



Memorandum

TO: Honorable Mayor &
City Council

FROM: Toni J. Taber, CMC
City Clerk

SUBJECT: The Public Record
May 19, 2022 to May 26, 2022

DATE: June 1, 2022

ITEMS FILED FOR THE PUBLIC RECORD

Letters from Boards, Commissions, and Committees

Letters from the Public

1. Letter from Bay Area Water Supply and Conservation Agency dated May 18, 2022 regarding May 12, 2022 Letter to BAWSCA Board of Directors.
2. Letter from Malek Jelassi dated May 26, 2022 regarding Approve San José's Parking and TDM Policy in June.

Toni J. Taber, CMC
City Clerk



May 18, 2022

Letter Recipients – Sent Via Email

Molly Culton Sierra Club California	Lauren Weston Acterra
John McManus Golden State Salmon Association	Ashley Overhouse Friends of the River
Peter Drekmeier Tuolumne River Trust	Barbara Barrigan-Parilla Restore the Delta
Ryan Henson California Wilderness Coalition	Chris Shutes California Sportfishing Protection Alliance
Regina Chichizola Save California Salmon	Cindy Charles Golden West Women Flyfishers
Shani Kleinhaus Santa Clara Valley Audubon Society	Mike Conroy Pacific Coast Federation of Fishermen's Associations; Institute for Fisheries Research
Konrad Fisher Water Climate Trust	Bill Uyeki Peninsula Fly Fishers
Elizabeth Dougherty Wholly H2O	Larry Collins San Francisco Crab Boat Owners Association
John Hooper Protect Our Water	Kristina Pappas San Francisco League of Conservation Voters
Jeff Miller Alameda Creek Alliance	Bill Martin Sierra Club Bay Chapter, Water Committee
Trish Mulvey CLEAN South Bay	Laura Allen Greywater Action
Stuart Gross San Francisco Herring Association	Mark Rockwell Northern California Council, Fly Fishers International
Jonas Minton Planning and Conservation League	Deirdre Des Jardin California Water Research

RE: May 12, 2022 Letter to BAWSCA Board of Directors

Dear Signatories of the Letter about the BAWSCA Lawsuit and the Bay Delta Plan,

On behalf of the BAWSCA Board of Directors, we thank you for your letter dated May 12, 2022 regarding the Bay-Delta Water Quality Control Plan. The Bay Area Water Supply and Conservation Agency (BAWSCA) will not withdraw its intervention in the Bay-Delta Plan litigation at

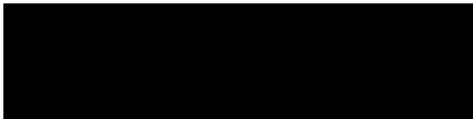
May 18, 2022

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this time because serious concerns about this Plan and its impacts on the 1.8 million residents, over 40,000 businesses and hundreds of communities in Alameda, San Mateo, and Santa Clara Counties, whose water interests BAWSCA represents under California law (AB 2058), have not been resolved. If implemented, these water users could suffer very serious water reductions up to 50% during multiple year droughts as documented in state-required Urban Water Management Plans adopted by San Francisco and the BAWSCA agencies.

BAWSCA recognizes the need for a healthy Bay-Delta environment and will continue to support efforts to negotiate a voluntary settlement agreement as the preferred alternative to achieve its objectives and to provide critically necessary water for all the water users that rely on the Tuolumne River, including the fish, environment and water customers BAWSCA represents.

Sincerely,



Gustav Larsson
Chair



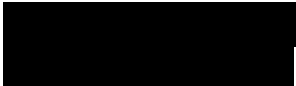
Tom Chambers
Vice Chair

cc: State Assembly Members Mullin, Berman, Quirk, Kalra, Low, Lee, Ting and Haney
State Senators Becker, Wieckowski and Wiener
Mayors and Board Chairs, BAWSCA Member Agencies
Alameda, San Mateo, and Santa Clara Counties' Board of Supervisors



May 12, 2022

Chair Gustav Larsson, Vice Chair Tom Chambers and Board of Directors
Bay Area Water Supply and Conservation Agency



Via Email

Re: BAWSCA's lawsuit over the Bay Delta Water Quality Control Plan.

Dear BAWSCA Directors:

We write to encourage you to drop BAWSCA's lawsuit over the State Water Board's Bay Delta Water Quality Control Plan.

The San Francisco Bay-Delta – the largest estuary on the west coast of the Americas – is on the brink of ecological collapse. Six fish species are listed as threatened or endangered, and once-bountiful wild salmon populations are on the verge of extinction. Toxic algae blooms caused by low freshwater flows threaten people and wildlife. The commercial salmon fishing industry is struggling to survive. Salmon runs that are central to tribal culture and spirituality are in danger of being lost forever. Action to restore the Bay-Delta and rivers that feed it is long overdue.

Your constituents strongly support environmental protections and restoration. In 2016, more than 70% of Bay Area voters supported Measure AA, agreeing to tax themselves to restore the Bay's wetlands. Public opinion surveys consistently demonstrate that Bay Area residents care deeply about the environment, and that providing environment benefits is the number one motivator for people to conserve water.

Your ratepayers do not want to fund anti-environmental lawsuits.

In 2010, the State Water Board released a flow criteria report that determined unimpaired flow on the San Joaquin River and its tributaries, including the Tuolumne, would need to increase to 60% to fully protect fish and other biological resources. The State Water Board compromised, and in 2018 adopted a 40% flow requirement. An honest assessment of the facts clearly demonstrates that the SFPUC could meet its obligation to instream flows without compromising water supply.

Yet BAWSCA does not support science-based flow improvements for the Tuolumne River and the Bay-Delta. BAWSCA is on record supporting the Tuolumne River Voluntary Agreement (TRVA). Not a single environmental or fishing organization supports this approach, simply because the lack of adequate flows would destine the TRVA to failure. A peer review commissioned by the National Marine Fisheries Service confirmed that the TRVA is not supported by credible science. The State Secretaries of the Environmental Protection Agency and Natural Resources Agency also confirmed this in a letter on October 20, 2021, and halted negotiations on the TRVA. Simply put, the TRVA has no scientific foundation. BAWSCA should abandon this anti-environmental, anti-science position.

It is also important to note that the Tuolumne River has among the worst environmental flows of any Central Valley river, particularly in dry years. It is not a surprise that over the past 30 years, mismanagement by the SFPUC and Modesto and Turlock Irrigation Districts have produced the worst salmon recovery record of any major river in the Central Valley.

We appreciate that BAWSCA is committed to ensuring a reliable water supply. We share that commitment. Many of our organizations have deep experience working in partnership with urban agencies on water supply issues. We are confident the BAWSCA agencies can maintain highly reliable water supplies while taking needed steps to protect the Tuolumne River and Bay-Delta. We believe a comprehensive water supply reliability strategy could include such tools as water use efficiency, alternative supplies, such as water transfers, Central Valley groundwater storage and water recycling, improved demand projections, adjusting the current design drought and other tailored drought strategies

Again, we strongly encourage you to drop your lawsuit over the Bay Delta Plan and support science-based, improved flow standards for the Tuolumne River and Bay-Delta.

We are confident that investments in proven water management tools can ensure a reliable water supply, while supporting a healthy Tuolumne River and Bay-Delta ecosystem.

Let's have the conversation.

Sincerely,



Molly Culton
Sierra Club California



John McManus
Golden State Salmon Association



Peter Drekmeier
Tuolumne River Trust



Ryan Henson
California Wilderness Coalition



Regina Chichizola
Save California Salmon



Shani Kleinhaus
Santa Clara Valley Audubon Society



Allison Boucher
Tuolumne River Conservancy



Lauren Weston
Acterra



Ashley Overhouse
Friends of the River



Barbara Barrigan-Parilla
Restore the Delta




Chris Shutes
California Sportfishing Protection Alliance



Cindy Charles
Golden West Women Flyfishers




Mike Conroy
Pacific Coast Federation of Fishermen's
Associations
Institute for Fisheries Research



Konrad Fisher
Water Climate Trust




Wholly H2O




John Hooper
Protect Our Water



Jeff Miller
Alameda Creek Alliance



Conner Everts
Environmental Water Caucus



Trish Mulvey
CLEAN South Bay




Stuart Gross
San Francisco Herring Association




Jonas Minton
Planning and Conservation League




Bill Uyeki
Peninsula Fly Fishers




Larry Collins
San Francisco Crab Boat Owners
Association




Kristina Pappas
San Francisco League of Conservation
Voters




Bill Martin
Sierra Club Bay Chapter,
Water Committee



Greg Reis
The Bay Institute



Laura Allen
Greywater Action



Mark Rockwell
Northern California Council,
Fly Fishers International



Deirdre Des Jardin
California Water Research

Cc:

State Assembly Members Mullin, Berman, Quirk, Kalra, Low, Lee, Ting and Haney
State Senators Becker, Wieckowski and Wiener
City Council Members
County Supervisors

FW: Approve San José's Parking and TDM Policy in June

City Clerk <city.clerk@sanjoseca.gov>

Thu 5/26/2022 2:39 PM

To: Agendadesk <Agendadesk@sanjoseca.gov>

From: Malek Jelassi [REDACTED]
Sent: Thursday, May 26, 2022 10:43 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Approve San José's Parking and TDM Policy in June

You don't often get email from [REDACTED]. [Learn why this is important](#)

[External Email]

City Clerk Toni Taber,

Dear members of the City of San José's Planning Commission and City Council,

I am a resident of San José and I am reaching out to you today, in advance of the upcoming Planning Commission and City Council meetings in June, about the parking standards and transportation demand management ordinance.

I urge you to adopt the staff recommendation to prepare an ordinance that removes mandatory minimum parking limits, updates the City's Transportation Demand Management (TDM) requirements to apply to all projects meeting a certain size threshold, and develops a program for ongoing monitoring and compliance for the citywide TDM program.

The City of San José has adopted an ambitious plan to become carbon neutral by 2030 but with 50% of greenhouse gas emissions coming from private vehicles in the City, updating parking standards as well as new transportation demand management (TDM) requirements needs to be a clear part of this plan citywide.

I want a San José that is:

- More affordable: by reducing the overbearing costs of producing parking—which is passed on to residents—and, in turn, having more land and resources to make housing more affordable to residents.
- More sustainable: by allowing the community to determine how much parking is appropriate, you can prevent the oversupply of parking and promote a better quality urban environment. This policy reform can reduce reliance on cars and mitigate greenhouse gas emissions and pollution, while also incentivizing more sustainable modes and options of mobility.

- More equitable: minimum parking requirements mean that even car-free households end up paying for parking they don't use and end up driving up housing costs. The Transportation Demand Management (TDM) policies are a critical way to increase access to transportation and reduce the reliance on cars, allowing people to have more affordable transportation options.

San José has been a climate leader and I hope you continue to lead in this direction by taking bold action to disincentivize single-occupancy car trips, reduce GHG emissions, and increase affordable housing. The laws you have put in place requiring all-electric energy in new construction, and electric vehicle charging stations at residential buildings might not have the intended impact if the legislation is still incentivizing driving through the requirement of minimum parking. I am counting on you to vote in support of this policy!

Sincerely,

Malek Jelassi



Oakland, California 94601

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