shopping centers, but they do remember the beautiful boulevards and pedestrian paseos. Think of your travels and the streets that stand out to you as models.

I recently went to Buenos Aires, home of Avenida Nueve de Julio which is one of the widest streets in the world. They added new bus only lanes with rapid and frequent service. It has dramatically changed the way people view this street which at one time could have been a freeway. The future of our communities is your hands and I hope you make the right decision to improve this street. You will be known in history for either fostering improvements or stopping progress and creating a bigger mess for our future generations.

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

I support a safe and vibrant environment along El Camino Real with fast, frequent, reliable, and convenient public transportation. A robust El Camino Bus Rapid Transit (BRT) project will transform this important commercial and residential corridor into a more balanced street with drastically improved bus service. BRT on El Camino Real will also promote a safe and inviting space for people who walk, bike, ride public transportation, or drive.

I strongly urge VTA to:

- Incorporate bus-only lanes in the El Camino Real plan,
- Invest in buffered bike lanes and greater bike carrying capacity on transit vehicles, and
- Ensure that there are sufficient left turns, more crosswalks, upgraded pedestrian refuges, and sidewalk extensions (bulb-outs).

If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Jonathan Schuppert

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Mary Poffenroth [REDACTED]
Sent: Tuesday, December 23, 2014 8:23 AM
To: Council, City
Subject: Comments to the VTA on the El Camino Real BRT DEIR/EA

14 DEC 29 AM 11:25

Palo Alto City Councilmembers

I urge you and the Valley Transportation Authority to bring excellent public transportation to Silicon Valley with the El Camino Real Bus Rapid Transit Project.

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If we don't bring these critical aspects of BRT to El Camino Real, we are missing a huge opportunity to bring an innovative and important change to this increasingly congested and dangerous corridor.

Thank you for your work to make our region a safer, better, more vibrant place for us all to get around.

Sincerely,

Mary Poffenroth
[REDACTED]
[REDACTED]

Carnahan, David

CITY OF PALO ALTO, CA
CITY CLERK'S OFFICE

From: Pat Marriott
Sent: Saturday, December 27, 2014 8:38 PM
To: Council, City
Subject: FW: Comments on El Camino BRT EIR

14 DEC 29 AM 11:26

From: Pat Marriott
Sent: Saturday, December 27, 2014 8:36 PM
To: ecrbt@vta.org
Subject: Comments on EIR

I read the draft EIR at <http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001fFdAIAU>

I also attended the evening meeting in Mountain View on November 20th. I appreciated the brevity of the presentations and the opportunity for so many members of the public to speak.

With respect, I offer these comments on the EIR:

(1) Much of the data is theoretical rather than empirical.

Prior to the meeting I spoke to a representative from the VTA and told him that if he wanted to see the impact of cutting car lanes, all he had to do was drive through Menlo Park, where El Camino narrows from 3 car lanes in each direction to 2. He asked if that was because of construction. He was completely unaware that Menlo Park narrowed El Camino several years ago in order to add median strips.

The resulting congestions means that drivers like me use Middlefield Road in Palo Alto or divert through Menlo Park neighborhood streets west of El Camino.

CONCLUSION: EVERY member of the VTA board and VTA staff should be REQUIRED to drive up and down El Camino – from San Jose through Redwood City – during morning rush hour, during evening rush hour, and during the time kids get out of school.

Only then will you all understand existing congestion problems.

(2) Much of the data is just not plausible.

The claim that elapsed drive time from San Jose to University Avenue in Palo Alto would increase by only 3 minutes if bus lanes replace car lanes is impossible to believe. It took me 12 minutes just to get from El Camino at Showers Drive to Castro Street for the meeting!

In December 2004, one of Palo Alto's traffic officials thought it would be a good idea to reduce Middlefield Road in the midtown shopping district from 4 lanes to 2. He set up a 3-hour test with cones one evening, but traffic slowed so badly – with honking horns and irate drivers – that the test was cut short and the plan to narrow the road was abandoned.

Simple logic indicates that narrowing the path significantly increases travel time.

CONCLUSION: Theories that defy logic are probably wrong.

(3) Fewer lanes cannot handle more cars.

One member of the public said that Castro Street in Mountain View carries more traffic since it was narrowed from 4 lanes to 2. That's clearly impossible.

I was in Mountain View about 2:00 pm on a November weekday. I exited Central Expressway at Castro, which was so backed up that I had to wait on the Central side through a light change to avoid stopping on the RR tracks. Traffic was

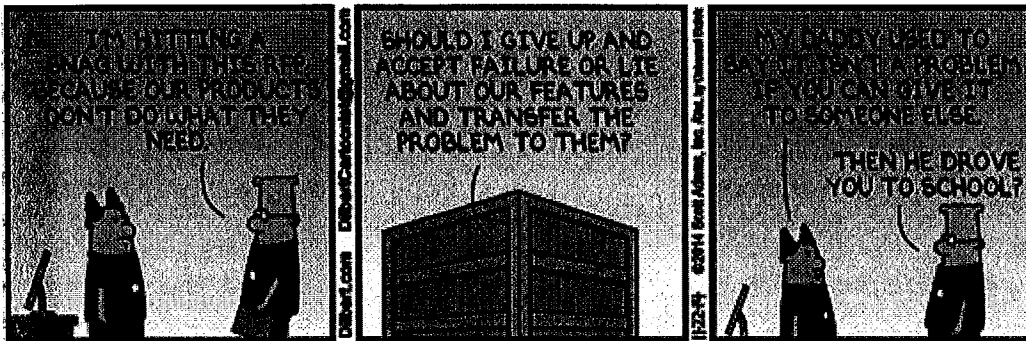
stop-and-go the entire length of Castro. I turned off at Church Street to look for a parking place. Ten minutes later I finally found a spot 4 blocks south of Castro. Elapsed time from exiting Central Expressway to a parking place: 20 minutes.

So yes, there is more traffic on Castro Street now because of more high-end restaurants and other business development. But that traffic is more congested because in addition to removing a lane, parking places have been given over to restaurants for outdoor seating.

CONCLUSION: Fewer lanes and fewer parking spaces increase congestion and greenhouse gases, as drivers circle the neighborhoods.

(4) Replacing El Camino car lanes with bus lanes doesn't solve a problem. It diverts the problem to someone else's patch.

Dilbert nails this perfectly:



Traffic is like water: it looks for the path of least resistance. If you dam up the main artery, drivers will shunt through residential areas.

You have studied diversion problems at intersections, but not general traffic flow through neighborhoods where children play and ride their bikes and people feel safe crossing streets.

Frustrated drivers are not safe drivers. They tend to speed and neglect stop signs. In addition to driving dangerously, cars will spend more time on the roads, spewing fumes around homes, parks and schools – adding to the increased greenhouse gases from stalled traffic on El Camino and at F-rated intersections.

CONCLUSION: As one speaker noted, "Don't make my neighborhood your collateral damage."

(5) The last mile problem has not been addressed.

Several people spoke about wheelchair travelers getting ON a bus. What was not mentioned was the problem of those people getting TO and FROM the bus.

Not everyone lives and works along the El Camino corridor, so must drive or bike to a bus stop (assuming it's too far to walk). The EIR says drivers can park on side streets. But most cities already have huge parking problems.

And once I get off the bus, how do I get to my final destination if my car is back where I boarded?

CONCLUSION: Without efficient connectors to jobs, schools, shopping, etc. off El Camino, the bus is impractical.

(6) Planned development along the El Camino corridor will significantly increase traffic.

Just two examples, just from Mountain View:

- Mountain View City Council approved the second phase of the redevelopment of San Antonio Shopping Center. The project includes a 50,000-square-foot movie theater, 167-room hotel and a parking garage with over 1,300 spaces. It also plans for restaurants and shops ... and office space likely to be leased by LinkedIn, with space for about 2,000 employees. <http://www.mv-voice.com/news/2014/12/03/council-oks-san-antonio-center-project-milk-pail-market-saved>

- Santana Row's developer is set to buy most of Mountain View's largest shopping center. The 33-acre purchase includes nearly all of the shopping center that's still developed with single-story buildings: the sites of Trader Joe's, Walmart, Kohl's, 24-Hour Fitness, Fresh Choice and JoAnn fabrics. <http://www.mv-voice.com/news/2014/12/17/santana-row-developer-makes-deal-to-buy-san-antonio-shopping-center>

CONCLUSION: Recent development over the past 2 years has significantly increased travel time on El Camino. Additional projects, large and small, will cause gridlock up and down the corridor.

(7) Costs are high, benefits are dubious, disruption is guaranteed.

Mountain View "Council member Ronit Bryant noted that San Mateo County decided against a similar system and questioned whether it was worth the increase in ridership of 4,000 riders a day over the 522 line." <http://www.mv-voice.com/print/story/2014/12/19/el-camino-bus-lanes-win-praise-from-public-concern-from-council>

The EIR states capital cost estimates up to \$232.7M for Alternative 4c.

CONCLUSION: Spending millions on a project for a short stretch of El Camino – with serious consequences and arguable benefits – is not a good use of taxpayer dollars.

We need a comprehensive plan that incorporates BART, Caltrain, light rail, the possibility of High Speed Rail, as well as new technologies like self-driving cars and Elon Musk's Hyperloop.

Thank you for the opportunity to comment.

Pat Marriott Los Altos



Table 34 (cont.): 2040 AM Diversion Route Intersection LOS Summary

City	ID	Study Intersection	Signalized?	CMP?	Alt 1		Alt 2		Alt 3A		Alt 3B		Alt 4A		Alt 4B		Alt 4C	
					Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
Sunnyvale	87	Evelyn Ave at Bernardo Ave	X		74.3	E	74.4	E	73.8	E	73.8	E	83.5	<u>E</u>	83.3	<u>E</u>	81.9	<u>E</u>
	88	Evelyn Ave at Mary Ave	X		67.4	E	67.7	E	68.2	E	68.1	E	<u>73.9</u>	E	<u>76.8</u>	E	<u>75.9</u>	E
	89	Evelyn Ave at Sunnyvale Ave	X		98.7	F	97.6	F	<u>103.9</u>	F	<u>103.9</u>	F	<u>117.1</u>	F	<u>116.3</u>	F	<u>116.2</u>	F
	98	Evelyn Ave at Wolfe Rd	X		61.1	E	61.1	E	61.3	E	61.2	E	<u>65.5</u>	E	<u>65.1</u>	E	64.9	E
	114	Fremont Ave at Manet Dr	X		50.9	D	50.4	D	42.5	D	42.5	D	63.2	<u>E</u>	60.6	<u>E</u>	59.5	<u>E</u>
	115	Fremont Ave at Wolfe Rd	X		48.3	D	47.7	D	34.4	C	34.5	C	79.1	<u>E</u>	76.5	<u>E</u>	75.3	<u>E</u>
	123	Pastoria Ave at Evelyn Ave			322.7	F	319.6	F	<u>350.8</u>	F	<u>346.3</u>	F	<u>425.9</u>	F	<u>419.5</u>	F	<u>414.7</u>	F
Santa Clara	133	Bowers Ave at Monroe St	X		43.1	D	42.7	D	53.8	D	54.3	D	59.5	<u>E</u>	61.1	<u>E</u>	60.6	<u>E</u>
	135	Scott Blvd at Monroe St	X		88.3	F	88.6	F	<u>98.9</u>	F	<u>98.8</u>	F	<u>105.3</u>	F	<u>117.2</u>	F	<u>104.4</u>	F
	147	Kiely Blvd at Benton St	X		53.7	D	52.7	D	70.4	<u>E</u>	70.7	<u>E</u>	67.8	<u>E</u>	68.4	<u>E</u>	67.0	<u>E</u>
	156	Scott Blvd at Cabrillo Ave			47.0	E	47.4	E	66.5	<u>E</u>	67.3	<u>E</u>	66.1	<u>E</u>	64.0	<u>E</u>	64.6	<u>E</u>

¹ Delay is measured in seconds per vehicle

Note: Blue highlighting indicates no significant project impact and yellow (or single underline) indicates significant project impact

Source: CHS Consulting Group, 2014

Table 35 (cont.): 2040 PM Diversion Route Intersection LOS Summary



















City	ID	Study Intersection	Signalized?	CMP?	Alt 1		Alt 2		Alt 3A		Alt 3B		Alt 4A		Alt 4B		Alt 4C	
					Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS	Delay ¹	LOS
Los Altos	84	San Antonio at Cuesta	X		47.8	D	47.7	D	46.7	D	47.0	D	45.5	D	50.1	D	56.2	E
Sunnyvale	88	Evelyn Ave at Mary Ave	X		56.3	E	56.4	E	55.9	E	56.2	E	<u>61.8</u>	E	<u>61.0</u>	E	<u>60.5</u>	E
	89	Evelyn Ave at Sunnyvale Ave	X		89.7	F	89.6	F	93.1	F	93.1	F	<u>120.9</u>	F	<u>119.0</u>	F	<u>116.9</u>	F
	97	Evelyn Ave at Fair Oaks Ave	X		57.3	E	57.4	E	<u>67.6</u>	E	<u>67.6</u>	E	80.7	E	81.3	E	<u>79.4</u>	E
	115	Fremont Ave at Wolfe Rd	X		46.3	D	46.2	D	46.8	D	47.1	D	91.1	E	77.8	E	78.5	E
	116	Dartshire Way at Wolfe Rd			475.4	F	476.1	F	n/a	F	n/a	F	<u>554.0</u>	F	<u>484.4</u>	F	<u>493.9</u>	F
Santa Clara	129	Lawrence Expy at Cabrillo Ave	X		106.4	F	106.4	F	<u>127.7</u>	F	<u>127.9</u>	F	<u>119.0</u>	F	<u>118.1</u>	F	<u>117.9</u>	F
	145	Lawrence Expy at Benton St	X		84.0	F	83.9	F	<u>96.8</u>	F	<u>96.8</u>	F	<u>95.5</u>	F	<u>96.5</u>	F	<u>94.1</u>	F
	148	San Tomas Expy at Benton St	X		246.3	F	245.9	F	<u>256.0</u>	F	<u>255.9</u>	F	<u>256.4</u>	F	<u>256.1</u>	F	<u>256.1</u>	F
	154	Flora Vista Ave at Benton St			41.6	E	41.8	E	56.5	E	57.0	E	52.4	E	51.7	E	51.2	E

¹ Delay is measured in seconds per vehicle

Note: Blue highlighting indicates no significant project impact and yellow (or single underline) indicates significant project impact

Source: CHS Consulting Group, 2014

UNSIGNALIZED LEFT TURNS FROM EL CAMINO REAL

LOCATION	CURRENT, MIXED FLOW	DEDICATED LANE
Between Mary and Hollenbeck		
Taaffe		
Murphy		
Between Sunnyvale and Cezanne		 *
Between Cezanne and Fair Oaks		
Between Fair Oaks and Maria		 *
West of Maria		
Between Maria and Wolfe		
Helen		 *

-  Signalized
-  Unsignalized
-  New Signal
-  Proposed Right Turn Only
- * Requested by City

ALL OTHER SIGNALIZED INTERSECTIONS REMAIN SIGNALIZED
WITH LEFT TURNS



City of Sunnyvale

Agenda Item

15-0111

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Approval of the Community Engagement Plan and Range of Project Alternatives for the Civic Center Modernization Project

BACKGROUND

At City Council's September 2, 2014 Strategic Planning Workshop, modernization of the Civic Center Campus was one of the prioritized topics selected by Council for further discussion. Council discussed and approved a Civic Center and Main Library decision tree that outlined a two-phase community engagement process leading up to a decision by Council to select a preferred method of financing for a Civic Center project. Council reinforced its desire to conduct a robust community engagement process and to establish criteria for a successful project prior to making any decisions.

On October 28, 2014, staff returned to City Council with a request to appropriate \$400,000 for consulting services needed for the Civic Center Modernization Project (RTC 14-0746). The need for consultant assistance was outlined in three key service areas: 1) develop and implement a community engagement plan that would allow residents and stakeholders to develop a vision of a modernized Civic Center and to provide input on project alternatives and financing methods; 2) prepare a space plan that quantifies the amount of space needed for efficient service delivery and to meet the community's needs for library space, meeting rooms, and open space; and 3) complete a market analysis of the Civic Center property to further explore the concept of a public-private partnership that could help fund future Civic Center improvements. City Council approved the funding including authorizing the City Manager to award contracts up to the appropriation limit. Staff was directed to return to Council with a draft community engagement plan for approval before outreach efforts commenced.

EXISTING POLICY

The Council Fiscal Policy contains several policies related to infrastructure in section 7.1C, Capital Improvement Policies:

C.1.3 High priority should be given to replacing capital improvements prior to the time that they have deteriorated to the point where they are hazardous, incur high maintenance costs, negatively affect property values, or no longer serve their intended purposes.

C.1.5 Priority will be given to the repair and replacement of existing infrastructure as compared to the provision of new or expanded facilities

C. 1. The decision on whether to repair or to replace an existing capital asset will be based on which alternative is most cost-effective or provides the best value to the City.

ENVIRONMENTAL REVIEW

CEQA Guidelines Section 15262 exempts projects involving only feasibility or planning studies from environmental review. Appropriate CEQA review will be conducted prior to construction of any facilities under the Civic Center Modernization Project.

DISCUSSION

The City published a Request for Qualifications seeking consulting firms interested in providing services in one or more of the three service categories outlined above. After considering statements of qualifications from interested firms and a thorough interview process, staff selected Anderson Brule Architects (ABA). ABA, along with a team of subconsultants, is able to provide the services needed by the City in all three service categories. The ABA team has extensive experience with similar projects and its approach was focused on developing an outstanding community engagement process.

Community Engagement Plan

Attachment 1 is the draft Community Engagement Plan for the project. It is designed to reach Sunnyvale's diverse community by providing a variety of ways to engage on the project. The plan includes focus group meetings, community workshops and new opportunities to engage with the City online. The City has selected a new civic engagement tool which will provide an online forum for residents to make suggestions, respond to surveys, and provide feedback on alternatives. This new tool will allow public comments to be transparently posted online so residents can express their opinions and see the opinions of other community stakeholders.

The recommended community engagement plan includes three community-wide workshops and one all-commission workshop. All City commissioners will be invited to participate in the all-commission workshop that will be noticed as a special meeting of the commissions that will be open to the public.

The community engagement plan also provides details on the number of City Council meetings needed and the topics that will be discussed. Six Council meetings are planned - three study sessions and three public hearings where Council will be asked to approve work products and ultimately make a decision on a preferred method of financing for the Civic Center Modernization Project.

Once the engagement plan is approved staff will prepare a companion communications plan that will outline ways to get the word out about various community workshops and online engagement opportunities. Staff intends to use its current public noticing methods, social media channels as well as its newly activated Next Door account to invite participation. Staff will contact all neighborhood associations and will reach out to community groups and service clubs to encourage broad participation. An email list of interested parties has already been started and will be used to provide project updates and information about meetings and outreach activities. Interested parties may sign up for the email list by simply sending an email to myciviccenter@sunnyvale.ca.gov <<mailto:myciviccenter@sunnyvale.ca.gov>>. The City will also provide postcard mailings to properties within 1,000 feet of the Civic Center for all community workshops.

Part of the engagement efforts will be creating a new project website that will provide more information about the project including meeting announcements and links to online engagement tools.

Range of Project Alternatives

As the engagement process begins staff wants to ensure that Council understands the range of alternatives that will be studied. Past Civic Center studies have examined a myriad of alternatives. The budget and schedule for the project preclude studying every alternative that has been looked at in the past. The process will require that a broader initial set of alternatives is developed and narrowed down through the engagement process to a few that will get more extensive evaluations such as preliminary cost estimates.

Attachment 2 is a proposed outline of alternatives that will be explored as part of outreach efforts. The Range of Project Alternatives document is organized by facility and includes sections for:

- Building Alternatives - should buildings be renovated, replaced, or added on to;
- Siting Alternatives - should the City move certain facilities to other City-owned properties; and
- Other - which includes notes that better define some of the alternatives.

Should new alternatives emerge during the community engagement process that are outside of the Range of Project Alternatives the City would not be precluded from studying them, but it could impact the project schedule and budget so City Council approval would be required.

Project Schedule

The Community Engagement Plan has been developed as a two-phased plan consistent with Council's approval of the decision tree reviewed at its Strategic Planning Workshop. Phase 1 is designed to create a community vision for the Civic Center and to develop success criteria for the project. The vision and success criteria will be used to evaluate alternatives that are developed in Phase 2. Phase 1 is scheduled to begin in March and be completed by the end of August 2015. During Phase 1, the vision and success criteria will be brought back to City Council for review and adoption.

In Phase 2, various alternatives will be formulated, refined and evaluated through the community engagement process. In this phase information from space planning efforts and the market analysis will be made available to inform the evaluation of site alternatives. During Phase 2, the community will see how different alternatives, such as remodeling existing buildings versus new buildings, will affect site planning and will be able to weigh in with their preferences. Parking options such as underground or structured parking will also get explored as alternative site plans are developed. Phase 2 is scheduled to begin in August 2015 and be completed by November 2015. At the end of this phase, City Council will be asked to select a preferred financing strategy - either a public-private partnership that would seek to redevelop a portion of the campus for private uses as a way of generating capital for civic facilities, or a City/community financing plan that would use debt financing where the debt is offset and retired through a combination of City funds and new taxes.

Upon determining a financing option, community engagement will continue in future project phases but will be focused on refining the site plan(s) and financing structure. Additionally, based on the outcome from Phase 1, the Council should consider whether a supplemental outreach effort, that targets specifically library services, be integrated into the broader Civic Center Modernization engagement plan.

FISCAL IMPACT

Funds are available in Capital Project 831340, Civic Center Modernization, to implement the

community engagement plan as recommended. Future steps towards implementation such as design and environmental review will require additional funding.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

ALTERNATIVES

1. Approve Attachment 1, the Community Engagement Plan as presented.
2. Approve Attachment 1, the Community Engagement Plan with modifications as directed by Council.
3. Approve Attachment 2, the Range of Project Alternatives as presented.
4. Approve Attachment 2, the Range of Project Alternatives with modifications as directed by Council.
5. Other action as directed by Council.

STAFF RECOMMENDATION

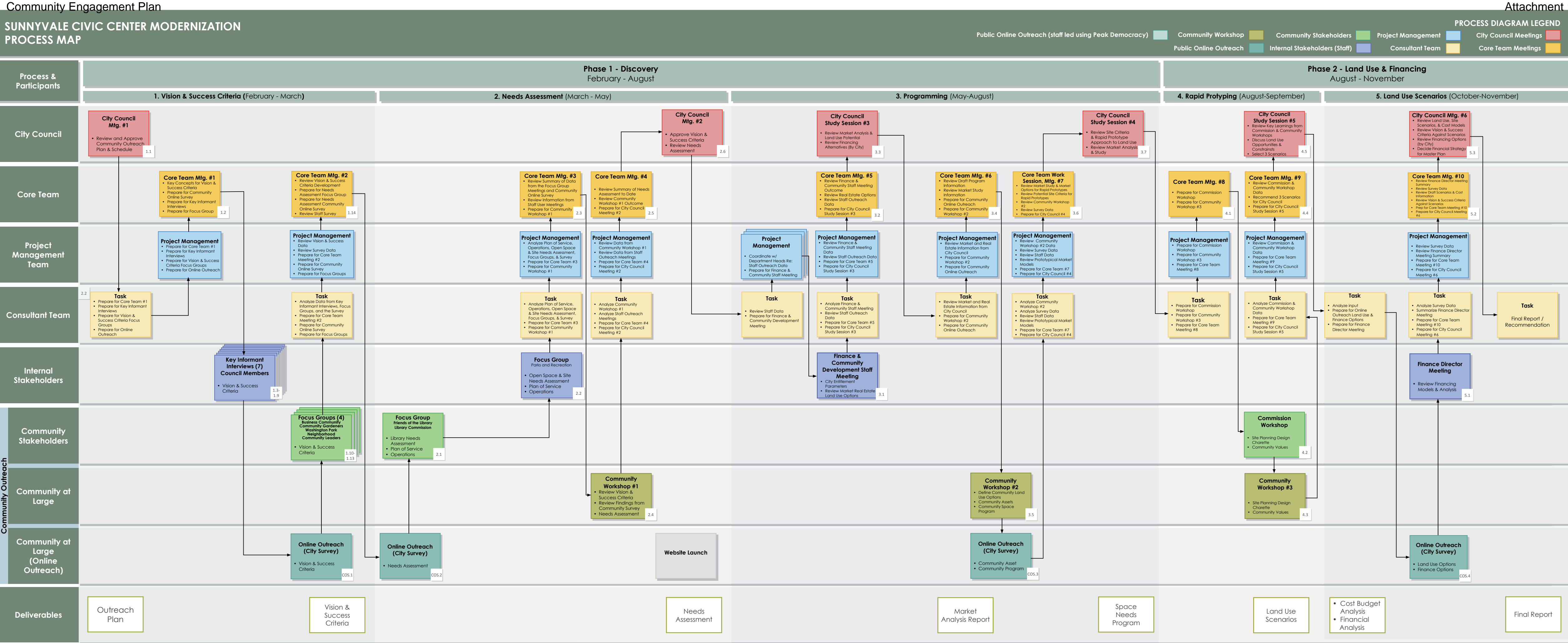
Alternatives 1 and 3: 1) Approve the Community Engagement Plan as presented in Attachment 1, and 3) Approve the Range of Project Alternatives as presented in Attachment 2.

Approval of Alternatives 1 and 3 allows the City to begin a robust community engagement process that will define a vision for a modernized Civic Center as well as evaluate site alternatives and financing mechanisms needed to implement a project.

Prepared by: Kent Steffens, Assistant City Manager
Reviewed by: Robert A. Walker, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Community Engagement Plan
2. Range of Project Alternatives



Civic Center Modernization Project Range of Project Alternatives

Main Library

Building Alternatives	<ul style="list-style-type: none"> • Renovate existing library building with an adjacent addition to accommodate space needs • Replace with a new larger building
Siting Alternatives	<ul style="list-style-type: none"> • New/renovated building located at the Civic Center • New building located at the Sunnyvale Community Center
Other	<ul style="list-style-type: none"> • All alternatives will increase building square footage (to be determined) to accommodate space needs and assume a branch library will be built as currently planned

Public Safety Building

Building Alternatives	<ul style="list-style-type: none"> • Do nothing – leave the building as is • Renovate the existing building • Renovate the existing building and construct an addition • Replace with a new building
Siting Alternatives	<ul style="list-style-type: none"> • New/renovated building located at the Civic Center • New building located at the Sunnyvale Corporation Yard
Other	<ul style="list-style-type: none"> • Explore functions that could be efficiently housed off-site (e.g. evidence storage at Corporation Yard)

City Hall and City Hall Annex

Building Alternatives	<ul style="list-style-type: none"> • Renovate existing buildings with an adjacent addition or stand-alone new building to accommodate space needs • Replace with a new building
Siting Alternatives	<ul style="list-style-type: none"> • New/renovated buildings located at the Civic Center
Other	<ul style="list-style-type: none"> • Buildings could be combined into one larger building

Sunnyvale Office Center, South Annex, and Garden Conference Room

Building Alternatives	<ul style="list-style-type: none"> • Demolish and replace with new or renovated space
Siting Alternatives	<ul style="list-style-type: none"> • New/renovated building located at the Civic Center
Other	<ul style="list-style-type: none"> • Assumes private tenants will relocate to other private leased space • Space for NOVA will be evaluated in the space plan for City facilities but could be located off-site



City of Sunnyvale

Agenda Item

14-0288

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Introduction of an Ordinance to Amend Sunnyvale Municipal Code Chapters 19.28 (DSP) and 19.46 (Parking) to include Modifications based on the Tandem and Stacker Parking Study Issue (2014-7435); Finding of CEQA Exemption Pursuant to CEQA Guideline 15061 (b)(3)

REPORT IN BRIEF

In March 2013, the City Council sponsored this study issue following a hearing where the Council approved a development project proposing stacker or mechanical lift parking spaces as part of the project's required parking. Subsequently, the City Council approved another project with stacker parking (also counted as required parking) in July 2013.

As stated in the study issue paper (Attachment 1), this study is intended to determine if stacker and tandem parking spaces could be used to satisfy parking requirements in residential zoning districts. For purposes of this report the term "tandem" includes both end-to-end parking spaces as well as vertical stacker spaces that are dependent on moving one vehicle to access the second vehicle. In determining whether tandem parking should be allowed as required assigned parking, staff looked at the following items:

- Current parking requirements in residential developments;
- Survey of projects using tandem spaces;
- Survey of standards from other cities that allow tandem spaces to satisfy required parking; and
- Allowing tandem spaces based on zoning or geography (e.g. high density residential, Downtown, Lawrence Station) or only in projects that provide affordable housing options.

Based on the research, staff recommends Alternatives 1 and 2 which consist of the following changes to the Sunnyvale Municipal Code (SMC):

- Modifications to parking requirements for single-family dwellings that:
 - Would allow tandem covered parking in certain circumstances; and
 - Would exclude the garage square footage in calculating gross floor area when evaluating the requirement for two covered parking spaces.
- Modifications to the parking requirements for multi-family developments that would allow:
 - A portion of the assigned parking spaces to be provided in a tandem arrangement;
 - Independent mechanical parking lifts;
 - Any form of tandem parking if in excess of the parking requirement; and
 - Tandem parking scenarios in the Downtown Specific Plan (DSP) area in conjunction with review of a development project.

The Planning Commission considered this item at its regular meeting on February 9, 2015. They passed a motion (6-1) to recommend the staff recommendation but made one modification; instead of recommending tandem parking be allowed for 50 percent of the units in new multi-family

developments they decided that 25 percent was more appropriate.

BACKGROUND

In the 1980s several townhouse developments in Sunnyvale were built with two-car tandem garages and 0.25 guest spaces per unit. Many residents of these developments complained that there was inadequate parking. The City responded in the 1990s by making changes to the standards to not count the interior tandem space toward required covered parking. Later in the 1990s the parking standard was further changed to base the unassigned space requirements on the number of bedrooms in each dwelling unit. This resulted in a larger quantity of unassigned or guest parking spaces for each residential development. The most recent changes to the residential parking requirements were made in 2003 to require two covered parking spaces for single-family dwellings if the dwelling meets the criteria in SMC Section 19.46.050(d) (Attachment 5). On-site covered parking reduces the tendency for residents to park their vehicles in the street or in guest parking spaces.

As mentioned above, this study session was sponsored by the City Council in March 2013. The projects that prompted this study issue were two apartment complexes on Evelyn proposed by the same developer. Although the projects fell short of City's parking requirement, the projects included affordable units and density bonuses through the State Density Bonus laws and exceeded the minimum requirements in the state statute.

In addition to these recent projects, developments (and entire neighborhoods) in Sunnyvale have been constructed in the past with two-car tandem garages or one-car garages. These single-family dwellings are considered legal non-conforming under the current standard of two covered and two uncovered (driveway) parking spaces.

Currently, tandem parking is allowed for single-family and duplex dwellings only when the exterior space is located in the driveway behind the covered space (i.e. garage or carport space). City regulations or policies do not allow tandem parking spaces in multi-family developments to satisfy required parking. Where tandem spaces have been allowed in multi-family developments, they are treated as excess parking (above the minimum parking requirement) or approved as a deviation.

EXISTING POLICY

General Plan

Community Character- Design

Goal CC-3 Well-Designed Sites and Buildings - Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.

Policy CC-3.1 Place a priority on quality architecture and site design which will enhance the image of Sunnyvale and create a vital and attractive environment for businesses, residents and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.

Housing Element

Policy HE-6.2 Promote neighborhood vitality by providing adequate community facilities, infrastructure, landscaping and open space, parking, and public health and safety within new and existing neighborhoods.

Policy HE - 6.6 Encourage use of sustainable and green building design in new and existing housing.

Council Policy

Policy 7.3B.3 Prepare and update ordinances to reflect current community issues and concerns in compliance with state and federal laws.

Climate Action Plan

Improve Mobility through Land Use Planning

LUP-1.3 Implement parking management tools for residential uses such as decreased or flexible standards, unbundled parking and shared parking plans.

Sunnyvale Municipal Code

Attachment 5 provides excerpts from the Zoning Code Parking Chapter (19.46) including the definition of tandem and the minimum parking requirements for single-family and duplex dwellings as well as the table or required parking for multi-family dwellings. Attachment 5 also includes the parking requirements for residential developments in the Downtown Specific Plan area.

ENVIRONMENTAL REVIEW

Although the modifications to the ordinance are considered a project under the California Environmental Quality Act (CEQA), staff has concluded that adopting the proposed ordinance is exempt from CEQA under Guideline 15061(b)(3) because it can be seen with certainty that it will not have a significant effect on the environment.

Projects that are subject to the requirements of the amended chapters will be environmentally evaluated on an individual basis.

DISCUSSION

The goal of this study is to determine if it is appropriate to allow tandem parking spaces to satisfy parking requirements for residential uses. As mentioned above, dependent mechanical parking is a form of tandem parking but can create a denser parking environment because each car needs only a portion of the space needed in a side by side scenario (i.e. aisle length is reduced). Tandem parking can also reduce the site or building area required for project parking. When evaluating tandem and stacker parking it is important to understand tandem parking and the types of mechanical lift (stacker) systems.

Tandem Parking

Tandem parking is generally thought of as a type of parking where one car is parked in front of another. When cars are parked in tandem, one vehicle must be moved in order to let the other vehicle out. Dependent mechanical parking lifts are another form of tandem parking; in this scenario, a car is parked on top of another where the bottom car must be moved in order to lower the top car down (or up) to ground level. Dependent mechanical parking lifts must be assigned to the same tenant because access to both vehicles is required.

Mechanical Lift Parking

Mechanical lift parking systems consist of two main categories:

- Dependent mechanical parking lifts (described above).
- Independent mechanical parking lifts.

Independent mechanical parking lifts, sometimes called puzzle lifts or pallet lifts, operate in a way that does not require a car to be moved in order to pull another car into (or out of) the system. These types of parking systems allow several different users to park in one system because a car can be parked or retrieved without moving another car first. A video showing an example of both types of mechanical parking lifts can be found by following the links at the end of this report (Attachments 11 and 12).

Mechanical parking systems are often considered when the cost and availability of land are development constraints. Mechanical systems were first implemented in Paris in 1905 and have grown substantially in European and Asian countries but have not developed as quickly in the United States. A presentation by one of the largest mechanical parking providers in the Bay Area, created for the American Institute of Architects (AIA), has been shared with the City of Sunnyvale (Attachment 8). This presentation gives information (and diagrams) on mechanical lift parking and the types of parking systems that the vendor offers.

Tandem Parking in Conjunction with Residential Development

Single-Family Dwellings

While many single-family dwellings in Sunnyvale have two car garages or carports, several neighborhoods and developments only have one car garages or carports and a few houses have no covered parking.

Staff conducted research (Attachment 3) to determine if Sunnyvale had a higher parking ratio for single-family dwellings than other cities in the area. Compared with the cities surveyed, Sunnyvale's requirement of two covered and two uncovered parking spaces is higher than other cities. The City's standard may make it difficult for owners of existing single-family dwellings with legal non-conforming parking to reinvest in their property with modest additions or remodels and provide spaces per the current standard.

In order to accommodate property owners in this situation, it may be appropriate to change the parking requirements in the Zoning Code to allow tandem parking for existing single-family dwellings when certain circumstances exist on the subject property. One circumstance that may warrant the allowance of tandem covered parking is a narrow lot. In this circumstance a property owner may have a difficult time expanding their garage to the side but may be able to accommodate expanding it to the rear while still maintaining required setbacks. Another circumstance that may warrant tandem covered parking would be if an existing dwelling had a configuration (structural wall, built on the setback line, requiring major interior renovations) that made it difficult to expand the garage in its current location.

In addition to potentially allowing tandem parking for some existing single-family dwellings, staff suggests that changes may be appropriate to the requirement for single-family dwellings to bring their parking into conformance. Section 19.46.050(d) of the SMC requires that new single-family dwellings provide two covered and two uncovered parking spaces and that existing single-family dwellings must provide the minimum two covered spaces when:

1. An alteration results in four or more bedrooms; or

2. An addition results in a gross floor area of 1,800 square feet or more, including garages and carports.
3. Adding an accessory living unit (other zoning standards also apply).

Item 2 above, which includes garages and carports in the gross floor area, has a greater impact on properties with one garage space when compared to properties with no garage.

For example:

	House sq. ft.	Garage sq. ft.	Gross sq. ft.
House #1	1,400 sq. ft.	200 sq. ft.	1,600 sq. ft.
House #2	1,400 sq. ft.	0 sq. ft.	1,400 sq. ft.

House #1 is “penalized” by having a covered parking space because they are only able to add on 199 square feet without bringing their parking up to the current standard while House #2 can add up to 399 square feet without adding any parking. House #1 is the house that is more in keeping with the current requirement because they have at least one covered parking space but the inclusion of the garage space gives them a disadvantage. In addition, counting a garage space towards the parking requirement is questionable because the code intends that dwellings with more habitable space and likely more occupants should provide more covered parking. By eliminating the garage square footage from the gross floor area, it enables property owners with sub-standard or no parking to build similar size additions as long as other zoning standards are met.

New single-family dwellings should be able to create covered parking per the current requirements because they are developing on a vacant lot and are able to design the house accordingly; therefore, staff is only suggesting changes to the SMC for existing single-family dwellings.

Duplex Dwellings

Staff also researched duplexes (Attachment 3). Duplexes in Sunnyvale are only required to have one covered and one uncovered parking space per unit which staff found to be consistent with surrounding cities. Since we already allow the two spaces for each unit to be tandem (one space in a garage or carport and one behind it in the driveway) staff is not suggesting any changes be made to the parking requirements for duplexes.

Multi-Family Dwellings (except in the Downtown Specific Plan area)

In Sunnyvale the type of covered parking and the number of bedrooms in a dwelling unit influence the parking requirement for a project. See Attachment 5 for the parking requirements.

The amount of unassigned parking decreases based on the amount of assigned or enclosed parking that is provided on the site. While assigned parking spaces are leased or sold with an individual unit, unassigned parking spaces can be used for guests or residents. Generally at least 25% of the unassigned parking spaces are reserved for guests only and the other unassigned spaces are first come first served.

As the number of assigned spaces increases, the number of unassigned spaces is reduced; however, it is not increased and reduced at the same rate. The following table details the parking requirements for a 100 unit 3-bedroom development based on the three parking categories from the table in Attachment 5:

Parking Type	Required Assigned Spaces	Required Unassigned Spaces	Total Spaces Required
One carport or underground space	100	100	200
One fully-enclosed garage space	100	140	240
Two fully-enclosed garage spaces	200	50	250

The difference in required unassigned parking is based on the assumption that some residents will not use their garage for parking and will instead park in the unassigned parking spaces. However, in other circumstances the unassigned parking may be under-utilized if a household only has one vehicle. Additionally, unassigned resident spaces can be used more effectively if they can also be used by guests. (For example Resident A is at work when Resident B has a visitor).

Cities have different methods for calculating required parking. Some cities (like Sunnyvale) require at least one covered assigned parking space per unit but others only require assigned parking and do not regulate whether it is covered or not. Due to these differences, it is not simple to compare Sunnyvale multi-family parking requirements with surrounding cities. The table in Attachment 4 compares other cities' parking requirement with Sunnyvale's. Because most cities do not have a parking standard equivalent to the "two fully-enclosed garage spaces" standard, Attachment 4 does not show an exact comparison of parking rates.

If tandem parking were allowed in multi-family under the "two fully-enclosed garage spaces" scenario it may provide benefits to the project as a whole. Sunnyvale's recently adopted Climate Action Plan has a measure that specifically mentions implementing decreased or flexible residential parking standards to reduce greenhouse gases. Additionally, developments near public transit stations or corridors with good bus service may have a lower parking demand. Furthermore, where less site area is needed for parking, more area can be devoted to open space and landscaping. The size and mass of medium and high density developments could also be reduced if parking garages were more compact.

The City Council may want to allow tandem parking for required assigned parking spaces. Tandem spaces tend to downplay the importance of the second automobile yet still preserve the option of parking/storing two vehicles (perhaps one is used less often). Revised requirements that acknowledge tandem spaces should also consider the appropriate number of unassigned spaces in a development.

Unassigned parking can be used by residents and their guests. If tandem parking were allowed, staff recommends either limiting the percent of tandem spaces or increasing the amount of guest parking. Staff is not suggesting that developers could provide tandem parking for 100% of the required assigned spaces because that may warrant the need for additional unassigned spaces for a development. Amending the table from "two fully enclosed garage spaces" to "two spaces" and adding a provision that only 50% of these two space sets can be tandem reduces the number of side by side garages and does not change the total number of required parking spaces within this

scenario (two garage spaces vs. two tandem spaces).

Residential Dwellings in the Downtown Specific Plan Area

The parking requirements for residential dwellings in the Downtown Specific Plan (DSP) can be found in Attachment 5. As shown in the attachment, the DSP does not require two assigned spaces per unit so amending the municipal code to allow tandem parking is not as simple as the modification suggested for multi-family dwellings that are not in the DSP.

Two recent projects in the DSP proposed tandem parking (discussed above in the background section) and in both scenarios a deviation for unassigned parking was requested. The tandem spaces were approved with requirements that at least 25% of the parking would be left unassigned. Staff suggests that projects within the DSP could be allowed tandem parking scenarios similar to these instances but since there is no “two assigned space” scenario in the DSP it should be addressed in the development review for the project. The only change that is being suggested for the DSP zoning district at this time is to consider tandem parking through approval of a parking management plan since the request for tandem parking or two assigned spaces in the DSP is not specifically called out in the existing parking requirements. Even if tandem parking is allowed for a portion of the spaces in a multi-family development in the DSP, at least 25% of the parking should remain unassigned.

Non-Residential and Mixed Use Projects

While this study issue focused on mechanical lift parking for residential uses, staff is suggesting a minor amendment pertaining to parking for mixed use and non-residential uses. Mechanical lift parking is already permitted for these uses, but the proposed amendment would specify that such parking shall be located within a building or parking structure.

Independent Mechanical Lift Parking

Independent mechanical lift parking is a concept that could be used to reduce parking garage size while still allowing individuals to have access to their cars at any given time. Since these parking spaces can be accessed independently, it is similar to the accessibility of standard surface parking spaces in any garage. Staff does not see a formidable issue with allowing developers to install these independent systems for assigned parking spaces as long as all building and fire codes are satisfied.

One consideration is that individuals parking within an independent mechanical lift system would require instruction from their property manager on how to use the system and would require an assigned device or key to activate the system. For these reasons, using an independent mechanical lift system for unassigned spaces may not be advisable or feasible since a portion of unassigned parking spaces are intended for guests, who would not receive proper instruction to use the system.

Other Cities

Tandem parking is allowed in single-family and duplex developments in almost all of the cities surveyed, similar to what is allowed in Sunnyvale (uncovered driveway space behind covered parking space).

There are some cities that currently allow tandem parking in multi-family developments (San Jose, Cupertino, Milpitas, Palo Alto and Fremont) and many of those cities have unassigned parking space ratios similar to Sunnyvale (while allowing tandem parking scenarios) (Attachment 4). While many of the cities in the County of Santa Clara have not codified regulations around mechanical lift parking at

this time, projects involving this type of parking (as required parking) have been approved in San Jose, Palo Alto and Mountain View and beyond Santa Clara County in Berkeley, Oakland, San Francisco, San Leandro and Hayward. As mentioned above, Sunnyvale has also allowed tandem parking as required parking in two DSP projects within the last two years.

Tandem Parking: Impact on Neighborhoods

As directed by the study issue summary paper, staff examined different options for allowing tandem parking and independent mechanical lift parking, and the potential impacts they might have on neighborhoods and the community as a whole. Staff has observed that developments involving private garages often go through an initial period when parking feels inadequate and that this situation is caused by garages not being fully usable while possessions are temporarily stored in the garage. There is also the practice by owners of leasing out rooms to additional adults with vehicles. Once homeowners associations or property management companies are established, the garage spaces tend to be more effectively used and the residents self-police their parking behaviors.

Pros and Cons of Tandem Parking

Mechanical parking lifts or reduction of parking as a whole are concepts that contribute to a more sustainable City. Tandem parking and enclosed mechanical parking lifts offer the following potential benefits:

- Decreased parking area because cars can be parked more compactly or one on top of the other;
- Decreased surface parking because parking can be provided more efficiently in an enclosed parking garage;
- Potential for more open space or landscaping because surface parking has been reduced; and
- More compact parking areas may lead to better siting of buildings.

While there are benefits to tandem or lift parking, tandem parking could potentially have negative impacts on a neighborhood:

- Tenants parking in “guest” or unassigned parking instead of the interior (or top) space.
- Delays (30-90 seconds) while waiting for a car to move from the top to the bottom of a mechanical lift.
- The potential for a mechanical system to breakdown.

Staff Recommendation

Staff suggests that the broader benefits offered by tandem and mechanical lift systems outweigh the negative operational issues. After researching mechanical lift and tandem parking scenarios, discussing the concepts with the public and evaluating parking requirements in Sunnyvale and surrounding cities, staff recommends the following amendments to Chapters 19.28 and 19.46 of the SMC (see draft ordinance in Attachment 2):

- Modify the parking requirements for existing single-family dwellings to:
 - Allow tandem parking in certain cases; and
 - Exclude existing garages/carports from the gross floor area when determining whether the parking on a lot must be brought into conformance with current requirements.
- Modify the parking requirements for multi-family dwellings to:
 - Allow tandem parking for up to 50% of the units to satisfy the assigned space requirement and use the same unassigned parking ratio for “two fully enclosed spaces”

- in Attachment 5.
- Allow independent and dependent mechanical lift parking systems for assigned parking only.
- Require that mechanical lift parking be located within a parking garage.
- Require that the two spaces on a dependent mechanical lift be assigned to the same tenant.
- Consider tandem parking for development projects within the DSP area as long as at least 25% of the spaces remain unassigned.
- Modify the parking requirements for mixed use and non-residential developments to require that mechanical lift parking be located within a parking garage.

When deciding which recommendations are appropriate it is important to think about whether the two tandem space scenario is appropriate for all areas of the City and whether the two tandem spaces provide a sufficient number of unassigned parking spaces when compared to the side by side garage scenario. In addition to the above recommendation, staff considered different unassigned parking ratios if tandem parking is allowed and more information on those options can be found in Attachment 6.

FISCAL IMPACT

There are no fiscal impacts to the City for modifying the parking requirements.

PUBLIC CONTACT

Public contact regarding the study issue was made through the following ways:

1. Posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website;
2. Publication in the *Sun* newspaper, at least 10 days prior to the hearing;
3. E-mail notification of the hearing dates sent to all interested parties and Sunnyvale neighborhood associations; and
4. Two noticed public outreach meetings held on October 8 and 9, 2014.

Public Outreach

Staff sent out information via e-mail to an interested parties list, neighborhood associations and developers announcing two community workshops. Workshop #1 was held in the evening on October 8, 2014 and had one person in attendance who is a member of the Bicycle and Pedestrian Advisory Commission. Workshop #2 was held in the morning on October 9, 2014 and also had one person in attendance who works in the mechanical parking industry. Both attendees supported the use of tandem and mechanical lift parking and one of the attendees submitted a letter after the meeting (Attachment 9).

Study Session with the Planning Commission

A study session with the Planning Commission was held on November 10, 2014. The Commission was generally interested in the idea of mechanical lift parking but wanted more information. Staff provided video links (these links are listed below in attachments) and web links with more information on mechanical lift parking. Questions that were raised by the Commissioners about these lift systems

were sent by staff to Michael Dennison, who is an engineer and industry professional. These questions and Michael's answers can be found in Attachment 7.

In addition, a few members of the public also attended the study session and spoke about their interest in the use of same-level tandem parking in residential developments. One member of the public (a developer) mentioned that the use of tandem parking in multi-family projects is relatively common in other cities and would help developers meet parking requirements.

Field Trip with the Planning Commission

Staff arranged a field trip for the Planning Commission to visit a project that was developed with dependent mechanical lift parking in San Jose on December 8, 2014. The Fourth Street Apartment complex consists of 100 affordable units with many of the larger units assigned a dependent mechanical lift for parking. Staff and the Planning Commission discussed the maintenance and usefulness of the mechanical lift parking with the property managers and saw a demonstration of the lifts.

ALTERNATIVES

1. Find that the project is exempt from CEQA under Guideline 15061(b)(3).
2. Introduce an ordinance (Attachment 2) to amend Chapters 19.28 and 19.46 of Title 19 of the Sunnyvale Municipal Code to allow: a) tandem parking in existing single-family dwellings in certain circumstances; b) exclude garage square footage from gross floor area; c) allow tandem parking for up to 50 percent of the units in multi-family developments and require unassigned parking consistent with other 2-car garage provisions; d) allow independent and dependent mechanical lift parking in multi-family developments; e) consider tandem parking in multi-family developments within the DSP with review of a parking management plan; and f) require all mechanical lift parking to be in a parking structure.
3. Adopt an ordinance with modifications to the staff recommendation, including the recommended Planning Commission modification to allow tandem parking for up to 25 percent of the units in multi-family developments.
4. Do not modify Chapters 19.28 and 19.46 and make no changes at this time.

STAFF RECOMMENDATION

Alternatives 1 and 2: 1) Find that the project is exempt from CEQA under Guideline 15061(b)(3), and 2) Introduce an ordinance (Attachment 2) to amend Chapters 19.28 and 19.46 of Title 19 of the Sunnyvale Municipal Code to allow: a) tandem parking in existing single-family dwellings in certain circumstances; b) exclude garage square footage from gross floor area; c) allow tandem parking for up to 50 percent of the units in multi-family developments and require unassigned parking consistent with other 2-car garage provisions; d) allow independent and dependent mechanical lift parking in multi-family developments; e) consider tandem parking in multi-family developments within the DSP with review of a parking management plan; and f) require all mechanical lift parking to be in a parking structure.

Allowing tandem parking for specified existing single-family dwellings and excluding garage size in gross floor area will allow property owners of lots with sub-standard parking to add on to their dwelling while still being in compliance with the spirit of the regulations to have adequate on-site parking. The changes to multi-family regulations will keep Sunnyvale on a path to meeting the goals of the Climate Action Plan and potentially reduce the areas dedicated to surface parking while having the potential to increase the amount of landscaping or open spaces on project sites. Because other

local cities allow tandem parking in their multi-family developments, Sunnyvale would not be any less restrictive with these changes and these alternatives will allow developers to provide smaller parking areas for developments. These cost savings may allow developers more flexibility when designing projects and may result in enhanced architectural features and better design.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission considered this item at its regular meeting on February 9, 2015. The first motion failed 2-5 to recommend the staff recommendation with a modification to allow dependent mechanical tandem parking but not horizontal or end-to-end tandem parking. The second motion passed 6-1 to recommend the staff recommendation with a modification that would allow all forms of tandem parking but limited to 25 percent of new multi-family units. Staff recommended allowing tandem parking for up to 50 percent of the units. Commissioners commented that the change to 50 percent of the units seemed too high.

The Planning Commission appreciated the research that had gone into this study issue and noted that alternative parking scenarios may be necessary in some circumstances so it is important to give property owners the ability to explore these options. The Commission recognized that trends are changing and more people are using alternatives modes of travel which leads to some cars not being used as often by their owners or a reduction in cars per household. The Commission also found that the recommended modifications to the requirements for existing single-family dwellings are appropriate for some of the City's older housing stock (built with only one covered parking space or no covered parking).

Prepared by: Amber El-Hajj, Senior Planner

Reviewed by: Trudi Ryan, Planning Officer

Reviewed by: Hanson Hom, Director, Community Development

Reviewed by: Robert A. Walker, Assistant City Manager

Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. Study Issue Paper
2. Draft Ordinance
3. Parking Comparisons in Bay Area Cities for Single-Family and Duplex Dwellings
4. Parking Comparisons in Bay Area Cities for Multi-Family Dwellings
5. Parking Excerpts from Section 19.46 of the Sunnyvale Municipal Code
6. Other Options for the Ratio of Unassigned Spaces when Tandem Parking is Allowed
7. Responses to Planning Commission Questions from an Industry Professional on Mechanical Lift Parking
8. Mechanical Parking Solutions for Modern Urban Density Presentation
9. Public Comment
10. Draft Minutes from the February 9, 2015 Planning Commission Meeting
11. Link to Independent Mechanical Lift System Video: <https://www.youtube.com/watch?v=Pc27nY580lg>
12. Link to Dependent Mechanical Lift System Video: <https://www.youtube.com/watch?v=7-yOZjaVMJU>

CDD 14-01 Explore the Use of Stacker and Tandem Parking Spaces to meet Parking Requirements**Lead Department** Community Development**Sponsor(s)** Griffith and Martin-Milius**History** 1 year ago: 2 years ago:**1. Scope of the Study****a. What are the key elements of the study?**

There are no specific City regulations and policies that address the use of stacker or tandem parking spaces. Stacker parking is a variant of tandem parking. Stackers are vertically stacked, and traditional tandem spaces are horizontally configured (one behind the other). With the exception of mobile homes and single-family driveway aprons the zoning code parking regulations do not allow the use of tandem parking spaces to satisfy the parking requirement for a site. Tandem or stacker spaces are allowed provided they are in addition to required parking spaces. The prohibition is due to the difficulties in using the interior spaces (the outside vehicle has to be moved first). A similar issue exists for stackers where the lower car may need to be pulled out before the upper vehicle can be used. It may be appropriate to allow stacker parking spaces as well as tandem parking spaces in certain zoning districts or types of development.

The study would include:

- Review of current parking stall requirements in residential developments
- Survey of projects using stackers and tandem spaces
- Survey of standards from other cities that allow stackers and tandem spaces to satisfy required parking.
- Proposed parking management policies for using stackers and tandem spaces
- Consider allowing stackers/tandem spaces based on zoning or geography (e.g. high density residential, Downtown, Lawrence Station) or only in projects that provide affordable housing options
- Community outreach

b. What precipitated this study?

The City has received applications for higher density residential developments in the Downtown requesting the use of parking stackers to meet project parking requirements. These requests are an outcome of the increasing values of residential land and the desire to achieve higher unit counts.

c. Is this a multiple year project? No Planned Completion Year 2014

2. Fiscal Impact**a. Cost to Conduct Study**

- i. Level of staff effort required (opportunity cost)
- ☐ Major ☒ Moderate ☐ Minor

ii. Amount of funding above current budget required \$0

☐ Will seek budget supplement☐ Will seek grant funding **Page 2 of 2**

iii. Explanation of Cost:

b. Costs to Implement Study Results

- ☒ No cost to implement.
☐ Unknown. Study would include assessment of potential costs.
☐ Some cost to implement. Explanation:


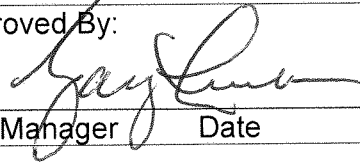
3. **Expected participation in the process**

- ☐ Council-approved work plan
☐ Council Study Session
☒ Board/Commission Review by Planning Commission

4. **Staff Recommendation**

a. Position: Support

- b. Explanation: Tandem and stacked parking may be appropriate in some areas of the city, such as those well served by transit. This option may allow households to park vehicles that are used less frequently but perhaps not on a routine basis, especially in areas well served by transit, or close to services such as stores, restaurants and jobs.

Reviewed By:	Approved By:
	
Department Director	City Manager
Date 5/15/13	Date 5-16-13

ORDINANCE NO. ____-15

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF SUNNYVALE AMENDING THE SUNNYVALE
MUNICIPAL CODE TO ALLOW THE USE OF TANDEM
AND STACKER PARKING IN RESIDENTIAL DISTRICTS

WHEREAS, pursuant to study issue 2014-7435, the City Council has reviewed the provisions in the zoning code related to parking requirements and the use of tandem and stacker parking in residential districts, and desires to make certain changes to the code for the purpose of allowing tandem and stacker parking.

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

SECTION 1. SECTION 19.28.140 and TABLE 19.28.140 AMENDED. Section 19.28.140 and Table 19.28.140 of Chapter 19.28 (Downtown Specific Plan District) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.28.140. Parking requirements.

(a) Minimum Parking Requirements. The owner or occupant of land or buildings used for any purpose within the within the DSP district, except uses within the boundaries of a parking district created by the action of the city council, shall provide off-street parking and loading areas and facilities. Shared parking for differing uses may be considered and is encouraged for trip reduction programs such as car sharing and other transportation demand management programs. Parking analysis will be evaluated with the application submittals for the special development permit. Table 19.28.140 shows minimum parking ratios for specific land uses. Final parking requirements will be determined through project review and approval.

(b) Multiple-Family Uses. The following special provisions apply to multiple-family residential uses:

(1) Unassigned spaces. When two covered spaces per unit are provided for a multiple-family residential use, the number of unassigned parking spaces per unit required may be reduced to 0.25 spaces per unit. For example, if two covered assigned spaces per unit are provided for 12 three-bedroom units, the required unassigned spaces may be reduced to three spaces, compared to 12 spaces required when only one covered assigned space per unit is provided.

(2) Tandem Parking. Tandem parking may be allowed for a multiple-family residential use within the DSP district to satisfy covered assigned parking requirements, subject to approval of a parking management plan. Each set of tandem spaces must be assigned to the same unit. Required unassigned spaces shall not be provided as tandem parking. Tandem parking may be allowed for any parking spaces provided in addition to the minimum number of spaces required.

(c) Compact Spaces for Nonresidential Uses. Fifty percent (50%) of the number of compact spaces allowed and provided for a nonresidential use shall be located along the parking lot periphery and designated as employee parking. The remaining 50 percent may be interspersed throughout the parking lot.

Table 19.28.140
Parking Requirements

Land Use	Number of Parking Spaces Required	Maximum Percentage of Compact Spaces Allowed
Single-Family Residential	1 covered + 1 uncovered	None
Single-Family Residential with Accessory Living Unit in Blocks 8—12, <u>and 17</u>	2 covered + 2 uncovered	None
Single-Family Residential with Accessory Living Unit for All Other Blocks	1 covered + 2 uncovered	None
Multiple-Family Residential Studio or 1 bdrm	1 assigned and covered/unit + 0.50 unassigned/unit ⁺ <u>or per Section 19.28.140(b)</u>	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Multiple-Family Residential 2-bdrm or more	1 assigned and covered/unit + 1 unassigned/unit ⁺ <u>or per Section 19.28.140 (b)</u>	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Office/Retail	1/250 sq. ft.	10% ²
Medical Clinic	1/200 sq. ft.	10% ²
Restaurant without Bar	1/110 sq. ft.	10% ²
Restaurant with Bar	1/75 sq. ft.	10% ²
Bar Only	1/50 sq. ft.	10% ²
Restaurants with 100% Fixed Seating and No Bar	1/2 fixed seats + 1/400 sq. ft. of area not devoted to seating	10% ²
Assembly/Theater	1/3 seats	10% ²
Any Use within the Parking District	Parking requirements consistent with zoning code unless special circumstances arise	Not applicable

⁺ ~~If more than one space is assigned per unit, additional parking may be required.~~

² ~~50% of compact spaces must be along the periphery and as employee parking. The remaining 50% may be interspersed throughout the lot.~~

SECTION 2. SECTION 19.46.020 AMENDED. Section 19.46.020 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended and renumbered to read as follows:

19.46.020. Definitions.

(a) “Garage, fully-enclosed” means a building designed for the parking of vehicles which is fully enclosed on all sides.

(b) “Parking lot” means an area devoted to the parking of vehicles, including parking spaces, aisles, driveways, and interior and perimeter landscaped areas.

(c) “Parking space” means an area designated specifically for the parking of a single vehicle that meets the standards of this chapter. In this chapter, the term “space” is the same as “parking space.”

(d) “Parking structure” means a structure designed to accommodate parking spaces that are fully or partially enclosed. Parking structures include underground parking spaces and under-building parking areas. “Parking structure” does not include a garage in conjunction with a single-family or duplex dwelling.

(~~e~~) “Tandem parking” means the placement of two parking spaces in such an arrangement where access to one or more parking spaces is dependent on moving another vehicle. Mechanical lifts, stackers or other similar means of mechanized parking where parking spaces are not independently accessible shall be considered tandem parking.

SECTION 3. SECTION 19.46.040 AMENDED. Section 19.46.040 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.040. General requirements for residential parking.

The following requirements apply to all residential developments, including single-family, two-family and multiple-family dwellings, single-room occupancy facilities, special housing developments and mobile home parks:

(a) [Text unchanged]

(b) Type. Residential developments are required to provide assigned and unassigned parking spaces in accordance with this chapter.

(1) Covered Assigned Parking Spaces. Required assigned parking spaces shall be covered. A garage, carport or covered space in ~~an underground parking garage~~ a parking structure counts as a covered parking space. Garages or carports shall meet the following dimensions:

(A) – (C) [Text unchanged]

(D) ~~Underground~~ Parking Structure Spaces. Assigned spaces in an underground parking garage shall meet the minimum dimensions of a standard space in Section 19.46.120 (Parking lot design) ~~be eight and one-half feet in width by eighteen feet in depth.~~

(2) [Text unchanged]

(c) – (e) [Text unchanged]

(f) Mechanized Parking. Parking lifts, carousels or other types of mechanized parking shall be located within a building or parking structure.

SECTION 4. SECTION 19.46.050 AMENDED. Section 19.46.050 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.050. Parking for single-family and two-family dwellings.

(a) Minimum Spaces. Each single-family dwelling and two-family dwelling shall provide a minimum of four spaces total, two of which shall be covered and not in tandem. Covered spaces are required to meet the requirements in Section 19.46.040 (General requirements for residential parking) as shown in Figure 19.46.050 (Single-Family and Two-Family Dwelling Parking Dimensions). ~~Tandem parking is allowed for~~ Uncovered driveway parking spaces on a driveway with minimum dimensions of seventeen feet in width by twenty feet in depth and located in front of a garage or carport shall count as two of the four spaces required for single-family and two-family dwelling~~covered parking~~.

(b) Single-Family Homes with less than two Covered Spaces. Any legal nonconforming single-family dwelling with less than two covered parking spaces is subject to the following:

(1) Required Upgrade. Two covered parking spaces that meet the minimum size and dimensions in Section 19.46.040 (General requirements for residential parking) shall be provided if:

(A) An alteration or addition to the dwelling results in four or more bedrooms; or

(B) An addition to the dwelling results in a gross floor area of one thousand eight hundred square feet or more, excluding garages and carports. Homes that already exceed the one thousand eight hundred gross floor area threshold shall provide the two covered spaces with any addition of floor area.

(2) Allowance for Tandem Parking. Without a variance, an approving authority, as part of any discretionary permit or, if no discretionary permit would be otherwise required, a miscellaneous plan permit, may allow a tandem parking garage or carport to satisfy the two covered space requirement pursuant to subsection (b)(1) if the approving authority makes one or more of the following findings:

(A) The width of the subject lot is less than fifty-seven feet; or

(B) Significant structural modifications are required to expand the existing covered parking area into the living area to meet the minimum size and dimensions for two covered spaces.

(~~bc~~) Additional Parking Required. New developments of single-family or two-family dwellings with limited street parking shall provide an additional 0.4 unassigned parking spaces per unit in addition to the minimum spaces required. Parking spaces on driveways do not qualify as required unassigned parking.

(~~ed~~) Driveway Widths. ~~A driveway counts as two parking spaces provided it has a minimum dimension of seventeen feet in width by twenty feet in depth.~~ A driveway leading to a garage at the rear of the lot shall be at least ten feet wide.

~~(d) — Required Upgrades for Single-Family Homes. Effective March 1, 2003, any single-family dwelling with less than two covered parking spaces shall provide the minimum two covered spaces for projects described below:~~

~~(1) — An alteration or addition that results in four or more bedrooms; or~~

~~(2) — An addition that results in a gross floor area of one thousand eight hundred square feet or more, including garages and carports. Homes that already exceed the one thousand eight hundred gross floor area threshold are required to upgrade the parking in conjunction with any addition of floor area.~~

(e) Accessory Living Units. Parking requirements for accessory living units are ~~located~~ prescribed in Section 19.68.040 (Accessory living units).

(f) Garage or Carport Conversion. A garage or carport may be converted to non-parking use provided each converted space is replaced by a covered space which meets ~~applicable~~ current standards. Proposed garage or carport conversions require review through a miscellaneous plan permit.

Figure 19.46.050 [Figure unchanged]

SECTION 5. SECTION 19.46.060 AND TABLE 19.46.060 AMENDED. Section 19.46.060 and Table 19.46.060 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.060. Parking for multiple-family dwellings.

(a) [Text unchanged]

(b) Minimum Spaces. Multiple-family dwellings are required to provide at least one covered assigned space per unit and additional unassigned spaces in accordance with Section 19.46.040 (General requirements for residential parking) and Table 19.46.060 (Parking for Multiple-Family Dwellings).

~~(1) Allowances for Tandem Parking. Providing two covered tandem parking spaces may satisfy covered space requirements for up to 50 percent of the units in a multiple-family development. Each set of tandem spaces must be assigned to the same unit. Required unassigned spaces shall not be provided as tandem parking. Tandem parking may be allowed for any parking spaces provided in addition to the minimum number of spaces required.~~

~~(2) Independent Mechanized Parking. Mechanical lifts, stackers or other similar means of mechanized parking where parking spaces are independently accessible may satisfy covered assigned space requirements.~~

(c) – (f) [Text unchanged]

Table 19.46.060
Parking for Multiple-Family Dwellings

Type of <u>Covered</u> Assigned Space <u>Provided</u>	Number of Bedrooms	Number of Unassigned Spaces
One <u>parking space per unit in carport or parking structure</u> carport or underground space	One-bedroom units	0.5 unassigned spaces per unit
	2-bedroom units	1 unassigned space per unit
	3-bedroom units	1 unassigned space per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the

Type of Covered Assigned Space Provided	Number of Bedrooms	Number of Unassigned Spaces
One parking space per unit in fully- enclosed garage space	One-bedroom units	third bedroom. 0.8 unassigned spaces per unit
	2-bedroom units	1.33 unassigned spaces per unit
	3-bedroom units	1.4 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
Two parking spaces per unit fully- enclosed garage spaces	One-bedroom units	0.25 unassigned spaces per unit
	2-bedroom units	0.4 unassigned spaces per unit
	3-bedroom units	0.5 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.

SECTION 6. SECTION 19.46.100 and TABLE 19.46.100 (b) AMENDED. Section 19.46.100 and Table 19.46.100(b) of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.100. General requirements for nonresidential and mixed-use parking.

(a) [Text unchanged]

(b) Type of Parking. Parking may be provided in the following forms: surface ~~lots; underground~~ or within parking ~~garages~~structures. Parking lifts, carousels or other types of mechanized parking shall be located within a building or parking structure and require approval of the planning commission through a use permit. Any proposal for mechanized parking shall be accompanied with a proposed parking management plan.

(c) – (h) [Text unchanged]

Table 19.46.100(a) [Table unchanged.]

Table 19.46.100(b)
Parking Requirements for Office, Industrial and Warehousing

Primary Use	Minimum Spaces/1,000 sq. ft.	Maximum Spaces/1,000 sq. ft.	Additional Requirements
Industrial uses, research and development office and corporate office	2	4	Loading space Car share Bicycle parking Electric car chargers
Administrative, professional and medical office <u>Office in commercial and office zones</u>	3.3	4	Loading space Car share Bicycle parking Electric car chargers
Commercial storage or self-storage	0.4	2	Loading space
Warehousing	1	2	Loading space Car share Bicycle parking

Table 19.46.100(c) [Table unchanged.]

SECTION 7. SECTION 19.46.120 AMENDED. Section 19.46.120 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.120. Parking lot design.

(a) [Text unchanged]

~~(b) Tandem Parking. Tandem parking does not count as required parking except for required uncovered spaces in front of covered parking in single family dwellings and in mobile home parks.~~

~~(e)~~ Minimum Dimensions.

(1) Parking Space Dimensions.

(A) – (B) [Text unchanged]

(C) Mechanical Lift Parking. The director or approving body may allow minimum space dimensions for mechanized parking that vary from what is required for standard and compact spaces.

(2) – (5) [Text unchanged]

~~(d)~~ – ~~(h)~~ [Renumbered; text unchanged]

Table 19.46.120 [Table unchanged]

Figure 19.46.120 [Figure unchanged]

SECTION 8. SECTION 19.46.160 AMENDED. Section 19.46.160 of Chapter 19.46 (Parking) of Title 19 (Zoning) of the Sunnyvale Municipal Code is hereby amended to read as follows:

19.46.160. Parking management plans and tools.

(a) [Text unchanged]

(b) Applicability. Parking management plans shall be provided when required by this chapter~~for new construction or use changes for any of the uses listed in Tables 19.46.100(a), (b) and (c) (Parking Requirements), mixed uses, multiple family uses and special housing developments in Section 19.46.080 (Parking for special housing developments).~~ Parking management plans shall be reviewed by the director with a miscellaneous plan permit or by the hearing body reviewing the associated development. Uses in a public parking district are exempt from requirements for a parking management plan unless required as a condition of approval of a planning permit.

(c) – (e) [Text unchanged]

SECTION 9. CEQA - EXEMPTION. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15061(b)(3), that this ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) in that it is not a project which has the potential for causing a significant effect on the environment.

SECTION 10. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision or decisions shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance, and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid.

SECTION 11. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days from and after the date of its adoption.

SECTION 12. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in The Sun, the official publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within fifteen (15) days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on _____, 2015, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on _____, 2015, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

RECUSAL:

ATTEST:

APPROVED:

City Clerk
Date of Attestation: _____

Mayor

(SEAL)

APPROVED AS TO FORM:

City Attorney

Sample Parking Counts for Single-Family and Duplex Dwellings

City	Req. Garage/Carport Spaces/Unit	Req. Other Spaces/Unit	Total Required Spaces
Sunnyvale -single-family dwelling	2	2	4 ¹
-duplex	1	1	2
- DSP	1	1	2
Co. of Santa Clara -single-family dwelling	1	1	2 ²
-duplex	1	1	2 ²
San Jose -single-family dwelling	2		2 ³
-duplex	1.5-2 (depending on bedrooms)		1.5-2
Campbell -SF Dwelling or Duplex	1	1	2
Cupertino - Single-family dwelling	2	2	4 ¹
- duplex	1.5	1.5	3 ¹
Gilroy -single-family dwelling or duplex	1	1	2 ¹
Los Altos -single-family dwelling or duplex	1	1	2 ¹
Los Altos Hills -single-family dwelling or duplex	2	2	4 (no tandem)
Milpitas -single-family dwelling or duplex		2-3	2-3 ¹

Mountain View -single-family dwelling or duplex	1	1	2 ¹
Morgan Hill -single-family dwelling or duplex	2	2	4 ¹
Palo Alto -single-family dwelling	1	1-3	2-4 ¹
-duplex	1	.5	1.5 ¹
Santa Clara -single-family dwelling or duplex	2	2	4 ¹
Saratoga -single-family dwelling	2	2	4 ¹
- duplex	1	1.5	2.5 ¹
Fremont -single-family dwelling	2-3	0	2-3
-duplex	1	.5	1.5
Walnut Creek -single-family dwelling	2	2	4 ¹
-duplex	1	.5-1	1.5-2 ¹
San Leandro -single-family dwelling	2	2	4 ¹
- duplex	1	1	2
Redwood City -single-family dwelling	2	2	4 ¹
-duplex		2	2
Concord -single-family dwelling	1-3	1-2	2-5 ¹
- duplex	1	1	2 ¹

Average -single-family dwelling	1.6	1.53	3.13
-duplex	1.16	1.24	2.4

1. Uncovered spaces can be provided tandem to the covered spaces (ex: garage with driveway spaces in front).
2. In the County of Santa Clara two (2) additional off-street parking spaces for residential uses shall be provided on-site when no on-street parking is available within 100 feet of the particular lot. One (1) additional off-street parking space shall be provided where parking is available on only one side of the street.
3. In San Jose required single-family dwelling parking requirements may be reduced under specific criteria.

Sample Large Multi-Family Apartment Project:
100 Unit Development
3-Bedroom units

City	Req. Assigned Spaces	Req. Unassigned Spaces or Guest Spaces	Total Required Spaces
Sunnyvale -one carport or underground space	100	100	200
-one fully-enclosed garage space	100	140	240
- two fully-enclosed garage spaces	200	50	250
Co. of Santa Clara		150	150
San Jose -all unassigned		200	200
-one-car garage	100	120	220
-two-car garage	200	60	260¹
Campbell	200	100	300
Cupertino - multi-family development	100	100	200¹
-Townhouse development	200	80	280
Gilroy	100	125	225
Los Altos	100	100	200
Milpitas			200¹
Mountain View		200	200

Morgan Hill	100	184	284
Palo Alto	100	134	234²
Santa Clara	100	100	200
Fremont	100	100	200¹
Walnut Creek	100	125	225
Redwood City	100	125	225
Concord	100	134	234¹

1 = Tandem allowed in some scenarios.

2 = Tandem is allowed up to 25% of the total number of required spaces.

Parking Excerpts from Section 19.46 of the Sunnyvale Municipal Code

Chapter 19.46. PARKING

19.46.020. Definitions.

(d) “Tandem parking” means the placement of parking spaces one behind the other, so that the space nearest the driveway or street access serves as the only means of access to the other space. Tandem spaces may include parking lifts, or other similar means of mechanized parking. (Ord. 2988-12 § 11).

19.46.050. Parking for single-family and two-family dwellings.

(a) Minimum Spaces. Each single-family dwelling and two-family dwelling shall provide a minimum of four spaces total, two of which shall be covered. Covered spaces are required to meet the requirements in Section 19.46.040 (General requirements for residential parking) as shown in Figure 19.46.050 (Single-Family and Two-Family Dwelling Parking Dimensions). Tandem parking is allowed for uncovered driveway spaces located in front of covered parking.

(d) Required Upgrades for Single-Family Homes. Effective March 1, 2003, any single-family dwelling with less than two covered parking spaces shall provide the minimum two covered spaces for projects described below:

- (1) An alteration or addition that results in four or more bedrooms; or
- (2) An addition that results in a gross floor area of one thousand eight hundred square feet or more, including garages and carports. Homes that already exceed the one thousand eight hundred gross floor area threshold are required to upgrade the parking in conjunction with any addition of floor area.

19.46.060. Parking for multiple-family dwellings.

**Table 19.46.060
Parking for Multiple-Family Dwellings**

Type of Assigned Space	Number of Bedrooms	Number of Unassigned Spaces
One carport or underground space	One-bedroom units	0.5 unassigned spaces per unit
	2-bedroom units	1 unassigned space per unit
	3-bedroom units	1 unassigned space per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
One fully-enclosed garage space	One-bedroom units	0.8 unassigned spaces per unit
	2-bedroom units	1.33 unassigned spaces per unit
	3-bedroom units	1.4 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15

Type of Assigned Space	Number of Bedrooms	Number of Unassigned Spaces
		unassigned spaces for each bedroom above the third bedroom.
Two fully-enclosed garage spaces	One-bedroom units	0.25 unassigned spaces per unit
	2-bedroom units	0.4 unassigned spaces per unit
	3-bedroom units	0.5 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.

19.46.120. Parking lot design.

(b) Tandem Parking. Tandem parking does not count as required parking except for required uncovered spaces in front of covered parking in single-family dwellings and in mobile home parks.

Downtown Specific Plan 19.28

**Table 19.28.140
Parking Requirements**

Land Use	Number of Parking Spaces Required	Maximum Percentage of Compact Spaces Allowed
Single-Family Residential	1 covered + 1 uncovered	None
Single-Family Residential with Accessory Living Unit in Blocks 8—12	2 covered + 2 uncovered	None
Single-Family Residential with Accessory Living Unit for All Other Blocks	1 covered + 2 uncovered	None
Multiple-Family Residential Studio or 1 bdrm	1 assigned and covered/unit + 0.50 unassigned/unit ¹	35% of uncovered, unassigned spaces in lots with more than 10 spaces
Multiple-Family Residential 2-bdrm or more	1 assigned and covered/unit + 1 unassigned/unit ¹	35% of uncovered, unassigned spaces in lots with more than 10 spaces

Other Options to Consider for Tandem Parking Scenarios

For simple comparison a 100 unit development comprised of 3-bedroom units was used as the basis for calculating the following numbers.

Staff is recommending that the City allow tandem parking for up to 50% of the required assigned parking spaces in multi-family residential developments. There are a few options as to how the amount of unassigned parking could be calculated for these development projects.

For reference the scenarios from the following table (SMC Section 19.46.060) were used to do the calculations.

Table 19.46.060
Parking for Multiple-Family Dwellings

Type of Assigned Space	Number of Bedrooms	Number of Unassigned Spaces
One carport or underground space	One-bedroom units	0.5 unassigned spaces per unit
	2-bedroom units	1 unassigned space per unit
	3-bedroom units	1 unassigned space per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
One fully-enclosed garage space	One-bedroom units	0.8 unassigned spaces per unit
	2-bedroom units	1.33 unassigned spaces per unit
	3-bedroom units	1.4 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.
Two fully-enclosed garage spaces	One-bedroom units	0.25 unassigned spaces per unit
	2-bedroom units	0.4 unassigned spaces per unit
	3-bedroom units	0.5 unassigned spaces per unit
	4-bedroom units or more	Use the 3-bedroom requirement and add 0.15 unassigned spaces for each bedroom above the third bedroom.

Existing Regulations

Option A would not change the current regulations. Tandem Parking could be considered on a case by case basis. This scenario is for a typical townhouse project with each unit being provided a 2-car side-by-side garage.

Number of Assigned (non-tandem)	Number of Assigned Tandem Spaces	Number of Unassigned Spaces	Total Number of Spaces	Number of Unassigned Spaces/Unit
200	0	50	250	.5

Option A (Staff Recommendation)

Staff recommends a parking ratio of assigned spaces vs. unassigned spaces as shown in the “two fully-enclosed garage spaces” to calculate required parking for a multi-family development that utilizes the tandem (two spaces) scenario for 50% of the proposed units (100 3-bedroom units). This scenario illustrates 50% of the units with 2-car side-by-side garages and 50% of the units with 2-car tandem garages.

Number of Assigned (non-tandem)	Number of Assigned Tandem Spaces	Number of Unassigned Spaces	Total Number of Spaces	Number of Unassigned Spaces/Unit
100	100	50	250	.5

Option B

An alternate ratio that could be used to calculate the required number of spaces for a multi-family development would be the ratio used in the “one carport or underground space” scenario. In this case the development would still provide two spaces in tandem for 50% of the units (instead of one space/unit).

Number of Assigned (non-tandem) (i.e. 50% of the units have a one-car garage)	Number of Assigned Tandem Spaces (i.e. 50% of the units have a tandem 2-car garage)	Number of Unassigned Spaces	Total Number of Spaces	Number of Unassigned Spaces/Unit
50	100	100	250	1

Option B-1

An alternate ratio that could be used to calculate the required number of spaces for a multi-family development would be the ratio used in the “one carport or underground space” scenario for the tandem garages. In this case the development would provide two garage spaces for all the units with a tandem arrangement for 50% of the units (instead of one space/unit).

Number of Assigned (non-tandem) (50% of the units have a 2-car side by side garage)	Number of Assigned Tandem Spaces (50% of the units have a tandem 2-car garage)	Number of Unassigned Spaces	Total Number of Spaces	Number of Unassigned Spaces/Unit
100	100	100	300	1

Option C

A final alternative that could be used would be to calculate the number of unassigned parking space under the “one fully-enclosed garage space” scenario. Half of the units would have a one-car garage and half would have a 2-car tandem garage and require two assigned spaces/unit. This option is essentially a status quo option requiring the number of unassigned spaces as if there were no tandem spaces.

Number of Assigned (non-tandem)	Number of Assigned Tandem Spaces	Number of Unassigned Spaces	Total Number of Spaces	Number of Unassigned Spaces/Unit
50	100	140	290	1.4

**Responses to Planning Commission Questions
from the 11/10 Study Session**

Staff spoke with Michael Dennison of Park Works to discuss some of the questions and concerns the Planning Commission had on mechanical lift parking. Park Works has done many mechanical lift parking projects in Berkeley, San Leandro and several other cities in California. Michael is a licensed engineer and has been working in the development industry for many years.

Question 1

Staff: How reliable are the mechanical lift systems and who generally manages the system once it is in place?

Michael: As you might imagine, the reliability of parking systems varies greatly depending on the manufacturer. As a parking consultant relates: "I tell them to buy quality, they go for price, the inferior products constantly break, the owners remove the low price models and replace them with quality." Typically it is most wise to purchase machines from the manufacturer's agent as they have access to parts and technical info. Often a maintenance contract is offered and extended warranties are available. For a successful outcome: buy quality, choose a company that will stand behind their product.

Question 2

Staff: Is there a high cost involved with maintenance of these systems?

Michael: I generally figure maintenance costs at 1.5-2% per year. I own four (parking) units and I have used them extensively every day since traveling to Germany to purchase them in 1985. They almost never need attention beyond maintenance.

Question 3

Staff: What types of building inspections are required for these systems?

Michael: The NPA Parking Consultants Council is working on safety guidelines. The building departments are largely without code relating to mechanical parking and we are looking to correct this. Typically a 3rd party testing lab is called in to write a report on the installed system. There needs to be prescribed periodic maintenance or people may get hurt.

Question 4

Staff: How long does it take to get your car with the dependent stacker systems (one on top of the other)? What about the independent lift systems (puzzle or something similar)?

Michael: Raise and lower time is about 30 seconds each. The longest puzzle access time is a brief 90 seconds and you get to watch the choreographed action while waiting.

Question 5

Staff: Can you talk a little about the safety precautions put in place with these devices and also the risks?

Michael: The puzzles with pits have gates that only allow motion if the gates are shut. Independent lifts are installed without gates and they can present a hazard. We employ safety light barriers, flashing lights, Miller edges. Overall, well maintained systems are very safe. The inherent risks associated with standard parking of cars (pedestrians and cars in the same space) are orders of magnitude greater than those posed by mechanical parking systems. I believe that back-up cameras are required on all 2017 vehicles to help prevent the annual 120 deaths due to people running over pedestrians in reverse. People do not get hurt in the actual parking machines.

Question 6

Staff: What happens if there is a loss of electricity?

Michael: Loss of electricity on a dependent stacker system does not present a problem as most are hydraulic and you can manually open a valve and lower the platform. More complicated systems allow access to most, but not all, cars if power is lost. Most systems have very modest power requirements and a small portable generator will suffice. Mechanical problems can strand cars as well. This reinforces the idea of choosing quality systems and service.

For more information on mechanical lift parking systems or Michael:
www.parkworksus.com



Mechanical Parking Solutions for Modern Urban Density



Rick Rombach
Klaus Multiparking, Inc
3652A Chestnut Street
Lafayette, CA
925-284-2092
sales@parklift.com
www.parklift.com

Course Number kmp14a
An AIA Continuing Education Program
Credit for this course is 1 AIA HSW CE Hour



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INTRODUCTION

objectives – what? – why? – how?

Course Description

An innovative solution to parking space, mechanical parking and the dependent access parking stackers' uses and limitations are illustrated and described in this course to expand your knowledge on this unique product. Learn about the different types of parking stackers and how they work.

Learning Objectives

Upon completion of this course, you will be able to:

- Define mechanical parking
- Describe dependent access parking stackers' uses and limitations
- List the different types of independent access parking stackers
- Explain puzzle lifts, how they work and what their advantages are
- Describe fully automatic machines and why they might be used
- Compare and contrast the different stackers and lifts and describe when each would be appropriate for use
- Describe what type of cars are suitable for each lift
- Describe the design requirements for each parking type

What is Mechanical Parking?

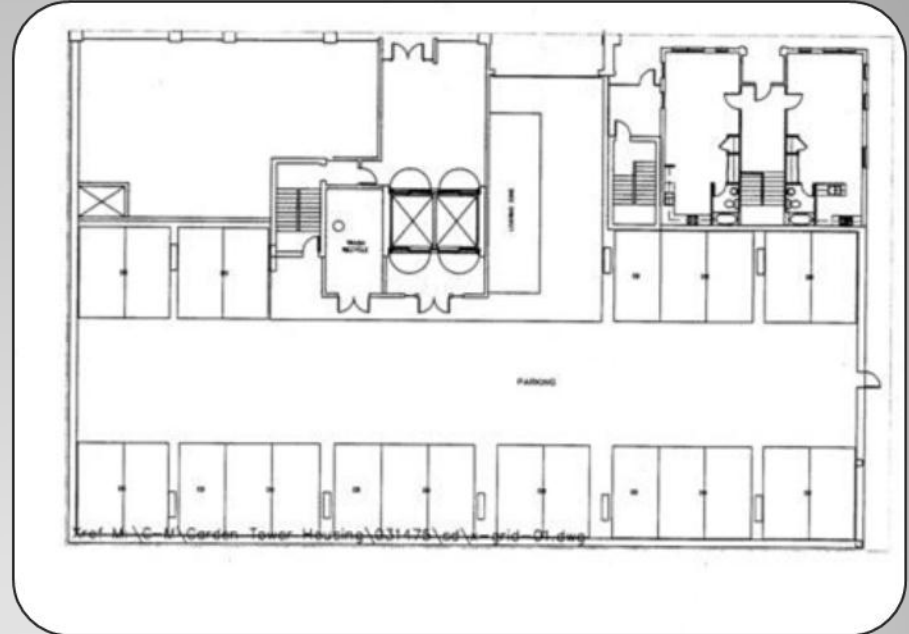
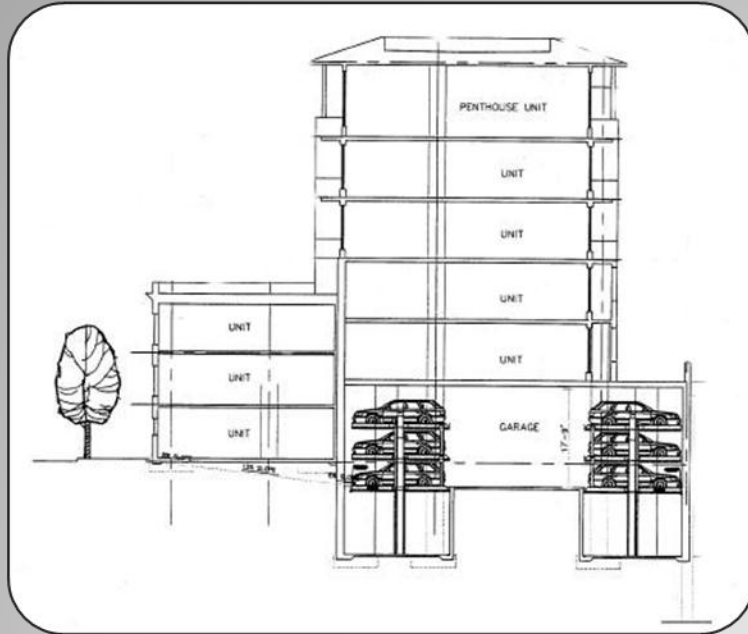
- Mechanical Parking encompasses a wide range of options all designed to increase parking density and cut costs over traditional parking methods.
- The solutions start at simple stackers, where the bottom car must be moved to get to the top car (dependent access) and go up to fully automatic machines where cars can be stored and retrieved from a single point of access.
- There are 5 mechanical parking typologies: dependent access stackers, independent access stackers, puzzle lifts, pallets and fully automatic parking machines.



Why Mechanical Parking Systems?

- 1. Excavating a conventional basement is expensive and sometimes difficult. If you need to dig down and add a level or levels, mechanical parking will save money.** A parking stall in a stacker generally costs between \$5,000 - \$20,000 depending on model and quantity, compared with \$35,000 for a ground-floor space and \$50,000 for a stall built underground in urban areas.
- 2. Parking machines can compact the cars as much as possible to create free space at ground level for retail areas or other higher uses.** A normal parking stall requires around 300 to 350 square feet. That allows for the stall and a modest amount of circulation and drive aisles; where as with a mechanical parking system, this dimension is closer to 200 square feet per stall, reducing area usage by 1/3.
- 3. Mechanical parking systems can increase parking capacity as much as possible to add value to the building.** Providing additional parking can frequently add value to units.

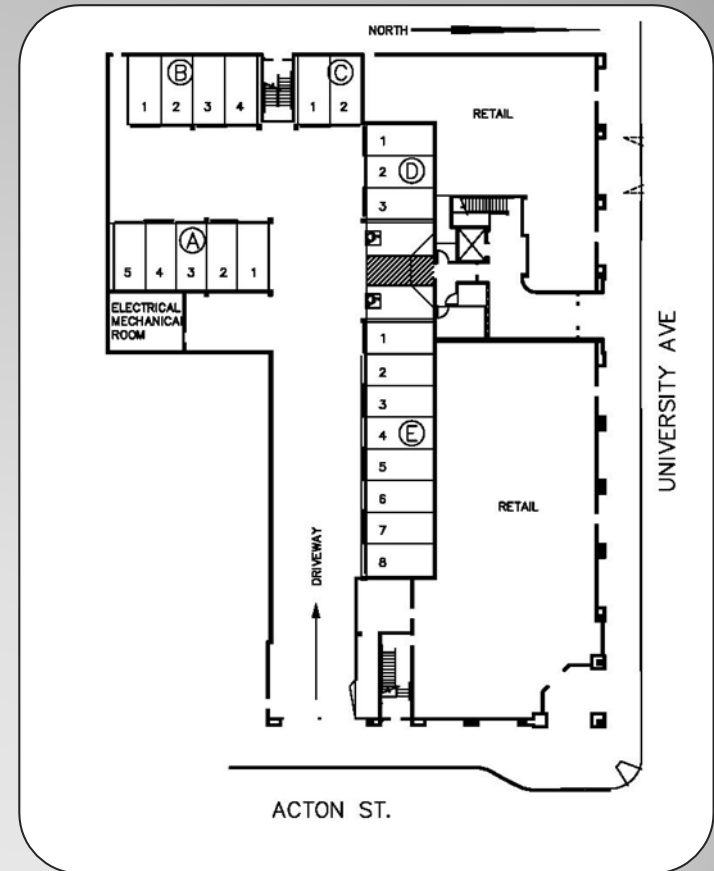
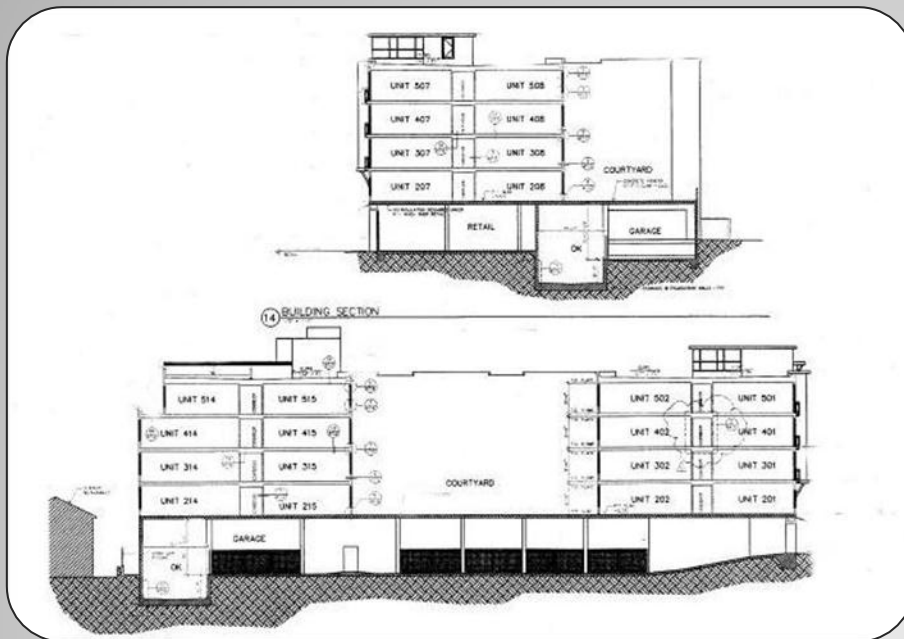
Design Example



**72 Cars + 50 Units:
Minimum Excavation, No Ramps**

Design Example

More space on ground floor for retail



61 Cars, 71 Units + Retail

Mechanical Parking Typologies

DEPENDANT ACCESS STACKERS

low ceiling – two high – three high

INDEPENDENT ACCESS STACKERS

sloping – double – triple

PUZZLE LIFTS

PALLETS

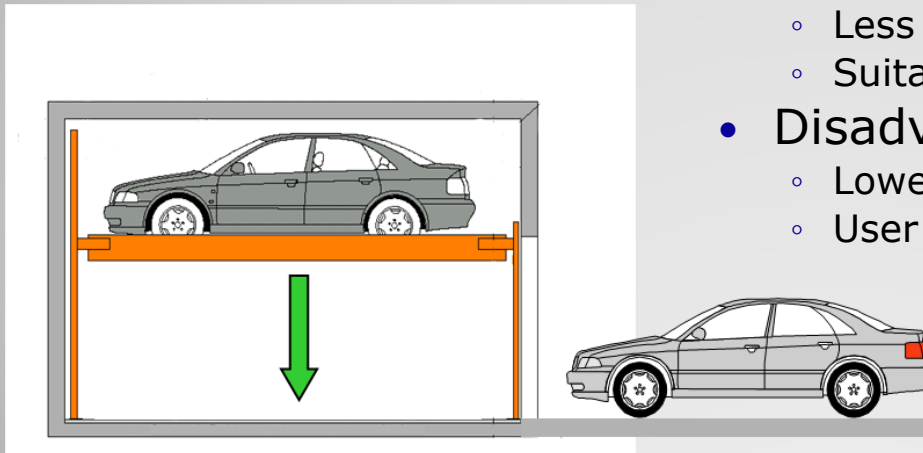
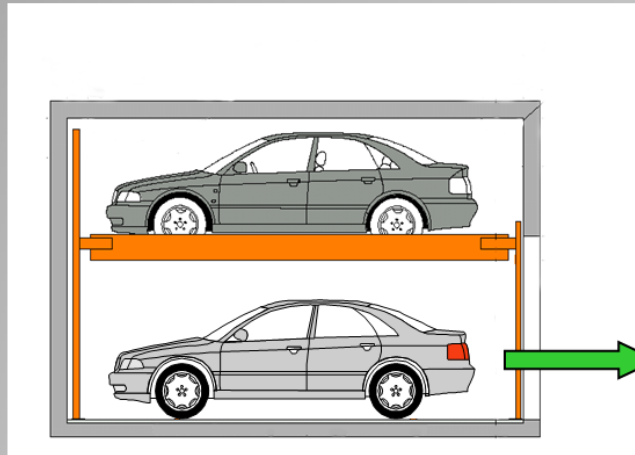
FULLY AUTOMATICS



DEPENDANT ACCESS STACKERS

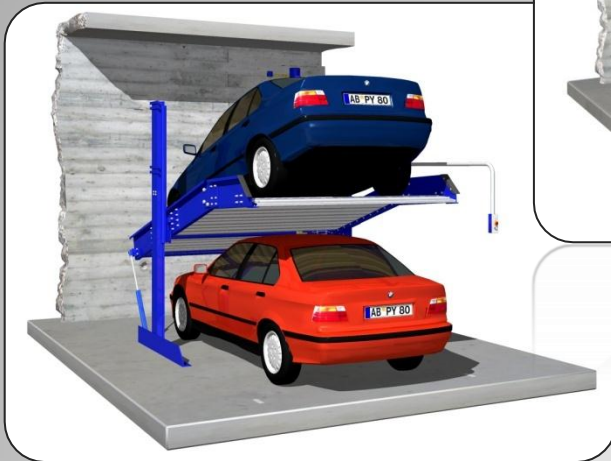
low ceiling – two high – three high

Dependent Access Stackers



- Dependent parking means that the lower car or cars must be moved by the user to access the top car.
- This solution works well if both vehicles are for one unit or if there is a valet.
- Advantages
 - Low Cost
 - Can be installed in existing buildings
 - Low ceiling height (as low as 9'-4")
 - No pit required
 - Less than 60 seconds to retrieve car
 - Suitable for outdoor use
- Disadvantages
 - Lower car must be moved by user
 - User must have keys to both vehicles

Dependent Access Models Overview



Low Ceiling Model

As low as 9'-4"



Standard Two High

Ceiling height min 10'-6"

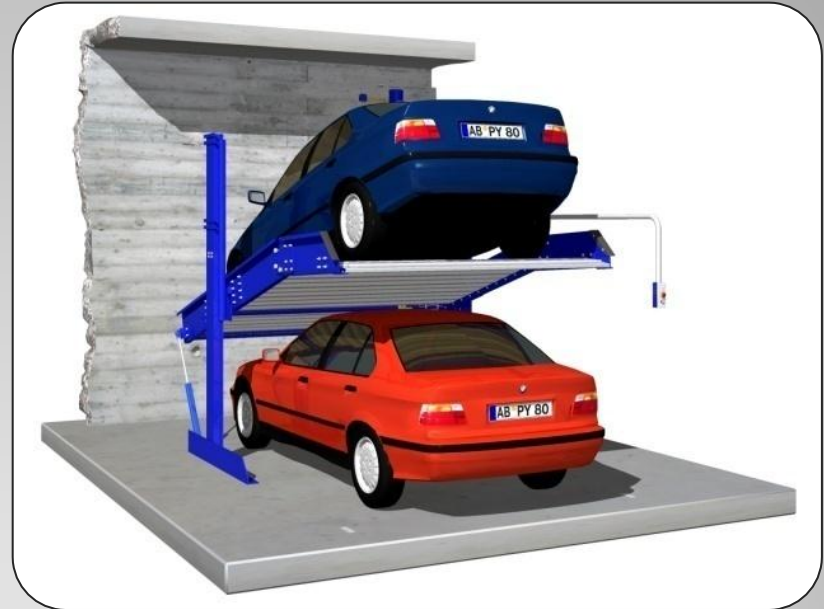


Three High

Ceiling height min 18' - 3"

Low Ceiling Height Stacker

- This model takes advantage of the fact that a passenger car has a hood and a trunk to provide a ceiling height of only 9' – 4".
- Suitable for passenger cars only.
- Can be used outdoors



Standard Two High Stacker

- The standard model is useful in areas where the ceiling height is not restricted. While the minimum ceiling height is 10' – 6", the height of the platform is adjustable and can accommodate SUV's if the ceiling is higher.
- Typically used in apartments or condos where both cars on the lift are for the same unit.
- A very popular model for valet use. The upper lifts are usually reserved for longer term parking and the bottom space for short term parkers



Two High Stacker Examples



Santa Monica, CA



Lafayette, CA



New York, NY



Emeryville, CA

Three High Stacker

With this version, two cars must be moved in order to get to the top car. It requires a ceiling height of 18' – 3" and is generally used outdoors with a valet or for car storage.





INDEPENDENT ACCESS STACKERS

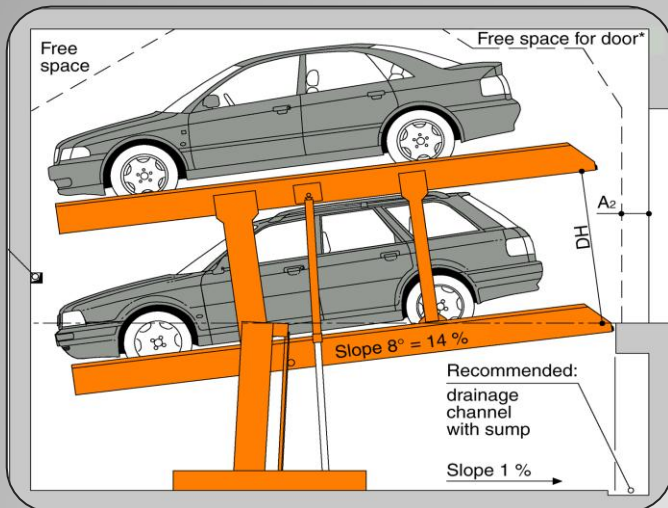
sloping – double – triple

Independent Access Stackers

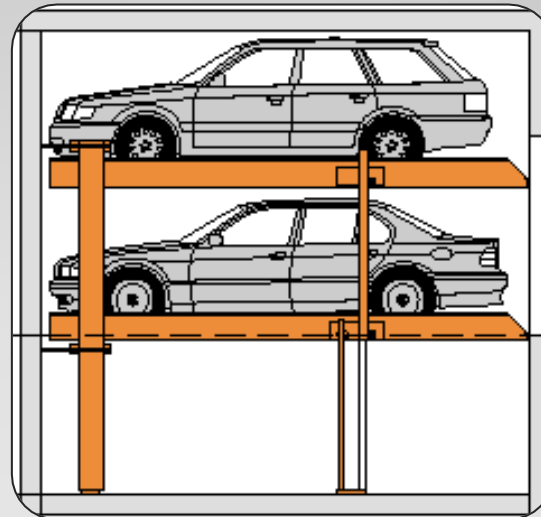
- Independent Access Stack Parkers require a pit, the bottom car is lowered into the pit so that the top car(s) can be driven off
- Advantages
 - No cars need to be moved
 - Simple operation
 - Less than 60 Seconds to retrieve a car
 - SUV's possible depending on model
 - Cost effective
- Disadvantages
 - Doesn't make the most efficient use of space (see puzzle lift)



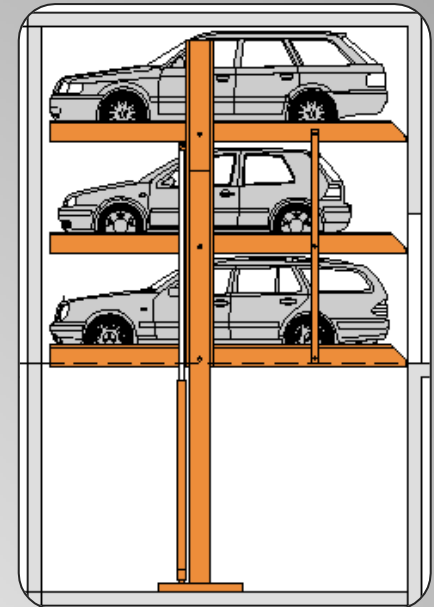
Independent Access Stackers



Sloping



Double



Triple

Two High Stacker with Pit



The left and right pictures are of the same machines, one in the down position , the other in the up position



Two High Stacker with Pit



4 Cars- San Francisco

Three High Stacker with Pit

- The three high stacker lowers one or two levels into the pit in order to provide independent access for each level.
- Advantages
 - Very Dense
 - Cost effective
 - Available as a single wide or double wide
- Disadvantages
 - Requires 15' – 9" ceiling and 10' – 10" pit
 - Passenger cars only
 - Low head room for user



General Design Information

Electrical

- Generally only a 208v 3 phase 30 amp circuit is required for each group of lifts (a few three high models require 40 amps). 220v single phase is also available for most lifts.
- Utility costs to run the lifts are usually quite low due to the fact that each lift is typically run just a few minutes per day.

Sprinklers

- Most communities will require sprinklers on each level of the machine and in the pit, if the machine has one.

Seismic

- If the lifts are to be installed in a seismic zone they may need to be braced to a wall or column.
- The lift manufacturer must be able to provide the structural loads associated with the earthquake zone and recommendations on any bracing requirements.

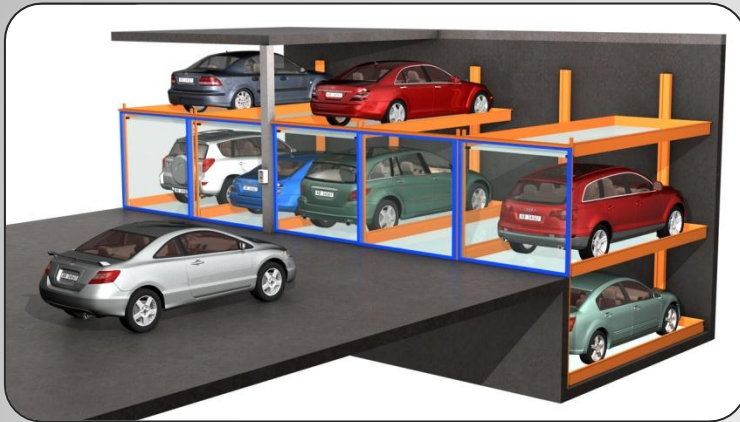


PUZZLE LIFTS

two high – three high – combination

Puzzle Lifts

Puzzle lifts provide independent access to all cars parked on the system. The machine must be accessed at each individual parking bay from the drive aisle. The parking spaces are arranged on two or three levels. The upper and lower level parking spaces move vertically and the middle parking spaces move horizontally (left and right) to allow upper or lower level cars to come up or down to driveway level and be driven off the platforms. The middle level of the machine has one less car than the upper and lower level to enable the lower cars to move left and right to create the vacant space.



Puzzle Lift Two High

- The two high puzzle lift provides independent access and does not require a pit. The minimum ceiling height is 11' – 4". However it does require one empty slot in each module. It is available from two wide (holds 3 cars) to 15 wide (holds 29 cars).

Advantages

- Independent access
- Can accommodate SUV's
- No pit required, can be used on upper levels of a garage
- Almost doubles the amount of parking in the same space with no excavation

Disadvantages

- More expensive than simple stackers



Two High Puzzle Lift Animation

Video available in online format only



Three High Puzzle Lift

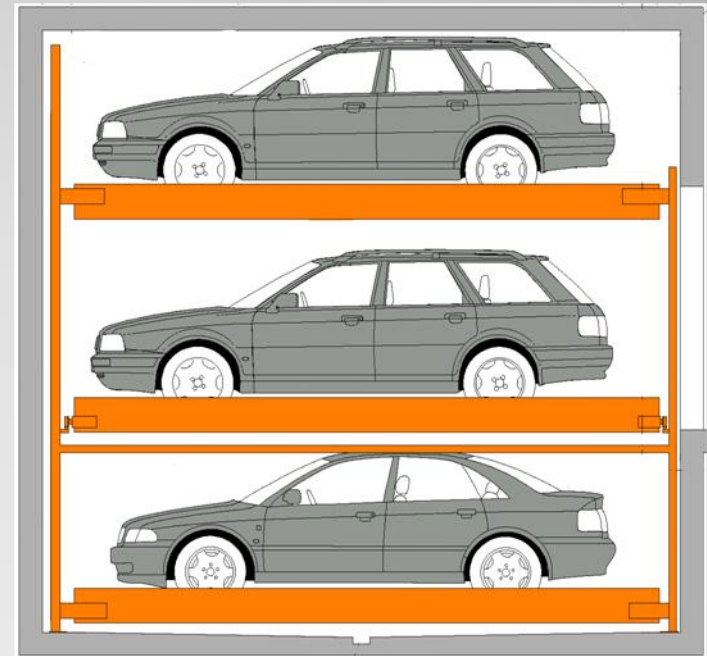
- Makes the best use of available space. With a minimum ceiling height of 11' – 4" and a pit depth of 5' – 7" the machine can almost triple the number of cars in a parking area with minimal excavation. It is available in modules from 2 wide (holds 5 cars) to 10 wide (holds 29 cars)

Advantages

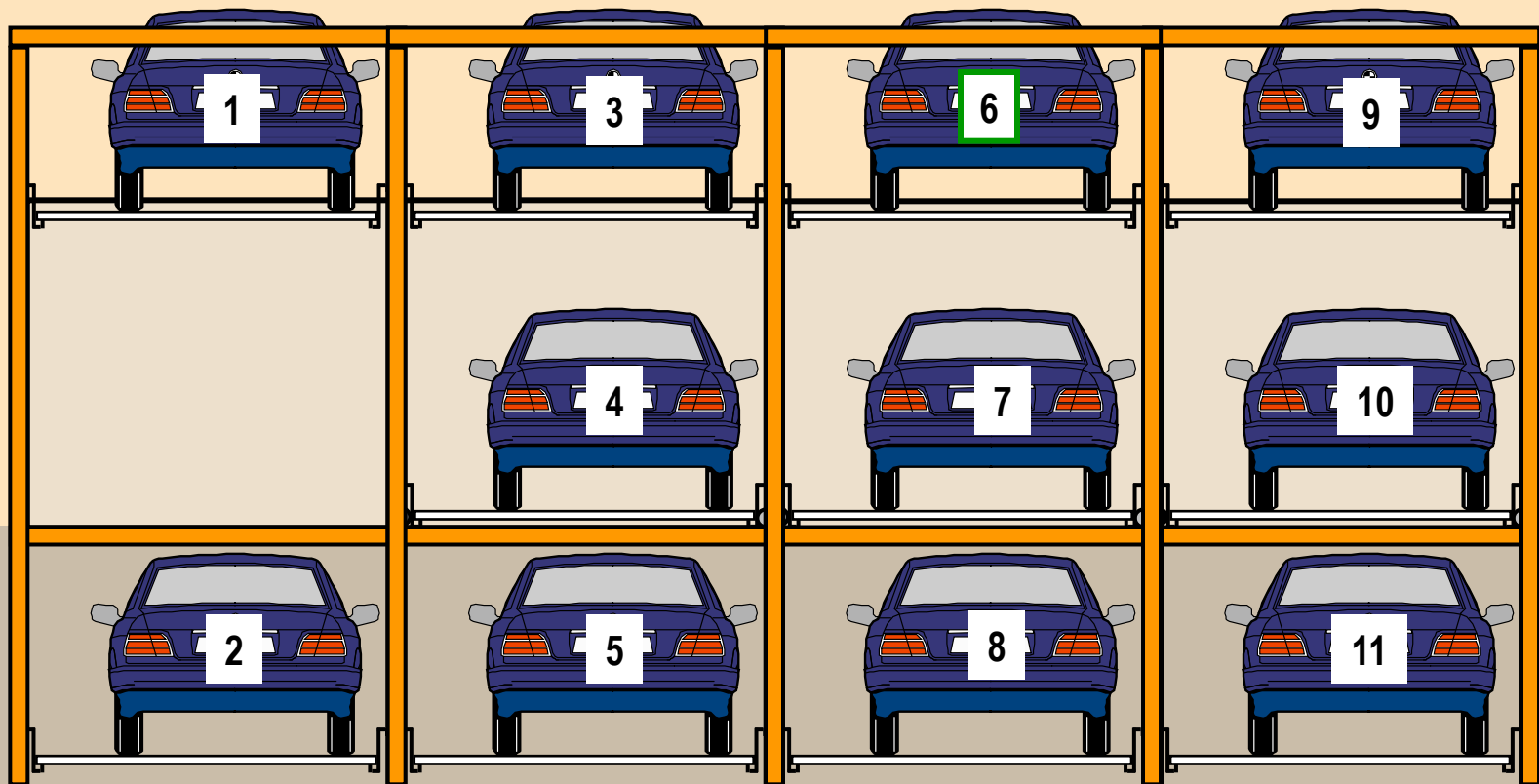
- Independent access
- Very dense - Almost triples the amount of parking with minimal excavation
- SUV's can be accommodated with a slightly higher ceiling height and deeper pit.

Disadvantages

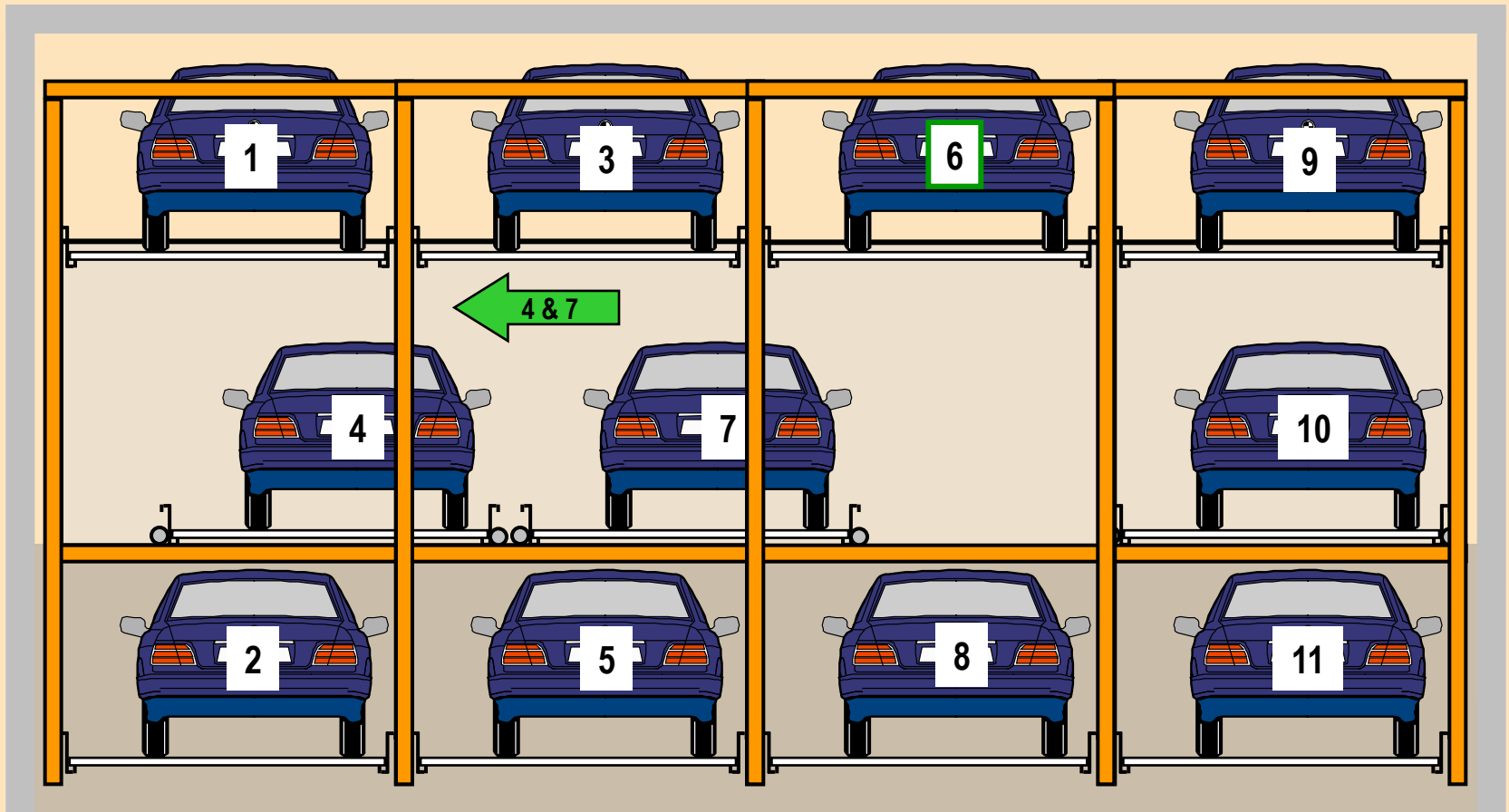
- More expensive than simple stackers



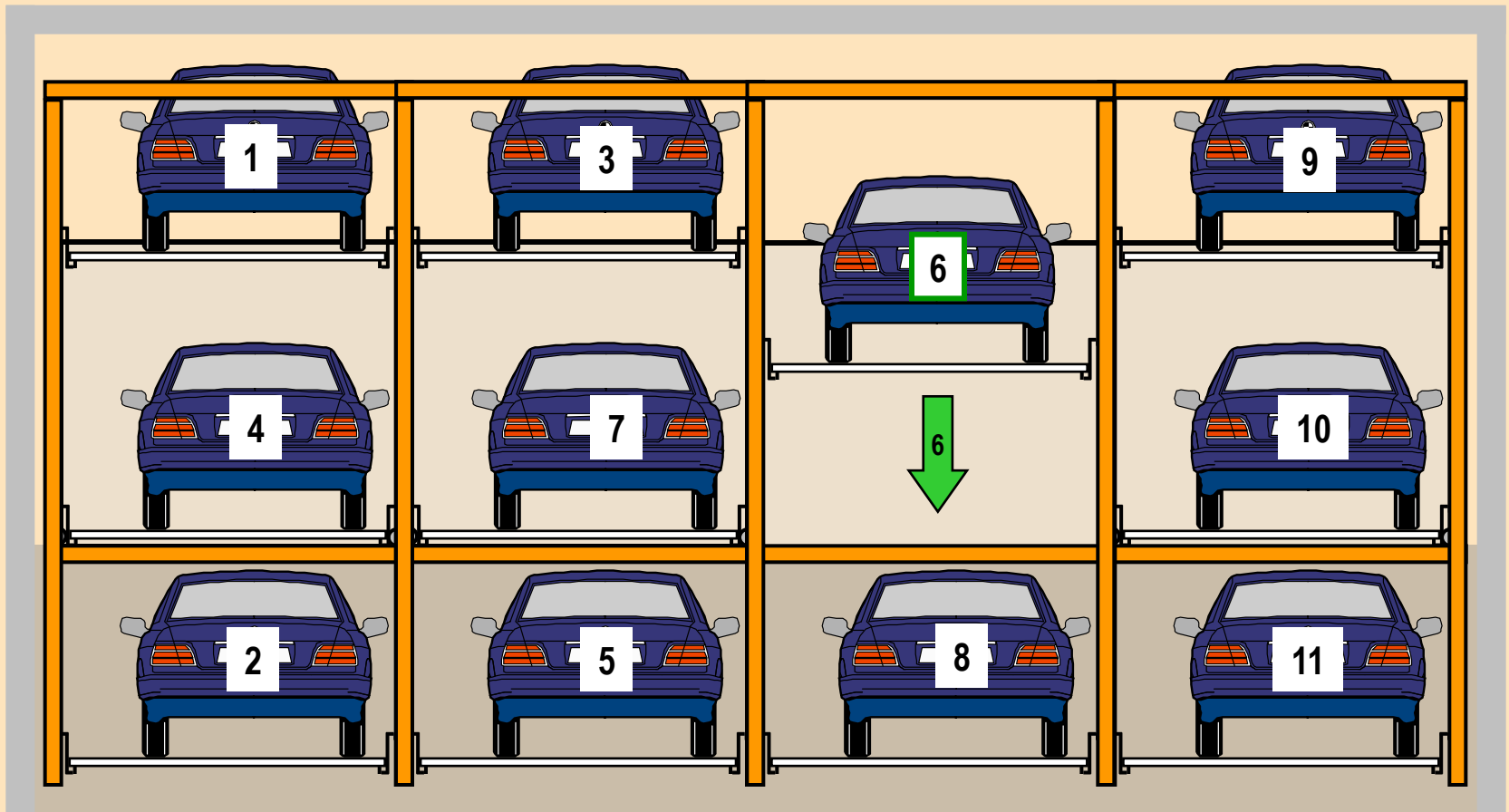
Puzzle lift Functional Diagram of Operating Sequence for retrieval of car in parking Space 6



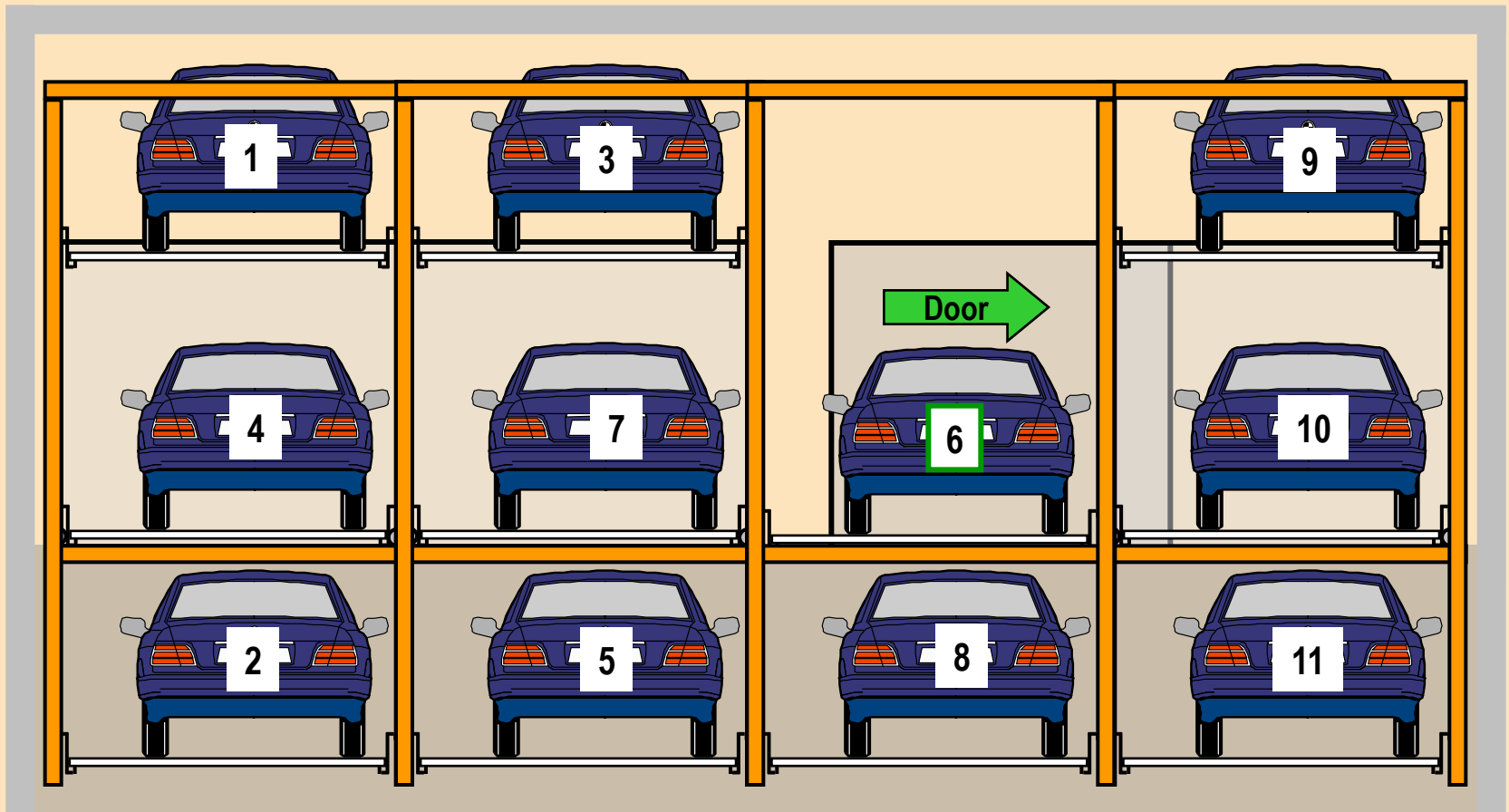
Step 1: Middle level cars 4 & 7 move left to make space below platform



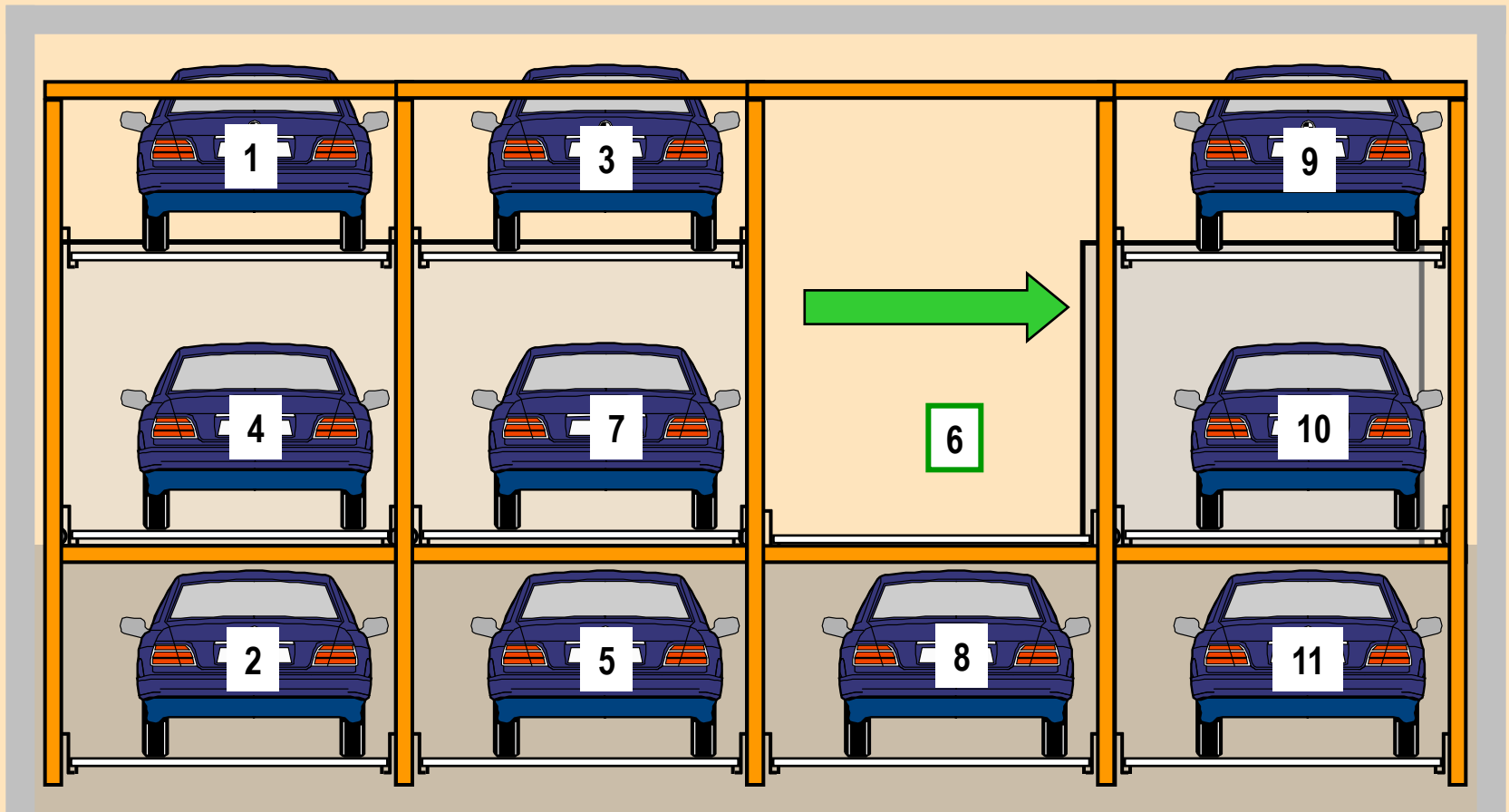
Step 2: Platform with car 6 lowers to middle (driveway) level



Step 3: Door opens to allow car 6 to drive out. Doors can be manual or electric with remote controls



Step 4: User drives car 6 out.



Three High Puzzle Lift



61 Cars- Apartments in Berkeley, CA

Three High Puzzle Lift Animation

Video available in online format only



Puzzle Lift Combinations

The Puzzle Lifts can be combined together with a two high version in front and three high, two high or normal parking spaces in the rear. The machine creates a space that the user drives through to get to the second machine. The machine takes approx. 39 ft of depth, but is extremely dense. A six wide (2 high / 3 high) combination machine holds 28 cars.

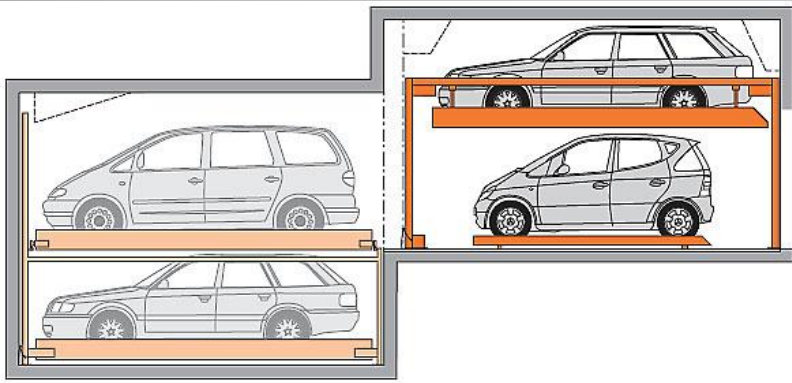


Puzzle Lift Combinations

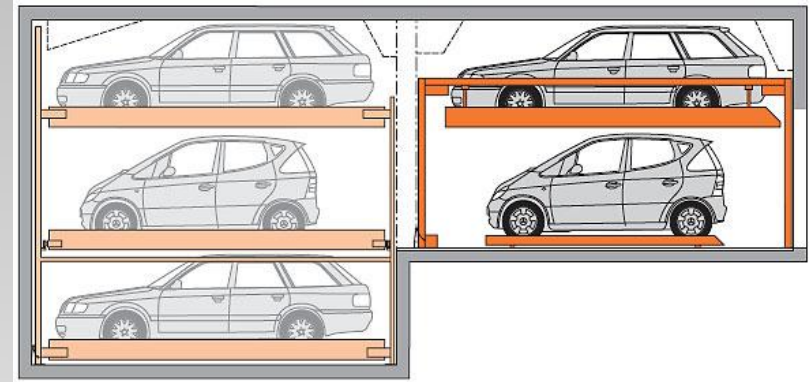
Video available in online format only



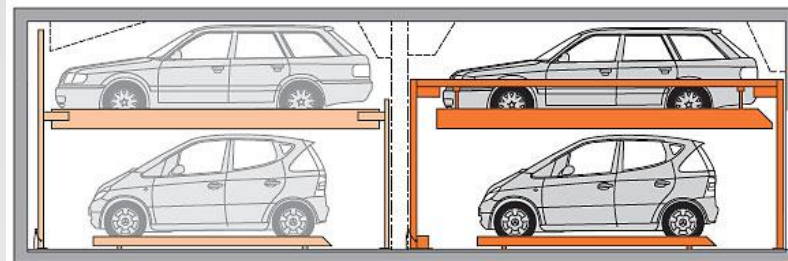
Various Puzzle Lift Combinations



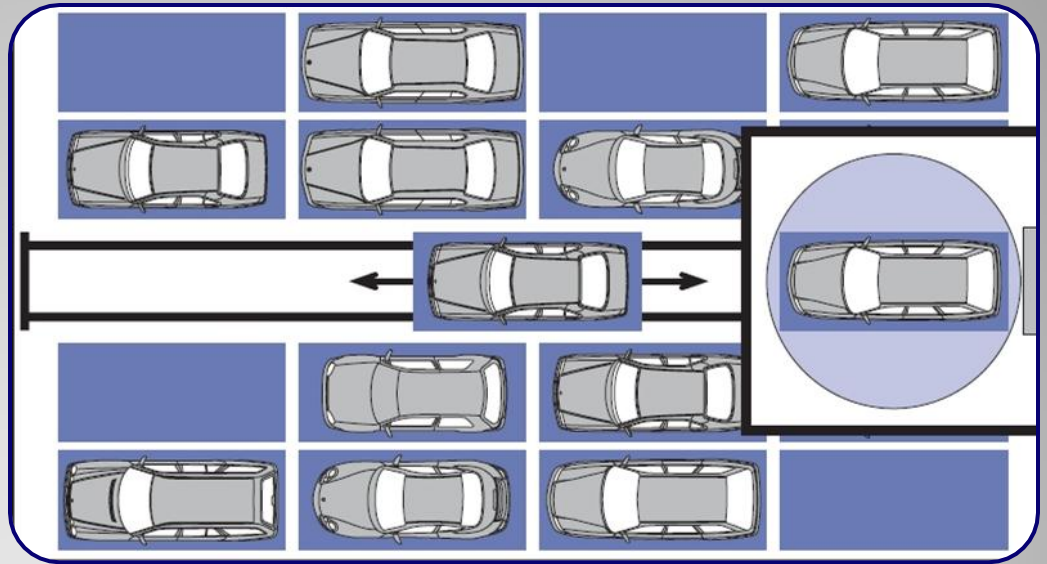
two high/ two high
with pit combination



two high/ three high
with pit combination



two high/ two high combination



ADDITIONAL AUTOMATIC SYSTEMS

pallets – fully automatics

Pallets

Pallets are another way to move cars around, they are especially useful in situations where there is not enough ceiling height to stack cars and a pit is not possible. They can provide independent access to what would be a row or rows of land locked cars.



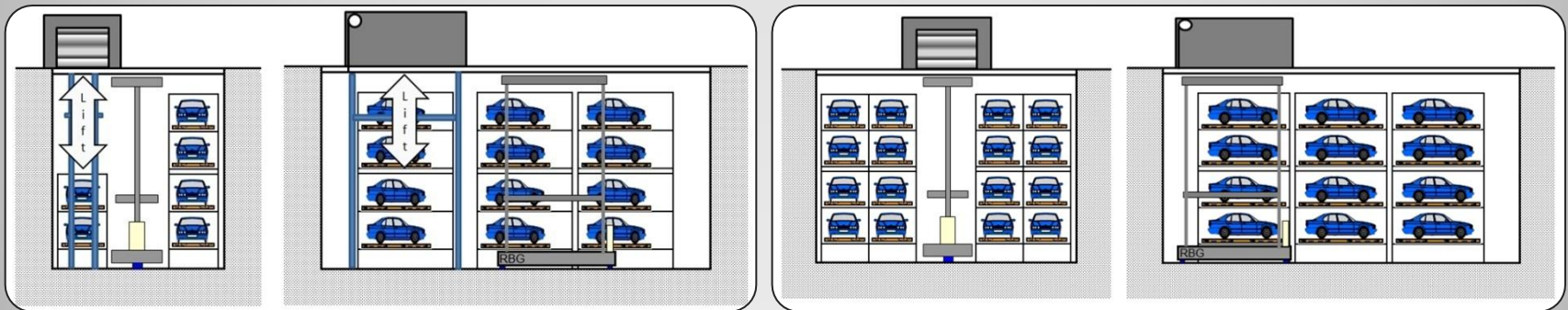
Pallet Animation

Video available in online format only



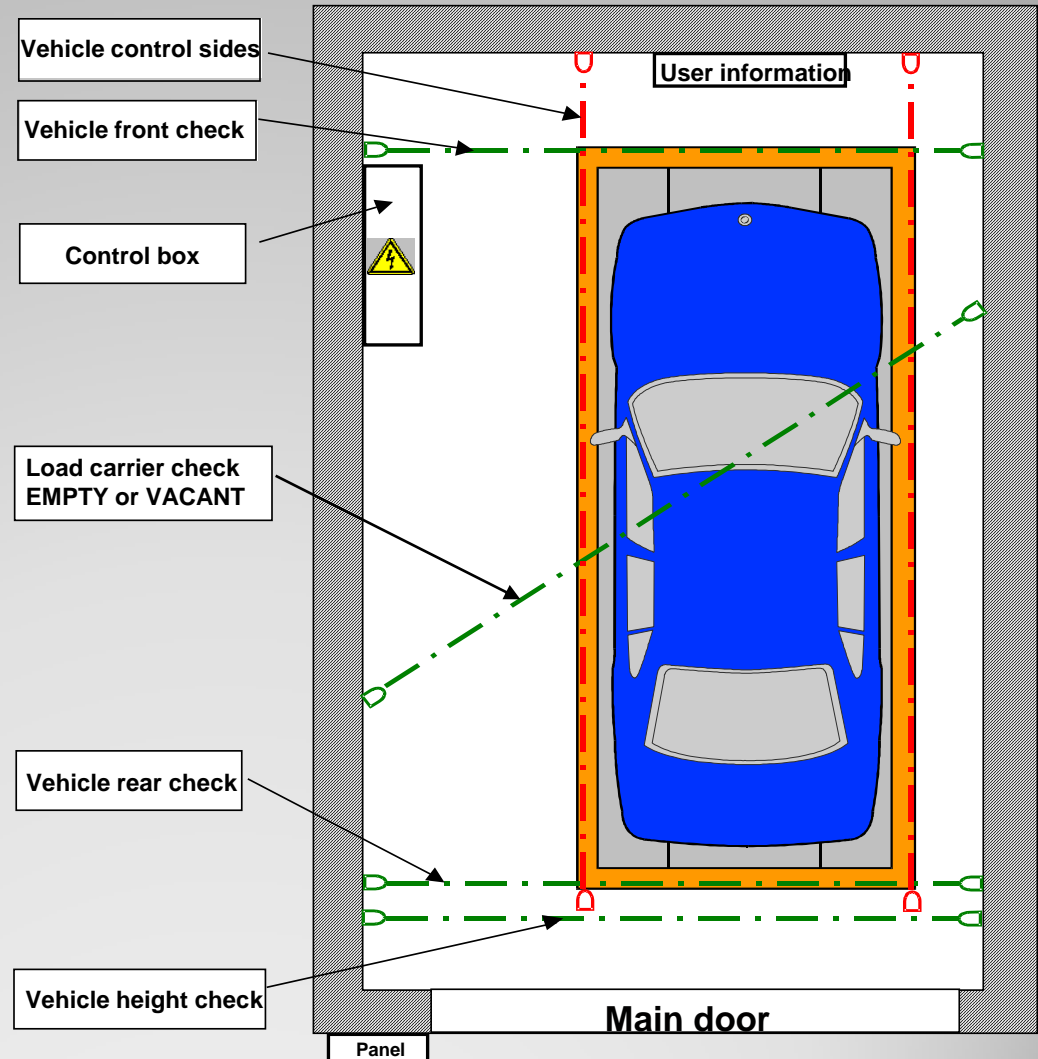
Fully Automatic Car Parking Systems

- Fully automatics are useful if none of the previous standard models will work. The vehicle to be parked is placed in the entrance box and moved via lift to the storage and retrieval unit and put into the nearest available parking space. The vehicles can be stored lengthwise or perpendicular to the driving direction.
- The system can be used as an aboveground or underground system, or as a combination of both variants. Different vehicle heights can be realized by different floor heights.

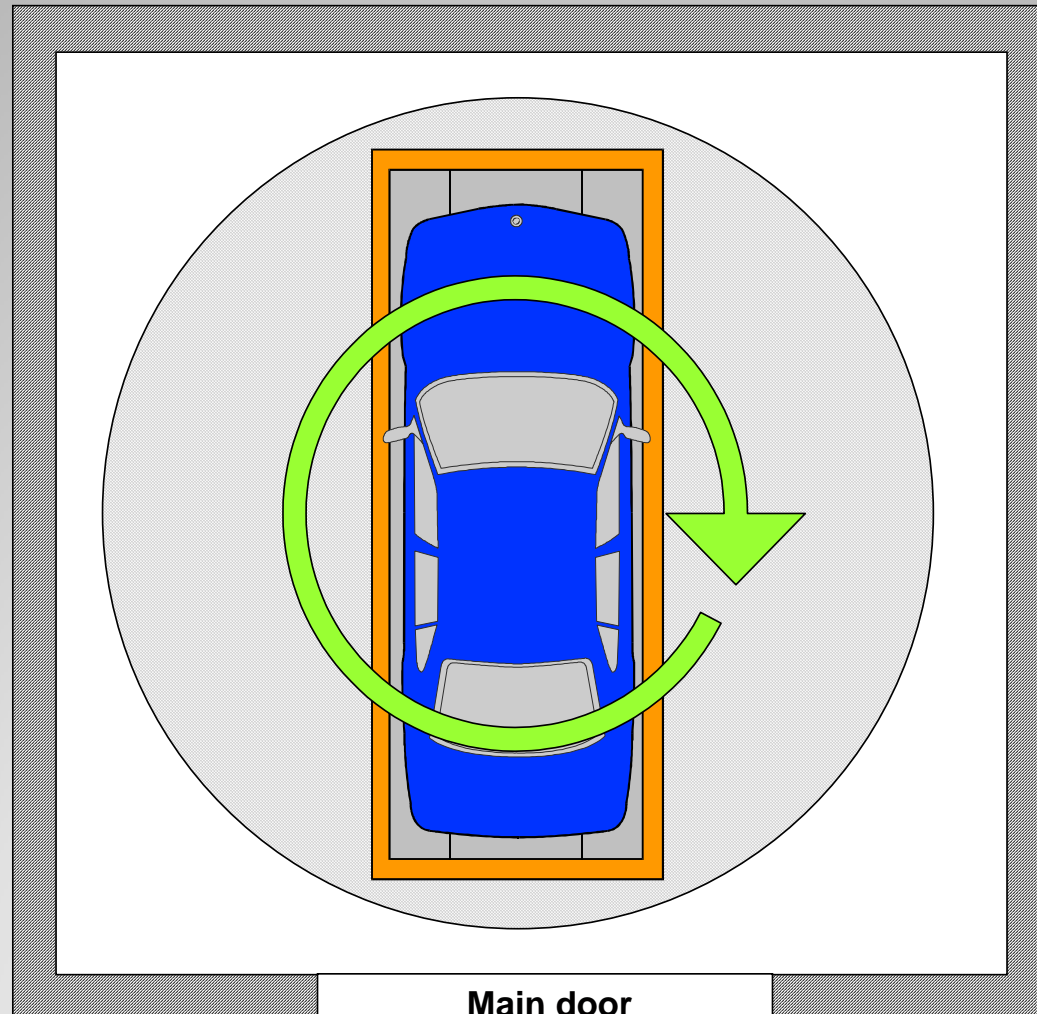


Transfer Area / Entrance Box

Lasers check the car dimensions to make sure the vehicle will fit in the machine. The user is given instructions on a large screen in front of the car.



Entrance Box With Optional Turntable



Automatic Car Parking Systems

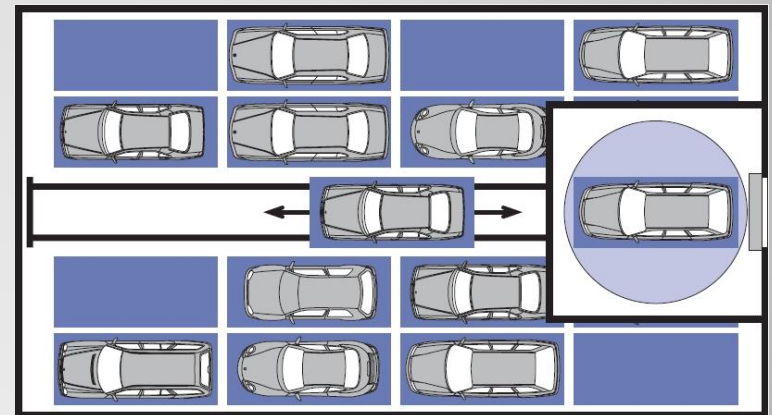
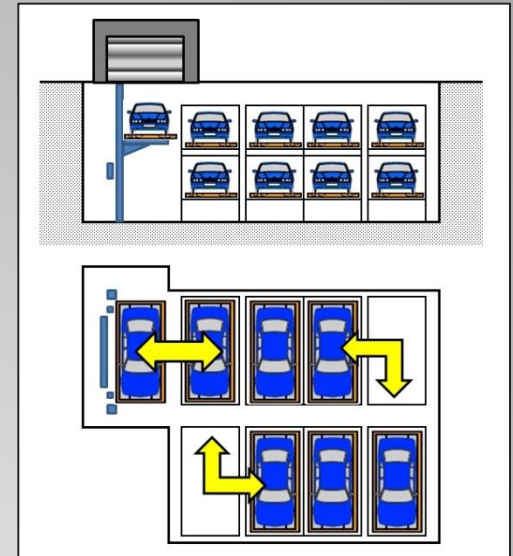
Variants

- Shelf System
- Layer System



There Are a Variety of Options

- The fully automatic machines are part of an extensive product line. Once a base model is chosen, the number of levels and rows can be customized for the needs of the specific project.
- Typically each entrance handles no more than 60 to 80 cars. Larger systems would be broken into multiple adjacent systems each with it's own entrance.



Underground Example

Entry Garage



Fully Automatic Car Parking Systems

Most comfortable, space saving and efficient way to park cars.

Procedure

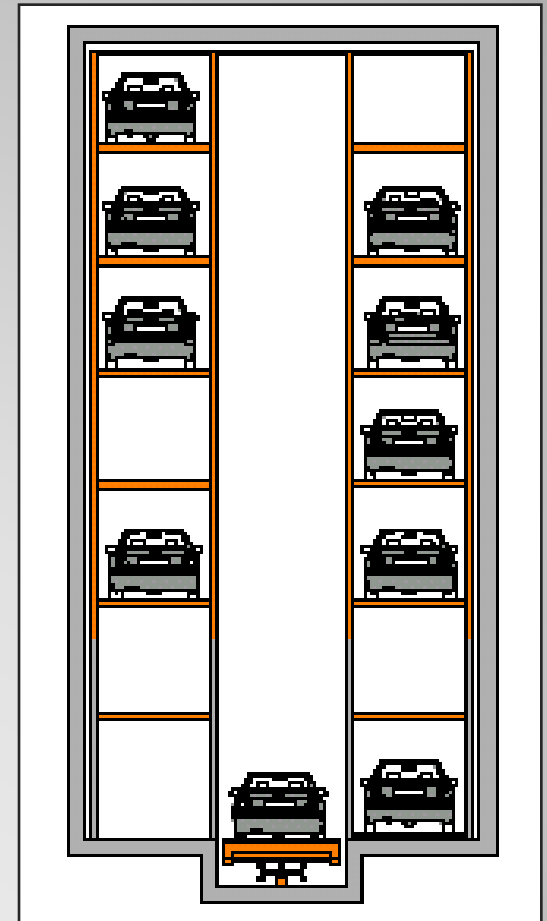
1. Park your car in the entrance box,
2. Entrance door closes
3. The lift stores your car
4. The computer saves your car location in memory

Advantages

- Max. car park capacity in min. space
- Safe against crime and vandalism
- Environmentally friendly

Disadvantage

- The most expensive solution





CONCLUSION

concerns – benefits – summary

Car Size Concerns

- The type of cars that need to be accommodated must be taken into consideration when choosing the model. All models come with a choice of widths and heights. Ceiling height usually comes with a cost and may involve a tradeoff with the size of vehicles that fit in the machine. A minimum ceiling height between 10' – 6" and 11' – 4" is generally required to accommodate passenger cars stacked two high. If SUV's are desired then an additional 1-2 feet of ceiling height is usually required.
- There are however a few cars that will not fit on any car lifts. Cars such as Hummers and Suburbans will need to be accommodated with a few at grade spaces as well as ADA spaces.



Benefits of Mechanical Parking

- Can double or triple your parking capacity with little or no excavation
- Valuable ground floor space can be recovered for retail or other uses
- Can eliminate entire parking levels along with their ramps and drive isles
- The number of units which are able to be developed on the same site can be tripled
- Security in the parking area is improved
- Inexpensive to operate

Course Summary

By now, you should be able to:

- Define mechanical parking
- Describe dependent access parking stackers' uses and limitations
- List the different types of independent access parking stackers
- Explain puzzle lifts, how they work and what their advantages are
- Describe fully automatic machines and why they might be used
- Compare and contrast the different stackers and lifts and describe when each would be appropriate for use
- Describe what type of cars are suitable for each lift
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Mechanical Parking Solutions for Modern Urban Density



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925-284-2092
sales@parklift.com
www.parklift.com

Course Number kmp14a
An AIA Continuing Education Program
Credit for this course is 1 AIA HSW CE Hour



Amber El-Hajj <ael-hajj@sunnyvale.ca.gov>



Re: Council Study Issue - Exploring the Use of Stacker and Tandem Park ing

Kevin Jackson

To: ael-hajj@sunnyvale.ca.gov

Cc:

Sat, Oct 11, 2014 at 9:41 PM

Hi, Amber-

It was a pleasure meeting you Wednesday evening! I hope I didn't bore you too much with my long-winded explanation of why I hope the study of this innovative approach to parking will highlight the opportunity to reclaim some of our street space that is currently being used for vehicle storage, and redirect it to more beneficial purposes (safe accommodation of vulnerable road users being my personal preference).

To that end, I would like to call your attention to City policies in the LUTE that were approved by the Council in 2008 but do not appear to be widely appreciated:

LT-5.12 City streets are public space dedicated to the movement of vehicles, bicycles and pedestrians. Providing safe accommodation for all transportation modes takes priority over non-transport uses. Facilities that meet minimum appropriate safety standards for transport uses shall be considered before non-transport uses are considered.

LT-5.13 Parking is the storage of transportation vehicles and shall not be considered a transport use.

LT-5.14 Historical precedence for street space dedicated for parking shall be a lesser consideration than providing street space for transportation uses when determining the appropriate future use of street space.

LT-5.15 Parking requirements for private development shall apply to off-street parking only.

I understand your study is focused on facilitating new developments, so only the last policy is directly relevant. However, I think it's worth noting in the staff report that if this limited application is successful, it may also prove to be a useful option in other situations in order to implement some of the Council priorities that are described in the related policies, but are currently being thwarted by the perceived need for street parking.

In any case, you can honestly report that 100 percent of the people attending the public input meeting wholeheartedly support my position!

Kevin

Planning Commission

Meeting Minutes

new market-rate rental housing developments;

3. Direct staff to set the initial fee at \$21 per square foot for all new market-rate rental developments, adjusted annually as part of the City Fee Schedule;

5. Direct staff to include in the ordinance an option to allow developers to provide affordable units within a project instead of paying the impact fee, as well as other possible options such as providing off-site affordable units or dedicating land; and

6. Direct staff to return to the City Council within two years to reevaluate and possibly adjust the rental housing impact fee.

With a request to include more information to City Council on the construction tax percentage and total fees in comparison to other cities, and to apply the same unit mix ratio to the affordable units.

Comm. Durham seconded. The motion carried by the following vote:

Yes: 4 - Chair Melton
Commissioner Durham
Commissioner Klein
Commissioner Rheume

No: 3 - Vice Chair Olevson
Commissioner Harrison
Commissioner Simons

6 14-1107 Introduction of an Ordinance to Amend Sunnyvale Municipal Code Chapters 19.28 (DSP) and 19.46 (Parking) to include Modifications based on the Tandem and Stacker Parking Study Issue (2014-7435); Finding of CEQA Exemption Pursuant to CEQA Guideline 15061 (b)(3)
Staff Contact: Amber El-Hajj, (408) 730-2723, ael-hajj@sunnyvale.ca.gov

Amber El-Hajj, Senior Planner, presented the staff report.

Comm. Klein discussed with Ms. El-Hajj when in the study issues process changes are made to the ordinance, and compared with Sunnyvale other cities' requirements for tandem and mechanical parking. Comm. Klein discussed with Ms. El-Hajj types of tandem parking, and with Trudi Ryan, Planning Officer, the variations of designs for projects with different types of tandem parking. Comm. Klein and staff discussed the rationale behind the recommendation to allow tandem parking for 50% of units in multi-family dwellings, and Ms. Ryan added that the Commission can recommend a different number. Comm. Klein and staff discussed the reasoning behind making changes to sections of the zoning code that appear unrelated to the study issue. Comm. Klein clarified with Ms. El-Hajj the proposal to allow for tandem parking in single-family dwelling with less than two covered parking spaces.

Chair Melton opened the public hearing, and upon seeing no speakers for this item, closed the public hearing.

Comm. Simons moved to recommend to City Council Alternatives 1) to find that the project is exempt from CEQA under Guideline 15061(b)(3), and 3) to adopt an ordinance with the modification to allow only mechanical tandem parking for new development.

Comm. Klein seconded.

Comm. Simons said the justification for the modification is that we have had tandem parking for years with projects built in the '80s, and that while it is true that people with garages use them for storage, tandem parking spaces have a much higher rate of use as storage. He said there is a difference between mechanical parking solutions utilized for cars which is a good thing and will get cars off of the street, but that his concern is seeing older styles of tandem parking used for storage with cars remaining on the street.

Comm. Klein said he will be supporting the motion, and that he has issues with the use of tandem versus mechanical lift parking, which is designated specifically for parking and to make it easier for developers to put in a tandem back-to-back parking spot. He said often people use it as storage instead of parking which is an issue because it could create projects that do not have adequate parking. He said if we have dedicated mechanical lift parking, whether dependent or independent, then we have created something that will be used as parking space, and that the use of tandem parking to alleviate existing non-conforming properties is an adequate use to bring into those into compliance. He said he worries about setting a precedence, especially at 50 per cent, when codifying mechanical lift parking and then later doing something else. He said we have had a large number of developers come through requesting tandem parking and pointing to other cities saying they give it to us and he worries that we may be codifying something of which we do not know the impact on new development in the City. He added that Comm. Simons' attempt to focus on a dedicated parking solution helps to resolve this issue, and he hopes that as this goes to City Council the report can emphasize which Cities are providing tandem in their code or not, because having us do it seems to cause an issue especially with setting the percentage so high.

Ms. Ryan clarified that it is mechanical lift parking that is not in the code, and Comm. Klein reiterated that providing the information in the report to Council will help.

Comm. Rheaume said he is not sure he will be supporting the motion, and that he supports the tandem and stacker parking study issue, but that he is not convinced we need to go to with the modification excluding tandem parking. He said he agrees with staff regarding pushing the envelope to get away from this lifestyle of catering to our automobiles, and that his vision is to have tandem parking. He said he owns a townhouse with tandem parking and that it is what you do and that it does force you to get out of your vehicle more often. He said he does not see this preventing people from using the second space for storage, and that unless he can be convinced otherwise he will not be supporting the motion. He also thanked staff for a thorough analysis and said he is grateful that it proposes excluding garage square footage in calculating gross floor area, and that he likes the idea that other things are addressed when looking at the policy.

Comm. Harrison said she echoes Comm. Rheaume's sentiments, and that there are some situations where we cannot foresee every possibility that tandem parking in new developments is better than nothing. She said she is curious about whether the exclusion will apply to accessory dwelling units required to have two covered and two uncovered parking spaces, and that sometimes you can only do tandem uncovered spaces. Ms. Ryan explained that with accessory living units the main unit needs to have two covered and two uncovered and the accessory unit needs an additional space, covered or uncovered. Comm. Harrison said that in some situations where allowing tandem will be better than nothing, as lots and housing units gets smaller and hopefully people have fewer cars, in interim situations will be better, so she will not be supporting the motion with the modification.

Vice Chair Olevson said he will not be supporting the motion, and that he was ready to support Alternatives 1 and 2 as written because he believes the study and ordinance are well supported, but that adding a last minute modification because it seems like good idea is not the proper function of government. He said we should study first and from there make a decision.

Comm. Durham said he will not be supporting the motion, and that the biggest issue is removing the option of in-line tandem parking. He said some developments might be better off with a lower level instead of increasing the height of the parking area, and that as much as he would like to have more cars off the street he still hates to force that other option out. He added that he understands how tandem parking works but does not think it is a good idea to limit it at this time.

Chair Melton said he will not be supporting the motion, and is on board with Alternatives 1 and 2.

Comm. Simons said he withdraws his motion, and that there is a major issue here and the options being excluded are world wide. He said if you want to reduce parking levels this does not really address that, and if you want to build housing units with less parking as an option you are still adding square footage to a building that costs money. He said if you are thinking of reducing parking by allowing different options of configuration, obviously the solution is reduced parking, perhaps requiring only one space or no parking within a quarter mile of transit. He said it is our job to make changes we see as appropriate, and that we do not have two meetings to discuss this in a public forum. He said normally we would review the proposal, make modifications, send it back to staff for them to come back and talk about the potential impacts and move on with the proposal.

Chair Melton and Rebecca Moon, Senior Assistant City Attorney, discussed the process of withdrawing a motion, and Chair Melton initiated the vote.

MOTION: Comm. Simons moved to recommend to City Council Alternatives 1) to find that the project is exempt from CEQA under Guideline 15061(b)(3), and 3) to adopt an ordinance with the modification to allow only mechanical tandem parking for new development.

Comm. Klein seconded. The motion failed by the following vote:

Yes: 2 - Commissioner Klein
Commissioner Simons

No: 5 - Chair Melton
Vice Chair Olevson
Commissioner Durham
Commissioner Harrison
Commissioner Rheaume

Comm. Rheaume moved to recommend to City Council Alternatives 1) to find that the project is exempt from CEQA under Guideline 15061(b)(3), and 2) to introduce an ordinance to amend Chapters 19.28 and 19.46 of Title 19 of the Sunnyvale Municipal Code to allow tandem parking in existing single-family dwellings in certain circumstances, exclude garage square footage from gross floor area in Section 19.46.050(d), allow tandem parking for 50% of the units in multi-family dwellings and require unassigned parking consistent with other the 2-car garage provisions, allow independent and dependent mechanical lift parking in multi-family development, and consider tandem parking in multi-family developments within the DSP with review of a parking management plan.

Chair Melton seconded.

Comm. Rheume said that with multi-use villages where people are living and working, he imagines that people will park their cars for the whole week while they walk or bike to work, but they will still need access to their cars, and that we need to change our ways of having our cars run our lives. He added that the younger generations are more in tune to this and we need to start building our City around our next generation and not according to what we are used to.

Chair Melton said staff has done a great job, that he agrees with the conclusions of the report and with what Comm. Rheume has said, and that he supports the motion.

Comm. Klein offered a friendly amendment to consider allowing tandem parking for 25 per cent of the units in multi-family dwellings rather than the proposed 50 per cent because staff is making an estimate, and that once it is in the code it cannot be changed back. He added that this could be revisited at a later time.

Comm. Rheume and Chair Melton accepted.

MOTION: Comm. Rheume moved to recommend to City Council Alternatives 1) to find that the project is exempt from CEQA under Guideline 15061(b)(3), and 2) to introduce an ordinance to amend Chapters 19.28 and 19.46 of Title 19 of the Sunnyvale Municipal Code to allow tandem parking in existing single-family dwellings in certain circumstances, exclude garage square footage from gross floor area in Section 19.46.050(d), allow tandem parking for 50% of the units in multi-family dwellings and require unassigned parking consistent with other the 2-car garage provisions, allow independent and dependent mechanical lift parking in multi-family development, and consider tandem parking in multi-family developments within the DSP with review of a parking management plan.

Chair Melton seconded. The motion carried by the following vote:

Yes: 6 - Chair Melton
Vice Chair Olevson
Commissioner Durham
Commissioner Harrison
Commissioner Klein
Commissioner Rheume

No: 1 - Commissioner Simons

7 15-0172 Standing Item: Potential Study Issues for 2016

Chair Melton requested information for a potential study issue for concierge trash

Link to Independent Mechanical Lift System Video:
<https://www.youtube.com/watch?v=Pc27nY580Ig>

Link to Dependent Mechanical Lift System Video:

<https://www.youtube.com/watch?v=7-yOZjaVMJU>



City of Sunnyvale

Agenda Item

15-0202

Agenda Date: 2/24/2015

REPORT TO COUNCIL

SUBJECT

Election of the League of California Cities Peninsula Division 2014-15 Executive Committee Vice President

BACKGROUND

Each year the League of California Cities' Peninsula Division (Division) holds an election of Division officers at the League of California Cities' annual conference. This election is to fill a current vacancy; Sunnyvale Councilmember Jim Davis is a candidate for Council consideration. Any incorporated city in the counties of San Francisco, San Mateo, and Santa Clara is eligible for membership in the Division. A Division member city is represented by its municipal officers. Each member city is entitled to one vote for each position.

EXISTING POLICY

Council Policy 7.3.1 Legislative Management - Goals and Policies Goal 7.3.C: Participate in intergovernmental activities, including national, state, and regional groups, as a means to represent the City's interests, influence policy and legislation, and enhance awareness.

ENVIRONMENTAL REVIEW

N/A

DISCUSSION

The Division has several functions, including:

- To conduct periodic meetings of city officials to discuss municipal problems, opportunities and legislative / governmental issues;
- To share knowledge relating to municipal government by all appropriate means and to increase interest and involvement among city officials;
- To assist the officials of the League of California Cities in formulating policies and rendering service by expressing to said League by duly adopted resolutions the recommendations of this Division; and
- To assist the representatives of the League of California Cities in formulating policies with respect to legislative matters, promoting sound legislation and opposing measures not viewed to be in the best interests of the cities.

To assist Council in casting its vote, staff is presenting this report with the proposed slate of candidates for the Division Vice President position for Council consideration and action. For reference, Council may review the Peninsula Division 2014-2015 Executive Committee Vice President Ballot (Attachment 1).

The City may vote for ONE candidate in this officer position, as stated in the *By-laws of the Peninsula Division, League of California Cities, Article III, Section 3*, as follows:

“The membership of the Division shall be represented therein by the municipal officers of member cities. Active participation in the deliberations of the Division and voting on any question shall be confined to member municipalities. The representatives of each member city shall collectively cast one vote. Votes cast on questions affecting municipal policy reflect the opinion of the Division, and do not commit individual cities to the decision.”

The proposed candidates are as follows, and their biographies are included for Council reference in Attachment 2:

Vice President (Vote for One):

Jim Davis, Councilmember, City of Sunnyvale
Liz Kniss, Council Member, City of Palo Alto
Emily Lo, Council Member, City of Saratoga

FISCAL IMPACT

None

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall, at the Sunnyvale Senior Center, Community Center and Department of Public Safety; and by making the agenda and report available at the Sunnyvale Public Library, the Office of the City Clerk and on the City's website.

ALTERNATIVES

1. Take action to vote for one candidate.
2. Other action as recommended by Council.

STAFF RECOMMENDATION

Staff makes no recommendation.

Prepared by: Heidi Kirk, Executive Assistant
Reviewed by: Yvette Blackford, Senior Management Analyst
Reviewed by: Robert A. Walker, Assistant City Manager
Approved by: Deanna J. Santana, City Manager

ATTACHMENTS

1. LCC Peninsula Division 2014-2015 Executive Committee Vice President Ballot
2. Candidate Biographies for the 2014-2015 LCC Peninsula Division Executive Committee Vice President Position



**PENINSULA DIVISION
MEMBER CITIES**

ATHERTON
BELMONT
BRISBANE
BURLINGAME
CAMPBELL
COLMA
CUPERTINO
DALY CITY
EAST PALO ALTO
FOSTER CITY
GILROY
HALF MOON BAY
HILLSBOROUGH
LOS ALTOS
LOS ALTOS HILLS
LOS GATOS
MENLO PARK
MILLBRAE
MILPITAS
MONTE SERENO
MORGAN HILL
MOUNTAIN VIEW
PACIFICA
PALO ALTO
PORTOLA VALLEY
REDWOOD CITY
SAN BRUNO
SAN CARLOS
SAN FRANCISCO
SAN JOSE
SAN MATEO
SANTA CLARA
SARATOGA
SOUTH SAN FRANCISCO
SUNNYVALE
WOODSIDE

DIVISION OFFICERS

PRESIDENT

KIRSTEN KEITH
COUNCILMEMBER
CITY OF MENLO PARK

VICE PRESIDENT

VACANT

SECRETARY/TREASURER

ALICIA AGUIRRE
COUNCILMEMBER
CITY OF REDWOOD CITY

DIRECTOR

MARILYN LIBRERS
COUNCILMEMBER
CITY OF MORGAN HILL

AT LARGE REPRESENTATIVES

JIM DAVIS
COUNCILMEMBER, SUNNYVALE

ART KIESEL
MAYOR, FOSTER CITY

STAFF LIAISON

JESSICA STANFILL MULLIN
REGIONAL MANAGER

EMAIL: [JSTANFILL@CACITIES.ORG](mailto:jstanfill@cacities.org)

**PENINSULA DIVISION
2014-15 EXECUTIVE COMMITTEE VICE PRESIDENT BALLOT**

CITY:

Please return to Jessica Stanfill Mullin, PO Box 5630, So San Francisco, CA 94080 by February 24th or deliver at the Peninsula Division Quarterly Dinner on February 26th.

Vice President (Vote for One):

Jim Davis, Council Member, City of Sunnyvale Yes____

Liz Kniss, Council Member, City of Palo Alto Yes____

Emily Lo, Council Member, City of Saratoga Yes____

Name (please print)

Title

Signature



Candidates' Biographies for Vice President for the League of California Cities Peninsula Division Executive Committee

Candidate: Jim Davis, Council Member, City of Sunnyvale

Position: Vice President



Application Statement: I am currently serving my second year as Director at Large for the Peninsula Division of the California League of Cities. I also serve on the League's Public Safety Policy Committee. I have previously served on the Helen Putman Award Committee and the 2012 Conference Committee. Above and beyond that I serve on the National League of Cities Crime Prevention Steering Committee. Last year I served as the Chairman of the National League of Cities Large Cities Council. I have had a long career in the advancement of legislative process. I served on the Board of Director and was a legislative advocate for the Peace Officers Research Association for 25 years. I am very familiar with the legislative process and how to be effective the legislative process on both a state and local level. I am currently retired and have time to dedicate myself to the interest of the League of California Cities and in particular to the Peninsula Division.

Council Member Jim Davis - Biography

Education

Associate of Science Degree, Administration of Justice, West Valley Community College (1970 – 1973)

Bachelor of Science, Political Science, Minor Psychology San Jose State University (1973- 1975)

Professional Experience

City Council Member City of Sunnyvale (January 2012 - Present)

Sunnyvale Public Safety Officer (July 1986 – October 2011)

San Jose Law Enforcement (October 1975 – July 1986)

Professional Organizations

California Narcotic Officers Association (19876 – Present)

Peace Officers Research Association of California (1975 – 2011)

Member, California Gang Investigators Association (Present)

Member, Central Coast Gang Investigators Association (Present)

Member, Sunnyvale Public Safety Officers Association (Present)

Community Service

Regional Advisor, Cali Nev Ha Key Club (2006 – Present)

Instructor, Parent Project (2008 – Present)

Advisor, Homestead High School Key Club (2001 – Present)

Advisor, Sunnyvale Middle School Builders Club (2003 – Present)

Chairman, Sunnyvale Pet Parade (2010)
Member, Mayor's Reading by Third Grade Committee (2008)
Sunnyvale Basketball Shoot-Off Program (2006 – 2011)
Sunnyvale Charter Review Committee (1991)

Memberships

Silicon Valley Kiwanis (1999 – Present)
Cops Care Cancer (2006 – Present)
Sunnyvale Challenge Team (Present)
Mt. View Challenge Team (Present)

Commendation and Awards

Advisor of the Year, Cali Nev Ha Key Club 2011
Recognition of Service, SNAIL Neighborhood Association (2011)
Public Safety Officer of the Year (2009)
Certificate of Excellence, Sunnyvale Middle School (2009)
Distinguished Service Award, Cal Nev Ha Kiwanis (2008)
Distinguished Service, Vargas Elementary School (2006 – 2008)
Ellis Elementary School Recognition of Service (2008 & 2009)
Sunnyvale Volunteer of the Year Award (2005)
California State Senate Recognition of Public Service (2005)
California State Assembly Recognition of Public Service (2005)
Santa Clara County Board of Supervisors Recognition of Public Service (2005)
Kiwanis Member of the Year (2003)
Alan J. Garcia Leadership Award (2001)
Who's Who Leadership Recognition (1994)

Inter Governmental Assignments

Representative to Association of Bay Area Governments
Commissioner County Expressway Planning Advisory Board
Member Grand Boulevard Task Force
Member Moffett Field Restoration Advisory Board
Commissioner County Emergency Operations Council
Member Valley Transpiration Authority Policy Advisory Board
Member Cal train Modernization Project Advisory Group
Alternate to Silicon Valley Regional Interoperability Authority
Chairman National League of Cities Large Cities Council
Member National League of Cities Public Safety Policy Board
Member California Leagues of Cities Public Safety Policy Board.

Candidate: Liz Kniss, Council Member, City of Palo Alto

Position: Vice President



Application Statement: I have lived and worked in Palo Alto and in Santa Clara County for many years, and have served in public office since 1985. As a school board member, City Council member and Supervisor in Santa Clara County, I have been involved with each governing body's professional organization and have served in leadership on Palo Alto School Board, Palo Alto City Council and Santa Clara County Board of Supervisors, as well as many committees. (C V attached) I was Vice Mayor of the Palo Alto City Council in 2014. I have recently been appointed to the Employee Relations committee after being back on the PACC since 2013.

While on the City Council previously I was active in both the Peninsula League and in the League of California Cities. I am particularly interested in the "voice" that the League can have in Sacramento, and in Washington. We must establish good long term relationships with our elected officials on the Peninsula and Bay Area, and with longer terms for office in the California State legislature, we can work toward our League goals over a greatly increased period of time. Our relationships make us stronger and bring greater influence in decision making at that level.

While I was on the Board of Supervisors, I chaired the Legislative Committee for six years, and oversaw both our state and federal advocates, following the budgets, the bills, and the trends in public spending. I interacted with both our state lobbyists and the federal law firm who represented and advocated for us in Washington. We frequently visited Sacramento and DC to visit with our elected officials to work with them and their staff on issues important to our communities.

Also, I have participated in the Bocce Ball tournament.

Thank you!

Liz Kniss

Council Member Liz Kniss – Biography

Education

BS, PHN, Simmons College, Boston, MA

MPA, Public Administration and Health Care Policy, Cal State University

Graduate work in Health Policy and Economics, UC Berkeley

Professional Experience

Manager, Marketing and Communications, Sun Microsystems Laboratories

Director, Stanford Friends of Nursing, Stanford University Hospital

Public Health Nurse, San Mateo County

Public Health Nurse, Grant Writer, Cupertino Union School District

Registered Nurse, various hospitals

Public Service – Elected

2013 – Present: Palo Alto City Council Member, **Vice Mayor 2014** (*see pg 3*)
2001 - 2012: Santa Clara County Board of Supervisors, **President 2005 and 2009**
1989 - 2000: Palo Alto City Council, Council Member, **Mayor 1994 and 2000**
1985 - 1989: Palo Alto School Board, Member, **President 1988**

Palo Alto City Council- 2013-15

Elected in November 2012 (Returning after 3 terms on Board of Supervisors*)
January - 2014, Elected Vice Mayor,
Policy Committee – 2013 Chair
Finance Committee- 2014
LCC/ Peninsula Division- Employee Relations Committee -current
Bay Area Air Quality Management District, -Reappointed Feb. 2013
Secretary, Jan 2015 (leads to Chair)

Santa Clara County Board of Supervisors

Policy Committees

Health and Hospital Committee; Vice-Chair 2001, Chair 2002 - 2012
Legislative Committee; Vice-Chair 2001-2005, Chair 2006 - 2012
Housing, Land Use, Environment, Transportation Committee; Vice-Chair 2009 – 2012
Finance and Government Operations Committee; Vice-Chair 2006 – 2008
Public Safety and Justice Committee; Chair 2001 Vice-Chair 2002 – 2005

County-Wide

County Library District Joint Powers Authority; 2001 – 2012
Santa Clara County Health Authority Board of Directors; 2001- 2011
Santa Clara County Emergency Preparedness Council 2004 - 2011
First Five Santa Clara County Board of Directors 2009
SCC Cities Association Joint Economic Development Policy Committee; 2005-2008

County Internal

County Fire Department Liaison; 2001- 2012
County Planning Commission Liaison; 2001 - 2009
Disaster Council 2006 – 2011
Energy Task Force 2001
Juvenile Detention Reform Planning Committee 2004
Juvenile Detention Reform Oversight Committee 2005 – 2008

Regional Representation

Bay Area Air Quality Management District; 2001- present
Secretary, 2015, in line to be Chair
Bay Conservation and Development Commission; 2001- 2011

Local Agency Formation Commission; 2009 – 2012
Mid-Peninsula Regional Open Space District Financing Authority 2001- 2012
Regional Hazardous Waste Management Facility Allocation; 2001-2006
Valley Transportation Authority; 2005 - 2012, Chair 2008

State and National Representation

California State Association of Counties Board of Directors; 2006 - 2012
California State Association of Counties; Health and Human Services Committee; Member 2003
- present, Vice-Chair 2006, Chair 2007 - 2012
California Urban Counties Caucus; Member 2006 – present, **Chair 2011**
National Association of Counties; 2006 – present, Board of Directors 2010 - 2012
National Association of Counties; Health Steering Committee; Member 2004 - 2012, **Chair 2010 - 2012**
National Association of Counties; Large Urban County Caucus Steering Committee 2006 – 2012
National Association of Counties; Sustainability Leadership Team 2003 - 2006

Palo Alto City Council

Library Advisory Commission; 1999
Palo Alto Community Child Care; 1990, 1993, 1995, 1998-1999
Millennium Night/Year 2000 Committee; 1999
National League of Cities – Women in Municipal Government Board; 1998
National League of Cities – Steering Committee; 1995, 1998-99
Santa Clara County Foundation (now Palo Alto Fund); 1990-99
Telecommunications Advisory Board; 1998-99
Senior Coordinating Council; 1991, 1998
Finance Committee; 1997
County Board of Supervisors Liaison; 1997
California Avenue Area Development Association; 1997
Palo Alto Chamber of Commerce; 1997
Neighbors Abroad Liaison; 1993, 1997
Palo Alto Housing Corporation; 1993, 1997
Santa Clara Valley Water District Commission; 1997
Stanford University Liaison; 1994-97
Downtown Merchants' Association; 1995-97
City/School Liaison Committee; 1992, 1994-97
Historic Resources Board; 1995-96
League of California Cities – Committee on Housing, Community and
Association of Bay Area Governments; 1994-96
League of California Cities – Peninsula Division; 1994-95
Economic Development; 1991-95
East Palo Alto Liaison Committee; 1993-95
Santa Clara County Cities Association; 1994
Family Resource Center Task Force; 1994

Santa Clara County Transportation Commission; 1991-94
Palo Alto Centennial Committee; 1990-1994
Council/CAO Ad Hoc Committee; 1993-94
Disability Awareness Task Force; 1993
Public Art Commission; 1992
Santa Clara County Intergovernmental Council; 1992
Senior Coordinating Council; 1992
Santa Clara County Emergency Preparedness Council; 1990-91
Santa Clara County Paratransit Coordinating Council; 1991

**Memberships, Affiliations and Community Service
(partial list)**

AAUW, Palo Alto Chapter
American Leadership Forum; Senior Fellow
Association for Senior Day Health
California Elected Women's Assoc. for Ed. & Research (CEWAR)
Children's Health Awareness Council (CHAC) Advisory Council
Democratic Activists for Women Now (DAWN)
Democratic Forum of Santa Clara County
Joint Venture Silicon Valley; current member and past Co-Chair
League of Women Voters, Palo Alto Chapter
Palo Alto Rotary
Palo Alto Woman's Club
Voices of Reform Advisory Board, Commonwealth Club of California 2004-2005

*Three term limits

Candidate: Emily Lo, Council Member, City of Saratoga

Position: Vice President



Application Statement: I am a Councilmember and Former Mayor of Saratoga and have been an active participant in the Peninsula Division dinner meetings in the past 4 years.

I truly appreciate the effort of the Division to educate, communicate, and engage. I hope to leverage my experience (on the City Council, as well as a business owner and community leader) to contribute to the Division and continue the spirit of participation and collaboration. Attached is my bio.

Council Member Emily Lo – Biography

Public Services and Community Involvement:

- Councilmember and Former Mayor of Saratoga;
- Chair of Joint Power Authority Santa Clara County Library District - present;
- Board of Directors, Hakone Foundation – present;
- Former Board Member, Cities Association of Santa Clara County
- Vice Mayor of Saratoga, Dec. 2012- 2013
- Former President, Saratoga Chamber of Commerce
- Former Board Member, Saratoga- Monte Sereno Community Foundation
- Former Co- president, Saratoga High School PTSA, 2001-03;
- Member of Saratoga Foothill Club, Saratoga Rotary, Saratoga Lions, Saratoga Country Club, Saratoga Historical Foundation, Organization of Chinese American Women, Chi Am Circle Club, Saratoga Sister City.

Business Experience:

- Operates a promotional product business for over 16 years

Educational Background:

- Obtained Bachelor of Social Sciences Degree from University of Hong Kong



City of Sunnyvale

Agenda Item

15-0107

Agenda Date: 2/24/2015

Tentative Council Meeting Agenda Calendar



City of Sunnyvale

Tentative Council Meeting Agenda Calendar

Tuesday, March 3, 2015 - City Council

Closed Session

- 15-0146** 5 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)
Location: West Conference Room

Study Session

- 15-0110** 6 P.M. SPECIAL COUNCIL MEETING (Joint Study Session with Planning Commission)
Discussion of General Plan Amendment, Proposed Watt Companies Project and Sense of Place Plan in East Sunnyvale ITR Area
Location: West Conference Room
- 15-0122** 7:30 P.M. SPECIAL COUNCIL MEETING (Study Session)
Update on Cold Weather Shelter Programs and the Community Plan to End Homelessness, presented by the County Office of Supportive Housing and Destination: Home
Location: Council Chambers

Tuesday, March 17, 2015 - City Council

Closed Session

- 15-0147** 5:30 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

Study Session

15-0200 5 P.M. SPECIAL COUNCIL MEETING (Study Session)
Proposed Fiscal Year 2015/16 Utility Rates

Public Hearings/General Business

15-0012 Adoption of Council-ranked Study Issue Presentation Dates for 2015

14-0846 Consideration of a Rental Housing Impact Fee for New Market-Rate Rental Housing Developments

15-0091 Consider Conditional Award of Up to \$5 Million in Housing Mitigation Funds to MidPen Housing for New Affordable Housing Project to Be Developed at 460 Persian Drive

15-0112 Introduce an Ordinance to Award a Taxicab Franchise to A Orange Cab, Inc.

15-0113 Introduce an Ordinance to Award a Taxicab Franchise to Yellow Cab Company Peninsula, Inc.

15-0119 Process to Create the Citizens Advisory Committee for the Update of the Precise Plan for El Camino Real

15-0143 Adoption of a Resolution for the Certification of the Environmental Impact Report and Adoption of the Mitigation Monitoring and Reporting Program for the Fair Oaks Avenue Overhead Bridge Rehabilitation Project

15-0231 Request by Shah Enterprises, Inc. operator of the Sundowner/Days Inn hotel located at 504 Ross Drive in Sunnyvale for a public hearing with the City Council to appeal the decision of the City Manager regarding penalty and interest due on the Transient Occupancy Tax (TOT) payment for the month of August 2014

Tuesday, March 24, 2015 - City Council

Closed Session

15-0117 5 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Agency negotiator: Deanna J. Santana, City Manager; Kent Steffens, Assistant City Manager
Properties: 396 Charles Avenue, 397 S. Mathilda Avenue, 402 Charles Avenue, 403 S. Mathilda Avenue
Under negotiation: Price and terms of a potential purchase

15-0148 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section

54957.6: CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager

Employee organization: Communication Officers Association (COA)

Employee organization: Public Safety Managers Association (PSMA)

Employee organization: Public Safety Officers Association (PSOA)

Employee organization: Sunnyvale Employees Association (SEA)

Employee organization: Sunnyvale Managers Association (SMA)

Public Hearings/General Business

- 14-0270** Leaf Blower Study and Findings (Study Issue ESD 14-01)
- 14-0277** Review of Park Use Policies and Related User Fees (Study Issue)
- 14-0670** Amendment to the Temporary/Casual Employee Salary Table to Comply with CalPERS Requirements, Amend the Salary Resolution, and Add the Classifications of Casual and Casual Seasonal Senior Center Case Manager.
- 14-1072** Consider Change in Service Level for Care Management Program at the Senior Center
- 14-1098** Adopt a Resolution and Revise Council Policy 7.1.5 to Authorize the City Manager to Appropriate Certain Types of Grants up to \$100,000
- 15-0159** Approve the 2014 Annual Progress Report on Implementation of the General Plan's Housing Element
- 15-0183** 2015 1st Quarterly Consideration of General Plan Amendment Initiation Requests

Tuesday, April 7, 2015 - City Council

Closed Session

- 15-0149** 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

Study Session

- 15-0194** 5 P.M. SPECIAL COUNCIL MEETING (Study Session)

Sidewalk Repair Program Modifications

Special Order of the Day

15-0142 SPECIAL ORDER OF THE DAY - National Library Week

Public Hearings/General Business

15-0209 Ratification of Intergovernmental Assignment Appointment for Councilmember Gustav Larsson

Tuesday, April 28, 2015 - City Council

Closed Session

15-0150 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

Special Order of the Day

15-0230 SPECIAL ORDER OF THE DAY - Department of Public Safety Special Awards

Public Hearings/General Business

14-0027 Toolkit for Commercial/Residential Mixed Use Development (Study Issue)

14-0030 Peery Park Project Description and Preliminary Plan Concepts

14-0034 Biological Constraints and Opportunities Analysis for the Sunnyvale Landfill and Baylands Park and Protecting Burrowing Owl Habitat on City Facilities (Study Issues)

15-0025 Art in Public Places / Murphy Park

15-0103 Conduct Protest Hearing and Adopt the Resolution of the City of Sunnyvale to Levy an Annual Assessment for the Downtown Sunnyvale Business Improvement District

15-0213 Park Dedication Standards

Tuesday, May 5, 2015 - City Council

Closed Session

- 15-0151** 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

Public Hearings/General Business

- 15-0156** Review and Approve Draft 2015-20 Consolidated Plan
- 15-0158** Consider Housing and Urban Development (HUD) Action Plan for FY 2015-16

Tuesday, May 12, 2015 - City Council**Study Session**

- 15-0041** 6 P.M. SPECIAL COUNCIL MEETING ONLY (Study Session) - NO REGULAR COUNCIL MEETING
Board and Commission Interviews

Wednesday, May 13, 2015 - City Council**Study Session**

- 15-0062** 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Board and Commission Interviews

Tuesday, May 19, 2015 - City Council**Closed Session**

- 15-0152** 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

Special Order of the Day

15-0115 SPECIAL ORDER OF THE DAY - "Schools Goin' Green" Grant Program Presentation

Public Hearings/General Business

15-0063 Appoint Applicants to Boards and Commissions

14-0272 Community Choice Aggregation (Study Issue)

15-0055 Introduction of Local Hiring Ordinance

15-0114 Adoption of Success Criteria for the Civic Center Modernization Project

Thursday, May 21, 2015 - City Council

Public Hearings/General Business

15-0064 8:30 A.M. SPECIAL COUNCIL MEETING
Budget Workshop

Tuesday, June 9, 2015 - City Council

Closed Session

15-0153 5 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

15-0096 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: City Council Compensation Subcommittee
Unrepresented Employee: City Manager

Special Order of the Day

15-0065 SPECIAL ORDER OF THE DAY - Ceremonial Oath of Office for Board and Commission Members

Tuesday, June 23, 2015 - City Council

Closed Session

15-0154 4 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Teri Silva, Director of Human Resources; Deanna J. Santana, City Manager
Employee organization: Communication Officers Association (COA)
Employee organization: Public Safety Managers Association (PSMA)
Employee organization: Public Safety Officers Association (PSOA)
Employee organization: Sunnyvale Employees Association (SEA)
Employee organization: Sunnyvale Managers Association (SMA)

15-0097 5 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Attorney

Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: City Council Compensation Subcommittee
Unrepresented Employee: City Attorney

Study Session

15-0116 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Results of Civic Center Space Planning and Market Analysis Studies

Public Hearings/General Business

15-0184 2015 2nd Quarterly Consideration of General Plan Amendment Initiation Requests

15-0207 Introduce an Ordinance to Approve Two New Affordable Housing Fees - Commercial Linkage Fee and Rental Impact Fee

Tuesday, July 14, 2015 - City Council

Public Hearings/General Business

15-0068 Agenda items pending - To be scheduled

Tuesday, July 28, 2015 - City Council

Public Hearings/General Business

15-0069 Agenda items pending - To be scheduled

Tuesday, August 11, 2015 - City Council

Public Hearings/General Business

15-0070 Agenda items pending - To be scheduled

Tuesday, August 18, 2015 - City Council

Public Hearings/General Business

15-0067 TBD - meeting to be held only if necessary

Tuesday, August 25, 2015 - City Council

Study Session

15-0071 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Board and Commission Interviews (as necessary)

Tuesday, September 15, 2015 - City Council

Public Hearings/General Business

15-0072 Appoint Applicants to Boards and Commissions (as necessary)

Tuesday, September 22, 2015 - City Council

Public Hearings/General Business

15-0073 TBD - meeting to be held only if necessary

Tuesday, September 29, 2015 - City Council

Public Hearings/General Business

15-0074 SPECIAL ORDER OF THE DAY - Ceremonial Oath of Office for Board and
Commission Members

Tuesday, October 6, 2015 - City Council

Public Hearings/General Business

15-0075 TBD - meeting to be held only if necessary

Tuesday, October 13, 2015 - City Council

Public Hearings/General Business

15-0185 2015 3rd Quarterly Consideration of General Plan Amendment Initiation Requests

Tuesday, October 27, 2015 - City Council

Public Hearings/General Business

15-0077 Agenda items pending - To be scheduled

Tuesday, November 10, 2015 - City Council

Study Session

15-0078 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Board and Commission Interviews (as necessary)

Tuesday, November 17, 2015 - City Council

Study Session

15-0166 6 P.M. SPECIAL COUNCIL MEETING (Study Session)
Discussion of Council 2016 Intergovernmental Relations Assignments

Public Hearings/General Business

15-0079 Appoint Applicants to Boards and Commissions (as necessary)

Tuesday, December 1, 2015 - City Council

Closed Session

15-0098 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section 54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

Closed Session held pursuant to California Government Code Section 54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: City Council Compensation Subcommittee
Unrepresented Employee: City Manager

Tuesday, December 15, 2015 - City Council

Closed Session

15-0099 6 P.M. SPECIAL COUNCIL MEETING (Closed Session)
Closed Session held pursuant to California Government Code Section

54957: PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Attorney

Closed Session held pursuant to California Government Code Section
54957.6: CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: City Council Compensation
Subcommittee
Unrepresented Employee: City Attorney

Tuesday, January 5, 2016 - City Council

Public Hearings/General Business

15-0082 Agenda items pending - To be scheduled

Tuesday, January 12, 2016 - City Council

Public Hearings/General Business

15-0083 Agenda items pending - To be scheduled

Friday, January 29, 2016 - City Council

Public Hearings/General Business

15-0084 8:30 A.M. SPECIAL COUNCIL MEETING
Study/Budget Issues Workshop

Tuesday, February 9, 2016 - City Council

Public Hearings/General Business

15-0085 Agenda items pending - To be scheduled

Tuesday, February 23, 2016 - City Council

Public Hearings/General Business

15-0086 Agenda items pending - To be scheduled

Date to be Determined - City Council

Study Session

14-0398 SPECIAL COUNCIL MEETING (Study Session)
Citywide Traffic/Transportation Update

15-0164 6 P.M. SPECIAL COUNCIL MEETING (Joint Study Session with Planning
Commission)
Land Use and Transportation Element (LUTE)

Public Hearings/General Business

14-0031	Ecodistrict Feasibility and Incentives (Study Issues)
14-0032	Community and Operational Greenhouse Gas Inventory (Study Issue)
14-0035	Pilot Bicycle Boulevard Project on East-West and North-South Routes (Study Issue)
14-0273	Optimization of Wolfe Road for Neighborhood and Commuters via Reconfiguration and Signalization (Study Issue)
14-0429	Resolution Forming Homestead Road Underground Utility District - Public Hearing
14-0988	Expand Smoking Regulations to Prohibit Smoking Near Doorways and Outdoor Areas of Retail and Commercial Businesses (Study Issue - Fall/Winter 2015 Proposed)
15-0186	2015 4th Quarterly Consideration of General Plan Amendment Initiation Requests



City of Sunnyvale

Agenda Item

15-0032

Agenda Date: 2/24/2015

Information/Action Items

2015 INFORMATION/ACTION ITEMS **COUNCIL DIRECTIONS TO STAFF**

No.	Date Assigned	Directive/Action Required	Dept	Due Date	Date Completed
1.	2/25/14	Schedule Rule 20A Resolution for future Council agenda	DPW	TBD	
2.	1/6/15	When presenting Investment Policy to Council this coming fall, include option to preclude direct investment in fossil fuels	FIN	October 2015	
3.	2/10/15	Provide more information to Mayor on protocols for outside law enforcement agencies operating within Sunnyvale	DPS		2/17/15
4.	2/10/15	Provide more information to Council on how pricing was obtained for Dell computer purchase and what was included	IT		2/19/15
5.	2/10/15	Research news article regarding recent purchase of the Macy's store and claim that some of the land was owned by the City	OCM		

NEW STUDY/BUDGET ISSUES SPONSORED BY COUNCIL IN 2015

No.	Date Requested	Study Issue Title	Requested By	Dept	Issue Paper Approved by City Manager
		No new Council-sponsored Study Issues.			



City of Sunnyvale

Agenda Item

15-0218

Agenda Date: 2/24/2015

Study Session Summary of February 10, 2015 - Discussion of Rental Housing Impact Fee



City of Sunnyvale

Meeting Minutes - Draft City Council

Tuesday, February 10, 2015

6:00 PM

Special Meeting - Study Session (Audio
Only)

6 P.M. SPECIAL COUNCIL MEETING (Study Session)

1 Call to Order in the West Conference Room (Open to the Public)

Vice Mayor Martin-Milius called the meeting to order at 6:25 p.m.

2 Roll Call

Present: 7 - Mayor Jim Griffith
Vice Mayor Tara Martin-Milius
Councilmember David Whittum
Councilmember Pat Meyering
Councilmember Jim Davis
Councilmember Glenn Hendricks
Councilmember Gustav Larsson

3 Public Comment

A member of the public thanked staff for their outreach efforts to date on this topic and made several suggestions:

- If the fee is adopted, set the fee rate no higher than that of other cities within the county;
- Consider ways to make housing more affordable by design (smaller units, lower city fees, etc.); and
- Consider the projects in the pipeline when determining the effective date of this new fee, so that those currently in property negotiations or in the project review process are not adversely affected.

4 Study Session

[14-0845](#) Discussion on Rental Housing Impact Fee

Study Session Summary:

Community Director Hanson Hom introduced Darin Smith, Managing Principal with Economics & Planning Systems who provided a brief slide presentation on the Rental Housing Impact Fee and Nexus Study. During and after the presentation,

the following questions and comments were raised and discussed:

- Would the proposed fee rate be lower for smaller projects, and/or will projects below a certain size threshold (number of units) be exempt from the fee? If not, would the proposed new fee make smaller rental projects infeasible?
- From a policy perspective, is it better to have affordable units provided within the market-rate development, or to collect the fee and construct affordable housing projects?
- Can the funds be used for special needs facilities, such as emergency shelters or congregate care facilities, or for housing units for special needs clients, e.g., seniors?
- Can the City determine the affordability level of the units that would be built in market-rate projects or units in affordable projects?
- Would a fee on rental projects discourage new rental developments in Sunnyvale?
- How many service-sector (low-wage) jobs are created per high-tech job?
- Would a higher density project result in lower rents, i.e., is it cheaper to build higher-density projects?
- How are the project's long-term operating costs factored into the nexus-based fee calculation?
- If units are constructed within the market-rate project, how long are they required to be affordable?
- How were the fee rates of \$17, \$21 and \$26 per square foot determined? Was there any particular methodology or rationale used to determine those numbers? Is there any possible rationale for setting the fee lower than \$17?

5 Adjourn Special Meeting

Vice Mayor Martin-Milius adjourned the meeting at 7 p.m.



City of Sunnyvale

Agenda Item

15-0201

Agenda Date: 2/24/2015

Board/Commission Meeting Minutes



City of Sunnyvale

Meeting Minutes - Draft

Housing and Human Services Commission

Wednesday, January 28, 2015

7:00 PM

West Conference Room, City Hall, 456 W.
Olive Ave., Sunnyvale, CA 94086

CALL TO ORDER

Chair Gilbert called the meeting to order at 7:03 p.m.

SALUTE TO THE FLAG

Chair Gilbert led the salute to the flag.

ROLL CALL

Present: 7 - Chair Diana Gilbert
Vice Chair Younil Jeong
Commissioner Dennis Chiu
Commissioner Patti Evans
Commissioner Chrichelle McCloud
Commissioner Barbara Schmidt
Commissioner Navpreet (Ruby) Sidhu

Council Liaison Davis (absent)

Commissioner Chiu arrived at 7:09 p.m.

Commissioner McCloud left at 8:48 p.m.

PUBLIC ANNOUNCEMENTS

Housing Officer Suzanne Isé reminded the commissioners that they were all invited to attend MidPen's Onizuka Crossing Groundbreaking Celebration at 620 E. Maude Avenue on Tuesday, February 3, 2015, from 11 a.m. to 12 p.m.

Sunnyvale Community Services Executive Director Marie Bernard invited everyone present to the 2015 Poverty Simulation, hosted by Leadership Sunnyvale and Sunnyvale Community Services, on Friday, February 6, 2015 at the Sunnyvale Presbyterian Church located at 728 W. Fremont, from 8:30 a.m. to noon.

CONSENT CALENDAR

1.A [15-0092](#) Draft Minutes of the Housing and Human Services
Commission Meeting of November 19, 2014.

Chair Gilbert asked if anyone wanted to pull an item from the consent calendar. No one did.

Chair Gilbert asked for a motion to approve the consent calendar which was comprised of the draft minutes of the Housing and Human Services Commission meeting of November 19, 2014.

Commissioner Evans moved and Commissioner Schmidt seconded the motion to approve the consent calendar. The motion carried by the following vote:

Yes: 6 - Chair Gilbert
 Vice Chair Jeong
 Commissioner Evans
 Commissioner McCloud
 Commissioner Schmidt
 Commissioner Sidhu

No: 0

Absent: 1 - Commissioner Chiu

PUBLIC COMMENTS

Destination: Home's Communication and Engagement Specialist Amanda Montez gave a brief report on the new Community Plan to End Homelessness in Santa Clara County. She noted the plan is being presented to all the jurisdictions in the County, and they will be asking all the jurisdictions to endorse the plan so everyone can move together in the same direction to end homelessness.

She also noted that the plan has been approved by the County Board of Supervisors and will be presented to the Sunnyvale City Council on March 3, 2015. More information can be found at destinationhomescc.org.

PUBLIC HEARINGS/GENERAL BUSINESS

2 [14-0844](#) Consideration of a Rental Housing Impact Fee for New
Market-Rate Rental Housing Developments

Housing Officer Isé introduced Affordable Housing Manager Ernie DeFrenchi who gave a brief presentation on this item.

After the presentation, the commissioners asked several questions, such as:

- Whether charging this fee would drive rents even higher than they currently are;
- Whether it would be appropriate to make a recommendation without the results of the feasibility study;
- Whether the alternative of providing units on site (and if so, how many) would be negotiable on a case by case basis.

Someone suggested structuring the code to make it more attractive for developers to provide affordable units on site rather than paying the fee.

Staff addressed the questions and noted that, although some cities choose to negotiate project requirements on a case by case basis, Sunnyvale has tended to set clear standards in the zoning code to avoid having to conduct lengthy negotiations on requirements such as affordable housing for each development. She added that these types of details would be included in the draft ordinance, including the term of the affordability restrictions, which is typically in the range of 30 to 55 years.

Chair Gilbert opened the public hearing at 7:55 p.m.

Annette Kirkham of the Law Foundation of Silicon Valley spoke in support of the fee and encouraged the Commissioners to recommend Alternative #4, which would set the fee at \$26 per square foot. She also described some of the common complaints her agency handles, such as: overcrowding, no heat, pest infestations, unpermitted structures, and residents ultimately forced out of the area because of the high rents and low affordable housing stock.

Charisse Ma Lebron of Working Partnerships spoke in support of adopting a \$26 fee per square foot, since that amount is still well below what the nexus study can legally justify. She noted her support for developers supplying the affordable units in lieu of the fee, as long as an effort is made to build them near public transit.

Jan Lindenthal of Mid-Pen Housing noted that MidPen Housing owns approximately 900 affordable units in Sunnyvale, and she also recommended a fee

of \$26 per square foot.

Chair Gilbert closed the public hearing at 8:05 p.m.

After a lengthy discussion, Chair Gilbert asked for a motion.

After some discussion, Commissioner McCloud moved and Commissioner Evans seconded a motion, restated by Commissioner Chiu, to recommend that Council Move Alternatives 1, 5, 6, and 7 with a caveat, as follows:

1. Direct staff to prepare an ordinance authorizing a rental housing impact fee for new market-rate rental housing developments;
5. Direct staff to include in the ordinance an option to allow developers to provide affordable units within a project instead of paying the impact fee, as well as other possible options such as providing off-site affordable units or dedicating land instead of paying the fee;
6. Direct staff to return to the City Council within two years to reevaluate and possibly adjust the rental housing impact fee; and
7. Direct staff to set the initial rental impact fee at \$21 per habitable square foot, adjusted annually as part of the City Fee Schedule, with the caveat that if the feasibility study shows that \$21 per square foot was not feasible, Council should adjust the fee downward as needed.

The motion carried by the following vote:

Yes: 7 - Chair Gilbert
Vice Chair Jeong
Commissioner Chiu
Commissioner Evans
Commissioner McCloud
Commissioner Schmidt
Commissioner Sidhu

No: 0

3 [15-0088](#) 2015-2020 Consolidated Plan Public Hearing on Community Needs

Housing Officer Isé gave a brief summary of the Consolidated Plan update process and explained that this was an additional opportunity for the general public and the commissioners to provide input, and that no formal action by the Commission was required on this item at this time. She added that the Draft 2015-2020 Consolidated Plan along with the Draft Action Plan will be brought to the Commission in April for review and a recommendation.

Chair Gilbert opened the public hearing at 8:35 p.m.

The following agency representatives commented on current community needs and priorities to be considered for the Consolidated Plan:

Annette Kirkham, Fair Housing Attorney at the Law Foundation of Silicon Valley, thanked the City for funding fair housing services in Sunnyvale, and spoke about the most common fair housing issues her office handles, such as discrimination against ethnic minorities, families with children, and renters with disabilities. She urged the City to continue to fund these services.

Greg Pensinger, Project Manager with Downtown Streets Team (DST), described the increased need for services and mentioned his agency's successful efforts in Sunnyvale. DST started with 8 Sunnyvale team members and now has 26, with another 15-20 on the waiting list. DST has seen an increased need for case management, and has been able to help 18 individuals become permanently housed through their joint efforts with the City of Sunnyvale and SCS to implement the TBRA program.

Marie Bernard, Executive Director of SCS, spoke about the importance of being the designated Emergency Assistance Network (EAN) agency and the safety net in the City. She noted her agency's partnerships with various agencies to provide a local venue where they can provide their services. She noted her participation that morning in the homeless census with DST, her collaboration with Destination: Home on the Community Plan to End Homelessness, and their work with the County to implement the new North County Cold Weather Shelter (CWS) programs. She added that, over the last five years, her agency has changed its mission from "Preventing Homelessness and Hunger" to "Addressing Homelessness and Hunger". She thanked the City for its continued support which helps provide over three hundred dollars' worth of food for a family of four everytime they visit the food program. Lastly, she invited the commissioners to visit

SCS.

Georgia Bacil, Directing Attorney at Senior Adults Legal Assistance (SALA), spoke about the continued and increased need for free legal services for low-income older adults age 60 or older who are at risk of exploitation, abuse, isolation or premature institutionalization. She noted that they are frequently victims of abuse by housemates, family members, or caregivers. SALA helps clients obtain restraining orders, prepare simple wills, and respond to eviction notices. She noted that 80% of the Sunnyvale seniors served by SALA are very low-income, half of those are aged 75 or older, and more than half are disabled. She urged the commissioners to keep in mind that although affordable housing is a major need, supportive services are also very important, and should be part of the Consolidated Plan.

Carol Weiss, representing District 5 on the Santa Clara County Human Relations Commission, and a Sunnyvale resident, spoke in favor of preserving mobilehome parks as an affordable housing option, focusing on developments near public transit hubs, and exploring more immediate solutions to current housing crisis rather than future developments. She also mentioned the need of providing supportive social services at times outside of regular business hours and in multiple languages.

Chair Gilbert closed the public hearing at 9 p.m.

No action was taken on this item.

4 [15-0090](#) Consider Proposal for Housing Mitigation Funds

Housing Officer Isé gave a brief report and introduced MidPen's Director of Acquisitions, Iman Novin, who made a brief presentation to the Commission.

He explained that MidPen Housing is asking for \$5 million in Housing Mitigation funds for the development of an affordable housing project located at 460 Persian Drive. The project could produce up to 65 units with a density bonus. The favorable location near the light rail station and schools makes the site eligible for tax credits. MidPen Housing is proposing a 60-unit project with one-, two-, and three-bedroom units for very-low and low-income families. Amenities will include a computer lab, a tot lot for young children, a financial literacy program, and an after-school program for children of the residents.

After some discussion and several questions of staff, Chair Gilbert asked for a motion.

Commissioner Chiu disclosed that he lives within one mile of the proposed project.

Commissioner Evans moved and Commissioner Chiu seconded the motion to recommend that Council award a conditional funding commitment of \$5 million to MidPen Housing for the project proposed at 460 Persian Drive, to be valid for up to two years. The motion carried by the following vote:

Yes: 6 - Chair Gilbert
 Vice Chair Jeong
 Commissioner Chiu
 Commissioner Evans
 Commissioner Schmidt
 Commissioner Sidhu

No: 0

Absent: 1 - Commissioner McCloud

NON-AGENDA ITEMS & COMMENTS

-Commissioner Comments

Commissioner Evans asked whether a replacement facility had been found yet for the cold weather shelter. Housing Officer Isé explained that several new North County cold weather shelter programs are being implemented, but that a replacement shelter facility has not yet been located in Sunnyvale, although the County continues to look for a new site.

She also noted that although the old Armory site is no longer available, 47 new units reserved for the homeless are currently under construction on that site.

-Staff Comments

None.

INFORMATION ONLY REPORTS/ITEMS

[15-0123](#) Update on County-wide Efforts on Homelessness

This item was addressed during the public comments section, and no further discussion took place.

ADJOURNMENT

Chair Gilbert adjourned the meeting at 9:24 p.m.