

Silicon Valley

Projections

2000

HOUSING



ENERGY



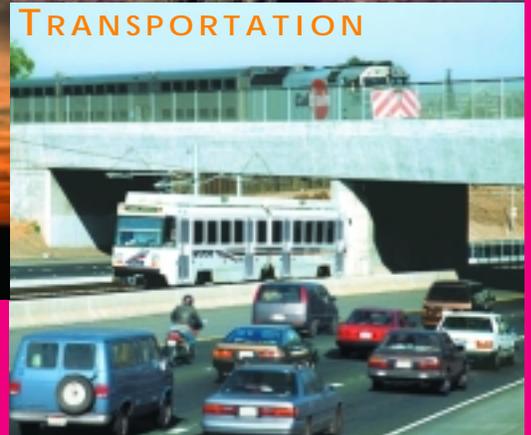
ENVIRONMENT



EDUCATION



TRANSPORTATION



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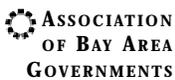
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PREFACE

Silicon Valley's phenomenal growth is both an indication of its success and one of its greatest challenges. Since the 1970's, the high tech industry—Silicon Valley's economic engine—has grown steadily, with brief dips during California's recessions in the early 80s and 90s.

Like a magnet, Silicon Valley has exerted an ever stronger attraction as it has grown. It continues to draw some of the best and brightest talent from around the world. It is also the destination for more than a third of the Bay Area's commuters and thousands outside of the region.

While this concentration of people, expertise and technology has created fertile ground for the development of new and creative ideas, it has also driven up housing prices, increased the number of the cars on the area highways, challenged the education system and undermined the area's energy, air and water supply. Silicon Valley's pace of growth has slowed over the last three years. It will most likely remain well below the frenzied pace of the mid-late 90s. However, even at the slower rate, Silicon Valley's growth will compound the problems it faces. Addressing these problems today will help ensure a strong and vital future for all those who live and work here.

CONTENTS OF THIS REPORT

This is the third *Silicon Valley Projections* report sponsored by Silicon Valley Manufacturing Group (SVMG) and produced by the Association of Bay Area Governments (ABAG). As in the earlier reports, *Silicon Valley Projections 2000* highlights the latest trends in housing, transportation, environment and education, including trend information from previous reports that hasn't changed. This 2000 report also adds a special issue section devoted to energy. Each of these sections is followed by a series of suggested resources and "opportunities for action." Our goal in releasing *Silicon Valley Projections 2000* is to provide objective information that we hope will encourage dialogue among and action by political leaders and members of the public, business, labor, social equity, education and environmental communities on these critical issues.

SILICON VALLEY MANUFACTURING GROUP

The Silicon Valley Manufacturing Group (SVMG) was created 22 years ago by David Packard and other leaders in the high-tech industry as a constructive, coalition-building force for Silicon Valley. Working together with business, civic environmental and labor leaders and government officials, the Manufacturing Group has tackled major public policy issues affecting the economic health and quality of life in Silicon Valley. Creative solutions will be required to maintain our vibrant economy in the years ahead. The Manufacturing Group is proud to sponsor *Silicon Valley Projections 2000* to inform and help those solutions.

THE ASSOCIATION OF BAY AREA GOVERNMENTS

For almost thirty years, the Association of Bay Area Governments (ABAG) has been forecasting the population, housing and employment of the Bay Area. These forecasts are primarily prepared for and used by local governments. However, these jurisdictional boundaries are not always ideal for examining trends and organizing actions. Because Silicon Valley stretches across four counties, this report includes forecasts for Santa Clara County, the southern portions of San Mateo and Alameda Counties and a portion of Santa Cruz County. These forecasts will augment the individual forecasts already available for all of the region's cities and counties.

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POPULATION AND JOB FORECASTS



POPULATION AND JOB FORECASTS

SILICON VALLEY

Generally known as the area between the cities of San Mateo, Union City, Gilroy and Scotts Valley, Silicon Valley is home to more than one-third of the Bay Area's households and jobs. The area continues to flourish, but the dramatic growth characteristic of the late 1990s is changing.

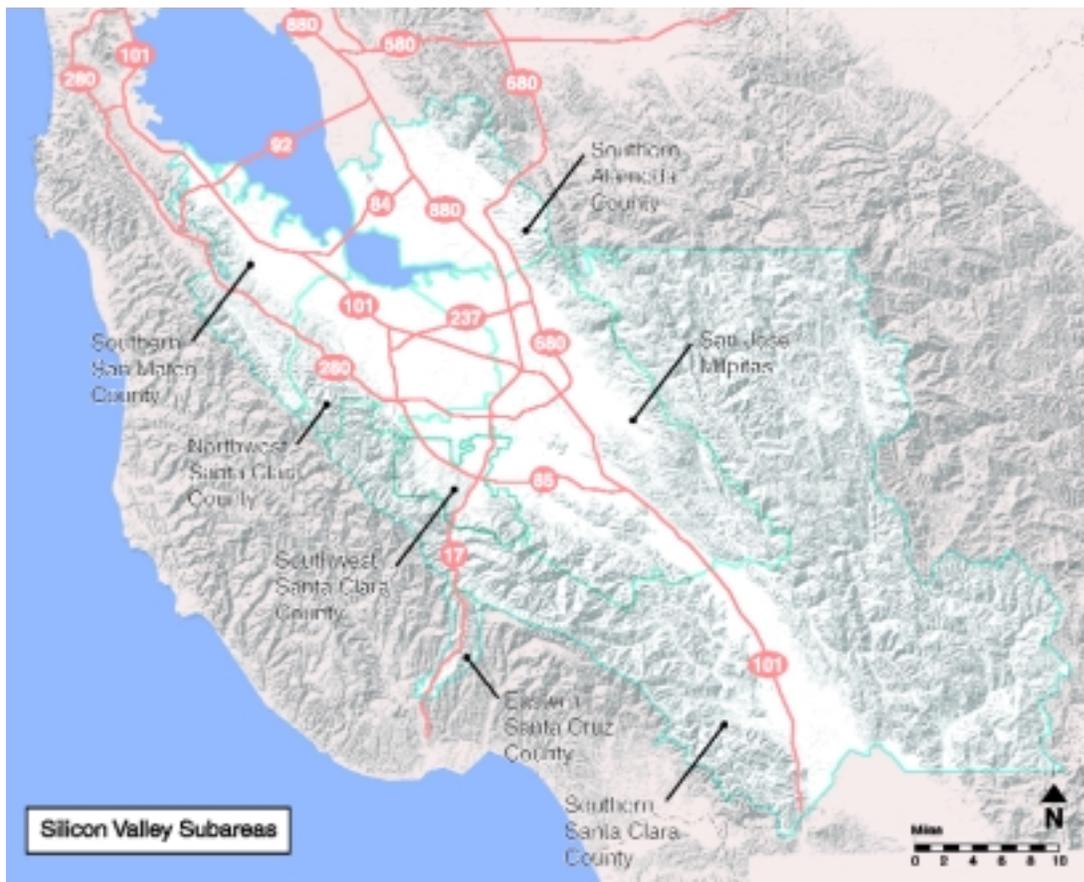
A HEALTHY ECONOMY GENERATES NEW JOBS

During the past five years, job growth in Silicon Valley has been remarkable. More than 220,000 jobs have been added since 1995. An estimated 60,000 were added in 1997 alone. However, the feverish pace of growth has begun to subside. In 1999, Silicon Valley produced approximately 15,000 new jobs. Between 15,000 and 20,000 new jobs are anticipated in 2000.

Cycles of difficult times and layoffs are almost inevitable, particularly in the high-tech industry. Overall, however, Silicon Valley is expected to continue to add jobs. The long-term forecast shows another 183,000 new jobs by 2010. Many of these new jobs will be in northwest Santa Clara County and San Jose/Milpitas, which currently have the largest number of jobs. The largest percentage gains, however, will be in southern Alameda County, southern Santa Clara County, and eastern Santa Cruz County.

MORE JOBS, MORE PEOPLE, MORE HOUSING

The conventional wisdom is that more jobs lead to more people, a greater demand for housing, and ultimately more housing production. But Silicon Valley has defied that norm.



COMMUNITIES IN SILICON VALLEY

SOUTHERN SAN MATEO COUNTY

Atherton
Belmont
East Palo Alto
Foster City
Menlo Park
Portola Valley
Redwood City
San Carlos
San Mateo
Woodside

NORTHWEST SANTA CLARA COUNTY

Cupertino
Los Altos
Los Altos Hills
Mountain View
Palo Alto
Santa Clara
Sunnyvale

SOUTHERN ALAMEDA COUNTY

Fremont
Newark
Union City

SAN JOSE/MILPITAS

Milpitas
San Jose

SOUTHWEST SANTA CLARA COUNTY

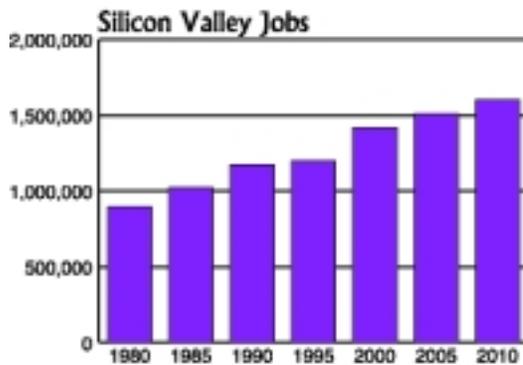
Campbell
Los Gatos
Monte Sereno
Saratoga

SOUTHERN SANTA CLARA COUNTY

Gilroy
Morgan Hill
Unincorporated Santa Clara County

EASTERN SANTA CRUZ COUNTY

Scotts Valley

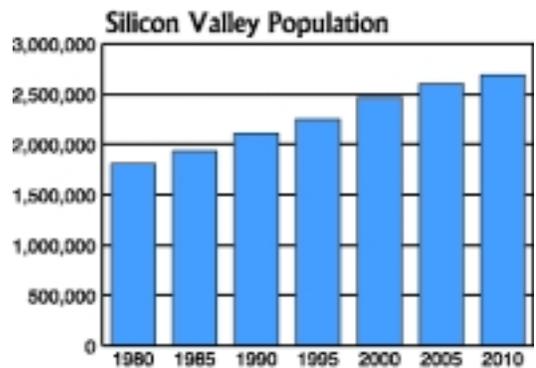


The number of jobs in Silicon Valley has grown an average of 4 percent per year over the past five years, while the number of new homes has barely averaged 1 percent. We estimate that at least 50,000 of these new jobs were filled by new commuters into Silicon Valley and we will see those commuting numbers continue to climb.

Between 2000 and 2010, the rate of job growth in Silicon Valley is projected to substantially outpace the rate of growth in households (13 percent versus 8 percent). The slower growth in the number of households does make it easier to cope with infrastructure limitations, such as the number and size of school facilities. However, the limited number of homes

near Silicon Valley job centers has a negative effect on the region's housing market and transportation systems. In the next two decades, housing prices near job centers will rise even higher. So too will congestion on freeways connecting Silicon Valley with counties such as Contra Costa, San Joaquin, San Benito, Santa Cruz and Monterey.

In the following sections, transportation, housing, education, and the environment are examined separately. In reality, these issues are inexorably intertwined and must be examined holistically. In addition, this year we have added a section on electricity issues. Blackouts in the Valley this summer and continued uncertainty about power supply and pricing make it a particularly important issue now and in the future.



POPULATION

	1980	1985	1990	1995	2000	2005	2010
So. Alameda Co.	203,535	234,300	264,069	281,333	318,817	347,076	354,305
So. San Mateo Co.	299,166	311,900	334,394	353,202	376,007	391,251	397,125
NW Santa Clara Co.	407,425	423,900	441,909	465,146	502,658	533,874	555,393
San Jose/Milpitas	728,006	791,000	877,884	945,720	1,042,136	1,094,176	1,129,448
SW Santa Clara Co.	98,644	101,150	97,598	102,475	109,665	114,570	117,021
So. Santa Clara Co.	60,998	68,500	80,186	85,758	100,873	111,378	117,148
E. Santa Cruz Co.	6,891	7,750	8,615	9,700	11,200	12,200	13,300
SILICON VALLEY	1,804,665	1,938,500	2,104,655	2,243,334	2,461,356	2,604,525	2,683,740

HOUSEHOLDS

	1980	1985	1990	1995	2000	2005	2010
So. Alameda Co.	65,283	75,000	87,589	90,786	98,859	103,900	106,699
So. San Mateo Co.	119,434	124,440	130,268	132,331	136,120	139,605	141,998
NW Santa Clara Co.	160,062	166,970	176,837	180,956	187,609	195,584	202,141
San Jose/Milpitas	242,801	261,720	279,820	292,360	308,946	323,305	339,637
SW Santa Clara Co.	36,785	38,020	38,443	39,200	40,345	41,370	42,334
So. Santa Clara Co.	18,871	21,070	25,080	26,386	30,182	34,492	36,653
E. Santa Cruz Co.	2,563	2,990	3,410	3,710	4,220	4,630	5,080
SILICON VALLEY	645,799	690,210	741,447	765,729	806,281	842,886	874,542

JOBS

	1980	1985	1990	1995	2000	2005	2010
So. Alameda Co.	55,135	68,270	104,267	105,746	131,148	140,077	156,394
So. San Mateo Co.	139,032	145,020	169,881	171,414	199,465	213,151	218,406
NW Santa Clara Co.	396,970	434,790	407,104	412,754	480,814	503,128	525,374
San Jose/Milpitas	247,796	298,960	404,049	414,062	500,942	538,266	572,803
SW Santa Clara Co.	39,948	43,920	47,679	48,201	53,885	55,068	56,559
So. Santa Clara Co.	18,208	23,340	32,098	34,413	41,579	48,868	58,524
E. Santa Cruz Co.	2,740	5,740	8,734	9,160	10,240	11,290	12,530
SILICON VALLEY	899,829	1,020,040	1,173,812	1,195,750	1,418,073	1,509,848	1,600,590

HOUSING



HOUSING

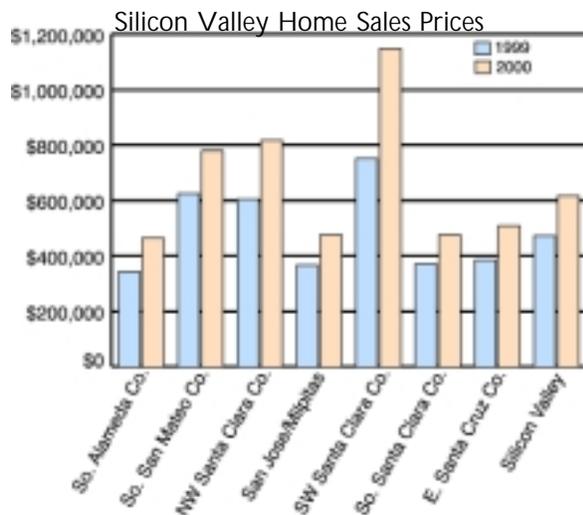
HOME PRICES

Silicon Valley housing prices are among the highest in the United States. An average single-family home cost \$617,000 as of May 2000, an increase of 87 percent from just five years ago when the average house cost \$329,000.

While the Silicon Valley has always been an expensive area, what has been most startling is the rapid increase in housing prices during the last year. The average price of a single family home increased by 31 percent between May 1999 and May 2000.

Not surprisingly, housing affordability has declined appreciably in both the Bay Area and across the state. The percent of households that can afford a median priced home in California fell from 36 percent to 30 percent between 1999 and 2000. In the Bay Area that percentage fell from 24 percent to 16 percent. Nation-wide, a little over 50 percent of households can afford to buy a median-priced house in their area.

High prices pose a challenge to anyone shopping for a house. But they are an insurmountable hurdle for many first-time buyers who have not realized any gain in equity. Even people with high salaries may have difficulty accumulating the necessary down payment for a home.



Source: California Association of Realtors

Geographic Distribution of Median Priced Homes



Source: California Association of Realtors (2000) and ABAG

Many workers are opting to commute long distances to find a house they can afford. It is not unusual for someone working in the Silicon Valley to live as far as eastern Contra Costa County where the average price of single family homes is still between \$200,000 and \$300,000, or in the central San Joaquin Valley where new home prices averaged \$157,000 in May 2000. This phenomenon has led to daily commutes that are two and three-hours each way.

HOUSING STOCK

Single family homes make up almost two-thirds of the Silicon Valley's housing stock. Vacancy rates are extremely low leading buyers to bid against each other to purchase a home—consequently driving up prices. Even rental vacancy rates are low, approximately 1 percent. While attempts to control the construction of “monster homes” have recently been in the news, single family homes for sale have not really increased significantly in size during the last five years. Although the population of the Silicon Valley has increased by about 8.5 percent in the last five years, the number of actual housing units has only increased approximately 5 percent.

JOBS TO EMPLOYED RESIDENTS							
	1980	1985	1990	1995	2000	2005	2010
So. Alameda Co.	0.55	0.58	0.72	0.76	0.78	0.77	0.84
So. San Mateo Co.	0.86	0.84	0.92	0.94	0.98	0.99	0.97
NW Santa Clara Co.	1.72	1.71	1.57	1.62	1.68	1.65	1.64
San Jose/Milpitas	0.69	0.73	0.88	0.90	0.94	0.96	0.97
SW Santa Clara Co.	0.77	0.78	0.86	0.89	0.89	0.87	0.86
So. Santa Clara Co.	0.67	0.73	0.80	0.84	0.82	0.88	0.97
E. Santa Cruz Co.	0.90	1.55	2.01	1.85	1.77	1.77	1.80
SILICON VALLEY	0.97	0.98	1.02	1.05	1.09	1.09	1.10

JOBS-HOUSING BALANCE

In recent years, Silicon Valley has created five jobs for every new housing unit built. Between 2000 and 2010, approximately 68,000 new households are projected compared to about 183,000 new jobs. If we assume that the 1.6 workers per household average in the Valley will continue, then there will be a shortfall of more than 46,000 new homes by 2010.

The most severe jobs/housing imbalances are in northwest Santa Clara County, where several large employers are located, and in Scotts Valley, which has two major employers and a small residential population. These areas are not unique. The ratio of jobs to employed residents is increasing in Silicon Valley and is likely to continue over the next ten years.

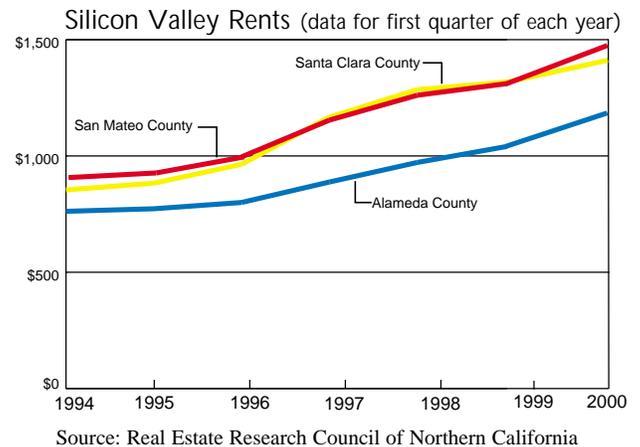
The imbalance is due in large part to outside factors that are shaping the zoning and density decisions of area cities. Three of those factors are of particular significance. The first is what is called the “fiscalization of land use.” Since the passage of Proposition 13 in 1978, city services funded by property tax revenues such as street repair and park maintenance, have been severely constrained. Commercial development now looks more attractive than residential. Not only do commercial developments require fewer city services, they often generate sales tax revenues that can be used to fund local services.

A second factor is the differing expectations people have regarding commercial and residential development. Because of the demand for more office space and because it is difficult for cities to say no to more jobs for their residents, it is often easier to win approval of commercial developments.

The third factor is community opposition to higher residential densities. To achieve greater parity between the number of jobs and homes, cities could build housing more compactly. But public perception of higher-density housing is generally negative due to aspiration of the “American Dream” for a single family home and the real or perceived failings of older high-density developments. Consequently, most local policies call for lower-density development and discourage attached multi-story housing.

RENTAL PRICES

Escalating rents are also making it harder for workers to save for a down payment. Rents have jumped more than 60 percent in the past five years in Santa Clara and San Mateo counties, and more than 50 percent in Alameda County. The apartment vacancy rate in Silicon Valley is less than one percent.

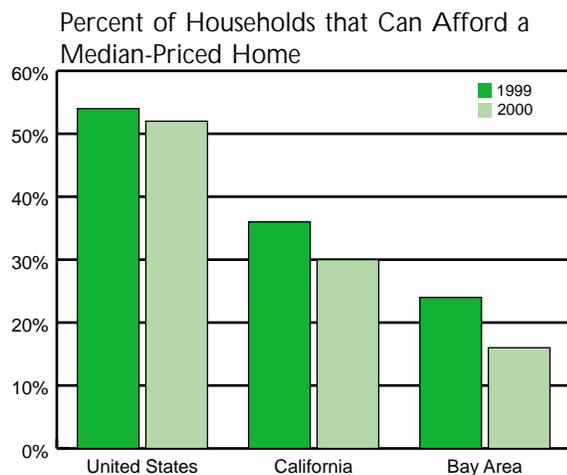


Needless to say, rising rents are especially hard on households with fixed incomes and on the many workers whose wages are not rising as fast as their expenses. Wages of those working in sectors such as retail and personal services are rising slower than those of highly skilled professionals. As a result, the current economic expansion is frequently seen as more of a curse than a blessing for low-wage earners.

ADDRESSING THE ISSUE

State law requires the California Department of Housing and Community Development and regional Councils of Government to work together in establishing local housing goals. This is done by requiring cities and counties to amend the housing elements of local general plans. Once amended, they should provide the units to accommodate the expected population and maintain vacancy rates that allow markets to function. The housing goals figures for the next five years are almost 25 percent higher than ABAG's Silicon Valley Projections forecast of expected housing growth. While increasing allowable housing can result in more housing, it is very different from having increases in the number of housing units constructed.

Architects, developers, and local governments have learned a great deal about how to successfully design and manage more-compact housing, often turning one-time opponents into ardent supporters.



Source: California Association of Realtors

Compact urban developments have been built near transit stations in cities such as San Jose, Mountain View, Milpitas and Palo Alto. These developments are enabling more people to live closer to their jobs and commute there by public transit.

The success of such developments may prompt others to replicate their efforts. However, they are insufficient in number to solve Silicon Valley's housing shortage. The severity of the situation has prompted some business and government leaders to make housing a top priority.

A consortium of business and local government leaders has raised more than \$14 million for Silicon Valley's first Housing Trust Fund –recently renamed the Housing Trust of Santa Clara County. More contributions are already being pledged, and the \$20 million goal should be reached several months ahead of schedule. The fund will provide gap financing for affordable rental homes, low-interest down-payment loans for first-time home buyers and grants to providers of homeless shelters and assistance.

Several communities in the Silicon Valley have also begun to provide targeted housing assistance to teachers. Teacher's salaries in Santa Clara County average \$37,744. Intel and the Santa Clara Unified School District have created a mortgage assistance fund for teachers that pays \$500 a month toward each eligible teacher's mortgage for five years. Santa Clara Unified School District has announced plans to build a 40-unit apartment complex that will be rented to teachers at below market rates. The City of San Jose is also assisting San Jose public school teachers by providing loans of up to \$40,000 to assist in purchasing a single-family residence, townhome or condominium in San Jose.

Location Efficient Mortgages (LEM) are being offered through Fannie Mae. The brainchild of several environmental organizations, LEMs allow families wishing to purchase housing near transit to include their expected transportation savings when lenders determine the mortgage loan amount they can qualify for. This type of loan can mean \$30,000-50,000 more buying power in these areas. Fannie Mae is also involved in a variety of flexible financing options as part of its "House Bay Area" program.

INTER-REGIONAL COOPERATION

An Inter-Regional Partnership (IRP), formed by three councils of governments and local officials representing five counties—San Joaquin, Stanislaus, Alameda, Contra Costa and Santa Clara—are bridging jurisdictional boundaries to forge cooperative solutions to shared problems. They are addressing problems like the geographic separation of housing and employment, mounting traffic and air pollution, and growth.

As a result of the work of the IRP partnership with California legislators, a \$5 million pilot program was adopted by the State Legislature in June. Under the plan, the IRP will serve as an inter-regional laboratory, creating, implementing and evaluating various incentives programs designed to change development patterns to improve the quality of life. The program will create Jobs/Housing Opportunity Zones to spur new, inter-regional solutions to common problems. A range of initiatives will be offered in each zone, particular to its needs, to encourage appropriate development. Proposed incentives include, but are not limited to: tax credit priority, grants, loans, redevelopment fund pooling, tax increment financing, and transfer of development rights programs.

OPPORTUNITIES FOR ACTION

1 **Housing Action Coalition**

To advocate for homes that are well-built, relatively affordable and efficiently situated, join the Housing Action Coalition of Santa Clara County. Over the past five years, it has successfully advocated 85 housing developments, representing 25,000 new homes in 16 Silicon Valley cities. Visit the Silicon Valley Manufacturing Group's website for more information: www.svmg.org

2 **House Bay Area Program**

Fannie Mae is involved in a variety of flexible financing options as part of their House Bay Area program, these include Location Efficient Mortgages and other first time buyer financing. For more information contact them at (800) 732-6643 or Donna Liu, Natural Resources Defense Council, 415/777-0220.

3 **Housing Trust of Santa Clara County**

Formerly known as the Housing Trust Fund, the Housing Trust of Santa Clara County is a Silicon Valley consortium of business and government leaders which helps provide gap financing for affordable rental homes, low-interest down-payment loans for first time buyers and support to homeless shelters. To get involved and/or learn how to contribute, visit the Community Foundation Silicon Valley website at www.cfsv.org.

4 **Housing Action Team**

The Housing Action Team of San Mateo, like Santa Clara County's Housing Action Coalition, endorses and advocates on behalf of housing developments. The Housing Action Team is a project of the Peninsula Policy Partnership (P3). To get involved, call Deberah Bringelson, President and CEO of P3, at 650/377-4824.

TRANSPORTATION



TRANSPORTATION

How residents and commuters travel to, from and across Silicon Valley continues to dominate community and local government discussions and transportation planning. Traffic congestion in and out of Silicon Valley is still ranked among the worst in the Bay Area. This congestion translates into long commutes, frazzled nerves, wasted fuel, air and water pollution and, of course, lost time. Silicon Valley's strong economy and robust job growth have exacerbated the problem, with more jobs and a shortage of housing increasing the number of commuters on the roads.

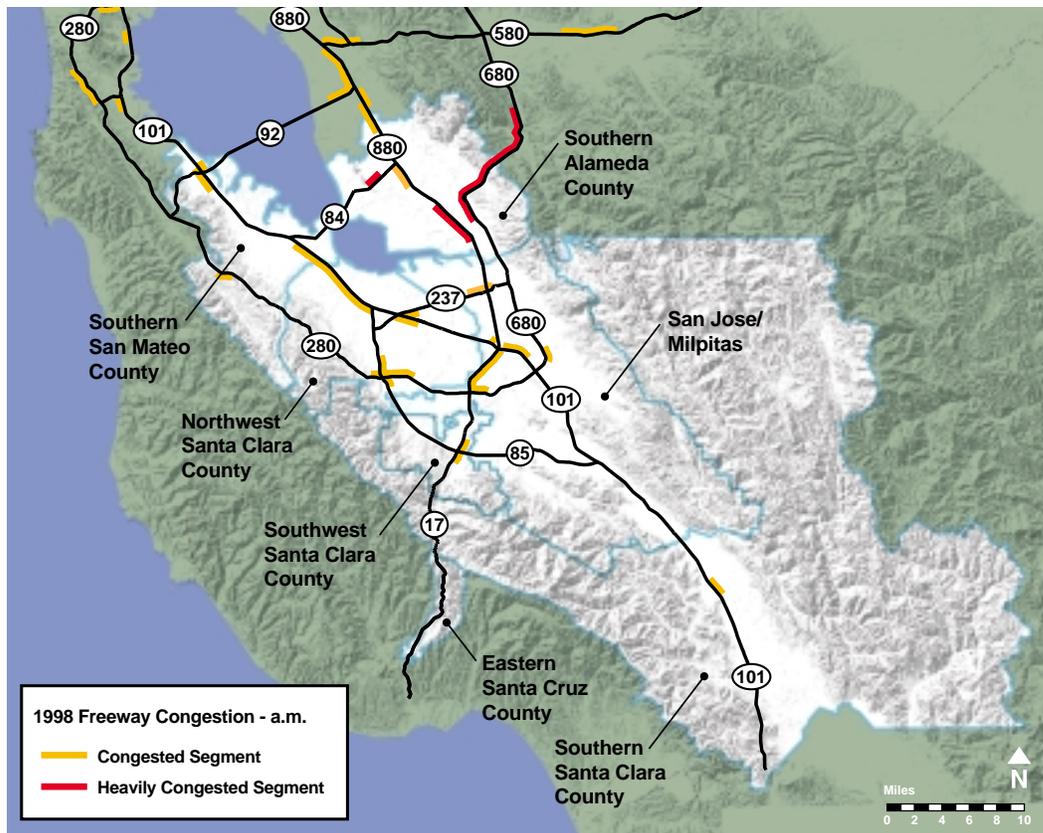
In Silicon Valley and across the Bay Area, the most congested commute site with continuous stop-and-go conditions is southbound on Interstate 680, from Sunol Blvd to just north of the Santa Clara County line. We forecast double the number of trips through the I-680 corridor over the next 20 years. However, during the morning commute, some form of congestion occurs on all the other major arteries, character-

ized by bottlenecks and periodic stop-and-go. During the morning commute, Highway 84 from Newark Blvd. to the toll plaza on the Dumbarton Bridge, and Highway 880 South from Auto Mall Parkway to Dixon Landing Road also have the dubious distinction of being ranked in the top ten as the "worst congested" commute sites in the Bay Area. In fact, five of the ten most congested routes in the entire Bay Area carry commuters to and from Silicon Valley.

A variety of solutions and projects have been proposed to mitigate the transportation crunch in the Silicon Valley and the surrounding counties: from improvements to the transportation system to commute alternatives like transit villages.

IMPROVEMENTS TO TRANSPORTATION SYSTEM

Because transportation woes extend throughout the state, Governor Gray Davis and the California legis-



lature gave transportation its biggest cash infusion in over a decade during the formulation of the 2000-01 state budget. A \$6.8 billion, five-year spending plan, aimed at helping the state's urban areas deal with rapidly worsening traffic congestion, was enacted. The Bay Area's share of the funding is approximately \$1.7 billion, with 84 percent of the regional total (1.4 billion) earmarked to finance public transit improvements.

Specific projects earmarked for funding directly affecting Silicon Valley and adjacent counties include: \$37 million for the Altamont Commuter Express (ACE) to increase the frequency of train service; \$725 million for the Bart extension to Santa Clara County; \$60 million for adding a northbound High Occupancy Vehicle (HOV) lane for I-680/Sunol Grade; and fully funded Caltrain upgrades and new express service. The state funding also includes Express Bus Service utilizing a regional HOV-lane network and the purchase of 100 new low-emission buses. An additional several hundred million dollars is also designated for Bay Area projects in the State's Public Transportation Account, for capital improvements (20%) and for local streets (40%) and roads (40%) over the next five years.

Improving the I-680 Corridor with HOV lanes and coordinating a traffic management system for arterials connecting I-680 and I-880 as proposed in the Metropolitan Transportation Commission (MTC) Regional Transportation Plan will go far in improving this particular commuter congestion "hot spot." The ACE rail service funding will help double the number of passengers carried between Stockton and

San Jose. Operational since 1998, ACE service has been a resounding success by taking significant numbers of commuters off the road at peak hours.

Construction will soon begin on road and rail projects in Santa Clara County that will widen the bottlenecks on I-880 at Brokaw Road and Highway 101 north of Morgan Hill. Work will also begin to open up Guadalupe Parkway from a four-lane expressway to a six-lane freeway and improve the 237-880 interchange.

With more workers living in Contra Costa, Alameda and San Joaquin Counties, the increase in the number of cars in the I-880 corridor has been phenomenal. Improvements to the I-880 Corridor are critical. A proposal to widen the I-880 from Route 237 to the Alameda County line from eight to 10 lanes, including two HOV lanes is under consideration. Improvements in the Fremont-South Bay corridor will include enhanced bus service.

Improvements on the Peninsula are also in progress. San Mateo County's plan to ease congestion emphasizes increasing the efficiency of the existing highway system, rebuilding certain interchanges and building auxiliary lanes on Highway 101.

MOVING TRANSIT FORWARD

Because of the predominance of low-density housing and job sites, travel by public transit in and out of Silicon Valley often takes twice to three times as long by car, which means there is little incentive for commuters to leave their cars at home. MTC has projected that even with the roadway and transit improvements currently underway this situation won't be much better by 2020. However, on the positive side, the funding for Caltrain commuter rail service and a commuter rail link to the BART system in Alameda County open up viable alternatives to the commuter. East extensions to the Tasman Corridor light rail and Vasona Corridor light rail are also in progress to open up more commuter options in Santa Clara County. In San Mateo County there is focused effort to increase capacity, service levels and safety of transit systems.

PROJECTED AVERAGE TRAVEL TIMES (IN MINUTES) 2020			
	DRIVE ALONE	TRANSIT	CARPOOL
Gilroy to San Jose	44	99	40
San Leandro to Santa Clara	52	110	38
Pleasanton to Fremont	33	90	31
Los Gatos to San Jose	22	84	22
Palo Alto to Santa Clara	27	93	23
Union City to Palo Alto	31	68	31

Transit time includes wait time.

Source: Metropolitan Transportation Commission *1998 Regional Transportation Plan*

CONGESTION ALTERNATIVE

Statistics show that most Silicon Valley commuters drive alone. Concerted efforts are being made to get commuters out of their cars and onto light rail, buses or carpool/rideshare using the HOV lanes. Surveys indicate that there was a 5 percent drop in the drive-alone rate this past year which offset the previous year's increase. However, the projected average travel times underscore the reason why many highway, rail and transit projects are underway. Carpooling may not change the commute time, but it is a move forward in reducing the number of cars on the road.

San Mateo County has launched programs aimed at reducing the demand for single-occupancy car travel, focusing on ridesharing, shuttles, telecommuting and ramp metering. Traffic planners predict that 75 percent of trips involve people driving alone. Their aim is to reduce that to 68 percent with these commuter reduction programs.

BAY AREA CONGESTION LOCATIONS

- 1 680 S, Sunol Grade
- 2 80 W, Eastshore Fwy
- 3 101 S, Marin County
- 4 880 S, Fremont to Santa Clara Co.
- 5 84 S, Dumbarton Bridge
- 6 680 S, Walnut Creek
- 7 880 N, Oakland to Bay Bridge
- 8 85 N, Mountain View/Sunnyvale
- 9 92 W, San Mateo Bridge
- 10 680 S, Concord

Source: California Department of Transportation, *Congestion Monitoring Report* (Data for a.m. peak period, 1998)

FUTURE ALTERNATIVES

We must keep in mind that transportation projects are not the single solution to congestion. The limited number of homes near job centers in Silicon Valley is the primary cause of congestion in the corridors leading to and from the Silicon Valley. The effort to increase the opportunities for workers to live near their jobs and mass transit centers must continue.

JOBS AND HOUSING WITHIN 1/4-MILE OF A LIGHT RAIL OR CALTRAIN STATION

	EXISTING 1995	FORECAST 2010
Jobs	41,400 (3.8%)	60,400 (4.0%)
Households	9,600 (1.2%)	14,100 (1.6%)

MTC recently approved eight community-oriented transportation projects and 19 community development/neighborhood revitalization projects, as part of the Transportation for Livable Communities program. Pedestrian and transit-friendly developments and streetscape improvements are hallmarks of the program—including several in Silicon Valley. More projects are being promoted and measures are being proposed to further this kind of smart growth.

OPPORTUNITIES FOR ACTION

1 Santa Clara County Transportation Initiatives

The November 7, 2000, election in Santa Clara County will include *Measure A*, a traffic relief initiative sponsored by the Valley Transportation Authority. The 30-year measure to extend the current sales tax rate would bring BART to Santa Clara County and greatly increase the Light Rail and Caltrain system. It would enhance the express bus network, linking more neighborhoods with job, education and entertainment centers. For more information about *Measure A*, visit the *Measure A* web page at www.svmg.org.

2 Alameda County Transportation Initiative

The November 7, 2000, election in Alameda County will include *Measure B*, a proposal that would increase the sales tax rate one-half percent for twenty years for specific transit and road improvements. For more information about *Measure B*, and how you can become involved, contact The Next Generation at 510/444-4710 or www.measureb.com.

3 Regional Transportation Plans

Both the Metropolitan Transportation Commission (MTC) and private sector organizations such as the SVMG have researched the region's ongoing transportation needs. To monitor planned transportation changes in the region, or to become involved in the planning process, call MTC at 510/464-7700 or visit their website at www.mtc.ca.gov. To become involved in assessing local transportation needs, contact the Citizens Watchdog Committee at SVMG at www.svmg.org.

4 Traffic Information

For real-time traffic, transit and ridesharing information call 817-1717 (all area codes).

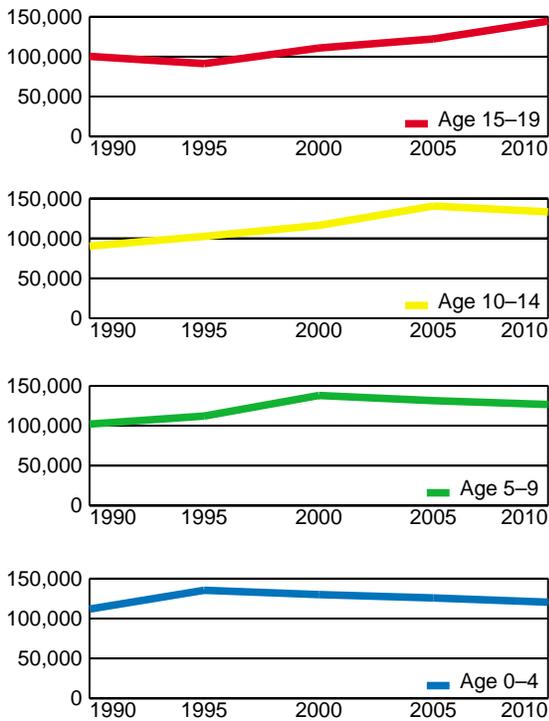
EDUCATION



EDUCATION

Education is considered a cross cutting issue in Silicon Valley, with residents, parents, business and local government focused on school standards, caliber of curriculum, adequacy of school facilities, and classroom technology. Increasing jobs and population highlight the challenge of accommodating fluctuating student population growth, while identifying and teaching the new skills needed in our future economy.

Santa Clara County
School-Age Population



the school-age population between the ages of five and 19 totaled 427,008 and by 2000 it increased to 514,541. In 2010 we project 554,119 students will be enrolled in Silicon Valley schools.

Over the next decade, a small population bulge will move through the school-age population. Santa Clara County illustrates this trend. The number of Santa Clara County elementary students in the 5-9 age bracket has been increasing much faster than any other age group. Over the last five years, this age group has increased over 23 percent. After 2000, they become the 10-14 and 15-19 age groups with their numbers increasing rapidly and continuing to grow through 2010. Because student growth is uneven, it complicates efforts to accommodate increasing numbers of students.

K-12 FACILITIES NEED REPAIR AND UPGRADE

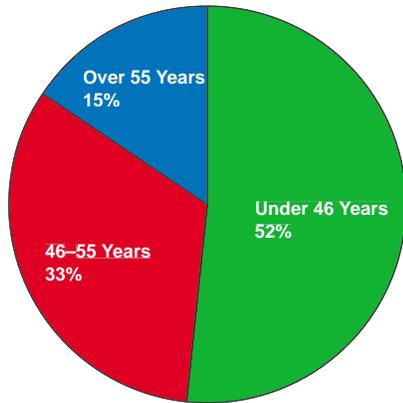
The push for higher technology in schools has highlighted critical shortages challenging Silicon Valley school districts. Over the years, funding reductions imposed by Proposition 13 prompted many school districts to defer facility maintenance for more immediate student needs. Growing school enrollments and the Class Size Reduction Program in effect since the 1996-97 school year have compounded the problem. The Class Size program required districts to reduce the size of kindergarten through third grade classes, which meant that the need to increase the number of classrooms had a higher priority than structural repairs.

STUDENT GROWTH FORECASTS

Silicon Valley's population has been growing steadily. By 2010, a projected 2.7 million people will be living in Silicon Valley. That translates into a 8 percent increase in school enrollment occurring between 2000 and 2010. In 1995

SCHOOL AGE POPULATION (AGE 5-19)					
	1990	1995	2000	2005	2010
So. Alameda Co.	56,298	59,719	71,134	77,274	76,758
So. San Mateo Co.	54,941	61,343	74,103	79,825	77,443
NW Santa Clara Co.	71,120	73,273	95,641	107,824	111,878
San Jose/Milptas	185,685	194,992	230,033	240,088	238,761
SW Santa Clara Co.	16,207	16,060	19,620	21,866	23,149
So. Santa Clara Co.	19,745	19,781	21,890	22,416	23,630
E. Santa Cruz Co.	1,648	1,840	2,120	2,300	2,500
SILICON VALLEY	405,644	427,008	514,541	551,593	554,119

Age of California's Teachers



Source: California Department of Education

Many Silicon Valley schools were built in the 1950s and 1960s. Along with replacing aging roofs and plumbing systems, schools need to upgrade electrical systems and phone lines to accommodate multiple computers and Internet access. A \$9.2 billion state bond measure approved by voters in 1998 helped schools make long overdue repairs and build new facilities. But the need far outstrips current available funds. Statewide, the estimate for needed repairs and new facilities is more than \$40 billion.

To meet the need for repairs and modernized facilities, many Bay Area districts are seeking passage of local bond measures to secure matching state funds. The two-thirds requirement necessary to pass such bonds has posed a significant hurdle for the vast majority of Silicon Valley districts. This has caused much interest and focus on the 2000 ballot measure, Proposition 39, the School Facilities measure, which would change the two-thirds requirement for school bond passage to 55 percent, a little more than a simple majority.

TEACHER SHORTAGE

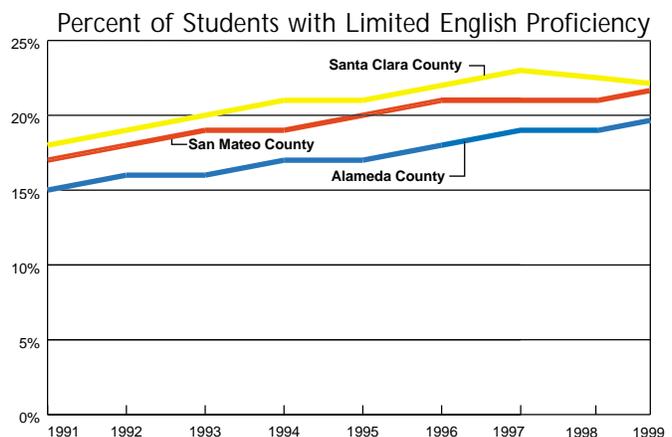
Growing enrollments and reduced class sizes have also increased the demand for teachers. With a large percentage of California's teachers near retirement, the market for trained teachers has become extremely competitive. In Silicon Valley the

average age for teachers is slightly older than the average age of teachers statewide. Class size reductions at the high school level, first introduced in the 1998-99 school year, will be expanded in the coming years. This will compound the shortage, particularly among math and science teachers who are already in short supply.

The problem is likely to be even more acute in Silicon Valley. Although the State Legislature has increased funding for schools, most of that money has been earmarked for specific programs. Limited general purpose funds are restricting the ability of districts to offer teacher raises. Silicon Valley's high housing costs and limited supply of affordable homes reduce the competitiveness of its school districts in the educational job market. In response to these shortages, special housing initiatives are being proposed and enacted in Silicon Valley to include affordable homes for teachers.

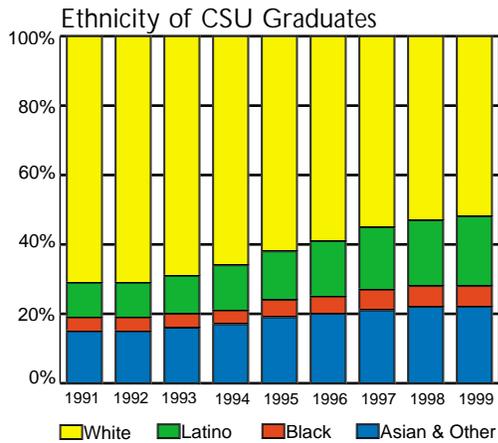
CHILDCARE FACILITIES PART OF THE SHORTAGE

The increased need for more classrooms has also created a shortage of facilities for childcare. Prior to the class size reduction program, under-utilized classrooms were often set aside for day care facilities. In the past four years, as school districts have struggled to find space for their own students, childcare providers have found it increasingly difficult to find affordable space outside of the school. Rising rental rates have exacerbated the problem. Although the number of children in the 0-4 age bracket is projected to remain fairly constant through 2010, the need



Source: California Department of Education

for childcare continues to increase, intensified by longer work hours and longer daily commutes of families.



Includes undergraduate degrees only. Totals are by academic year (e.g., 1991 covers the academic year 1990-1991).

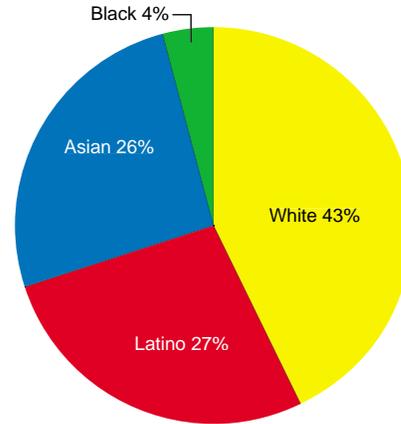
Source: Chancellor's Office

CHANGING DEMOGRAPHICS

The increasing diversity of Silicon Valley's population presents other kinds of challenges—and opportunities—in the classroom and in the workplace. Latinos currently represent almost 25 percent of the population; Asians close to 23 percent; African-Americans, 4 percent; and White-Non-Hispanic, approximately 49 percent. In the next ten years, Latino and Asian residents are projected to increase in number and as a percent of the population. In 2010, Asians will constitute 26 percent of Silicon Valley's population; Latinos, 27 percent; and White-Non-Hispanic, 43 percent. African-Americans will remain at 4 percent of the population.

For educators a particular challenge of increasing diversity is that more children begin school speaking a primary language other than English. In Silicon Valley approximately 1-in-5 of K-12 students have limited proficiency in English. Twenty-two percent of students in Santa Clara and San Mateo Counties and more than 19 percent in Alameda County have limited English skills.

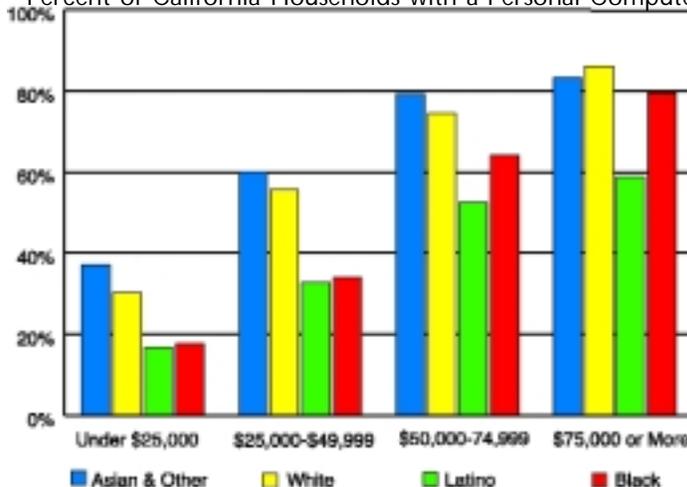
Ethnicity of Silicon Valley Residents in 2010



Source: US Census Bureau and ABAG Analysis

An examination of students graduating from California State Universities reflects the changing demographics and diverse workforce available to the public and private sector. Recent CSU graduates are 22.1 percent Asian (and other), 20.1 percent Latino, 5.9 percent African-American, and 51.9 percent White. In Silicon Valley, the professional and managerial tiers of the high tech industry—the industry's better paying jobs—have not reflected the ethnic diversity of the graduating student population. This is particularly true for Latinos and African-Americans. In the 1990 census Latinos represented 18 percent of Santa Clara County's workforce, but only 6.6 percent of professional specialties and 8.8

Percent of California Households with a Personal Computer



Source: U.S. Census Current Population Survey

percent of executives and managers. African-Americans, at 4 percent of the workforce, held 2.4 percent of professional specialty jobs and 2.9 percent of executive and manager positions. Efforts are underway in Silicon Valley to tap into diverse professional and management potential and create a more productive, representative workforce.

THE FUTURE OF SILICON VALLEY EDUCATION

To prepare all of Silicon Valley's children for an increasingly high-tech society, educators will have to teach a wider array of subjects. The curriculum challenge is identifying and teaching the skills that are part of meeting the demands of advanced technology. This includes the need to provide teachers with digital technology training. The trend of digital learning-replacing chalk, talk and books with technology-is at the forefront, with many national, state and Silicon Valley organizations and agencies offering new curriculum, teacher resources and specialized training.

It is evident that math and science skills will continue to be essential. However, organizational and management skills will become increasingly important as companies grow. The growth of multimedia will also require workers with artistic and graphic design skills.

Computer literacy is a skill that extends from the teacher and classroom to the home. The home personal computer is a tool that is fast becoming as common as the household television and radio. But not everyone has access: there is digital divide depending on income, class and race. Up to 80 percent of households earning incomes over \$75,000 have a computer and internet access, while only 30 percent of households in the lowest income levels have any computer access. Remedying this lack of access is at the heart of a number of Silicon Valley business and school partnership projects.

It is also recognized that there are numerous skills and occupations not necessarily "high tech," but still essential to Silicon Valley's continued economic and social health. Silicon Valley faces a daunting but critical challenge in balancing these economic and social needs: to identify and teach the skills that our children will need to flourish in the economy of the future.

OPPORTUNITIES FOR ACTION

1 **Plugged-In**

Plugged-In is a community-based technology center in East Palo Alto that trains teenagers in the latest Web design technology, operates a Web design business, and provides after-school programs. For more information call 650/322-1134 or view its website at www.pluggedin.org.

2 **Ed-Data: Education Data Partnership**

The Ed-Data website, www.ed-data.k12.ca.us, is a source for the most accurate and current data on California public schools and the schools/districts throughout Silicon Valley, providing interactive demographic, performance and financial information on any California school district. It is sponsored by California Department of Education, EdSource, the Fiscal Crisis and Management Assistance Team, and the Alameda County Office of Education.

3 **Resource Area for Teachers (RAFT)**

RAFT, a non-profit service organization, collects a wide variety of manufacturing by-products, overruns and other scrap material and redistributes them to schools and community groups. RAFT also works with companies, providing on-site assessments that identify reusable items and arranges their pickup. Contact Larry Carr, Silicon Valley Manufacturing Group, at 408/501-7854 or RAFT Executive Director Mary Simon at 408/451-1427 for ways to be involved.

4 **City Year**

City Year San Jose/Silicon Valley sponsors approximately 100 young people, ages 17 to 24, to dedicate a year of their lives to community service: serving as tutors and role models, running after-school and holiday programs, providing children with a "safe space" and assisting teachers. For information call their office at 408/294-2290 or visit their website at www.city-year.org.

ENVIRONMENT

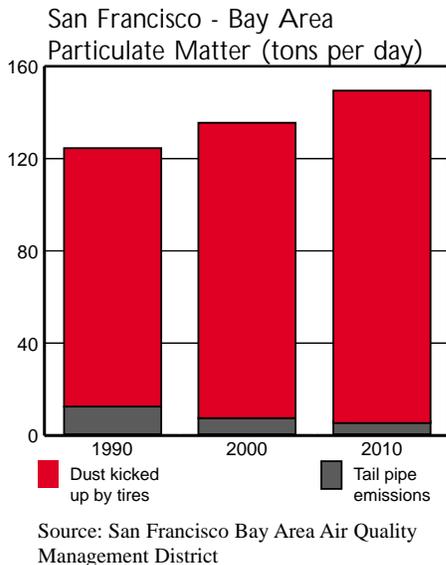


ENVIRONMENT

Silicon Valley growth has had a tremendous impact on the environment. Traffic congestion and waste generated by increasing numbers of people and industries continue to threaten the quality of the region's air, water, and land. Protecting and enhancing the region's natural environment is essential to the longevity and future economic vitality of Silicon Valley.

AIR QUALITY

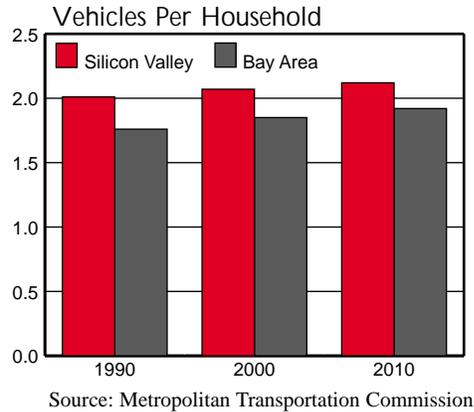
Cleaner fuels, better technology, and stricter standards have led to an overall improvement in the Bay Area's air quality in recent decades. Yet, we cannot afford to become complacent about air quality. With continued increases in population, auto ownership, industrial production and longer commutes, this improvement could easily be eroded.



INCREASING DEPENDENCE ON AUTOS

Santa Clara County has the highest ratio of vehicles per household in the region, and Silicon Valley as a whole is significantly above the regional average. In 1990, Silicon Valley averaged two vehicles per household. Today, the number has increased to 2.06. And, according to MTC, the number is expected to increase through 2010. As it does, it will become

even more difficult to maintain Silicon Valley's air quality, emphasizing the fact that efforts to decrease our dependence on the automobile serve a dual purpose. Additional transportation options address the frustration and wasted time associated with traffic congestion while also helping maintain air quality.



ASSESSING AIR QUALITY

Prevailing winds carry air pollution from San Francisco, San Mateo, and Alameda Counties into Santa Clara Valley. When this pollution combines with pollution generated within the Valley, Silicon Valley has the greatest potential in the region to fail national, as well as the more stringent state, ozone standards.

According to the Bay Area Air Quality Management District, Santa Clara Valley exceeded state emission levels on 22 days in 1998, decreased to eight in 1999 and two days as of July 31, 2000. The cause: traffic and hot weather. The more cars on the road, the more volatile organic chemicals and nitrogen oxides are produced. When heated and exposed to ultraviolet light, these chemicals react to form ozone—a major contributor to global warming and a health hazard. The summers of 1998 and 1999 were unusually hot and the summer of 2000 has also been hotter than the norm. Reducing emissions to meet state and federal standards under a variety of weather conditions, not just the favorable ones, is essential to sustain the region's air quality.

As if this weren't challenging enough, a second aspect of air quality demands attention as well. Fine particulate matter, made up of dust, smoke, and soot, has been steadily increasing throughout the Bay Area. This particulate matter, which has been linked to asthma and respiratory illnesses, poses a health risk at least as significant as that posed by ozone.

WATER QUALITY

The Santa Clara Valley Basin, which is bounded by the Diablo and Santa Cruz mountain ranges on the east and west, and Coyote Reservoir to the south, is home to most of Silicon Valley. This basin, already identified as having water quality problems, is under continued threat because of the increasing numbers of residents, employers, and commuters.

The most significant source of water pollution in Silicon Valley is urban runoff. Improperly disposed

of household chemicals, excess fertilizers, and metal particulates from cars are swept off roadways and lawns by rainwater into storm drains. This water ultimately runs into creeks that feed the South San Francisco Bay or recharge the Basin's groundwater aquifers. This stormwater does not pass through a water treatment system enroute.

In some areas groundwater has been contaminated by MTBE, a colorless chemical compound manufactured for use in gasoline. The additive reduces air pollution by causing engine fuel to burn more thoroughly. However, low concentrations of MTBE, a possible carcinogen, have also been found in several reservoirs in Santa Clara County.

Since half of the drinking water supplies in Santa Clara County come from groundwater, protecting these supplies from contamination is critical. In March 1999, Governor Davis issued an executive



Source: United States Environmental Protection Agency 1999

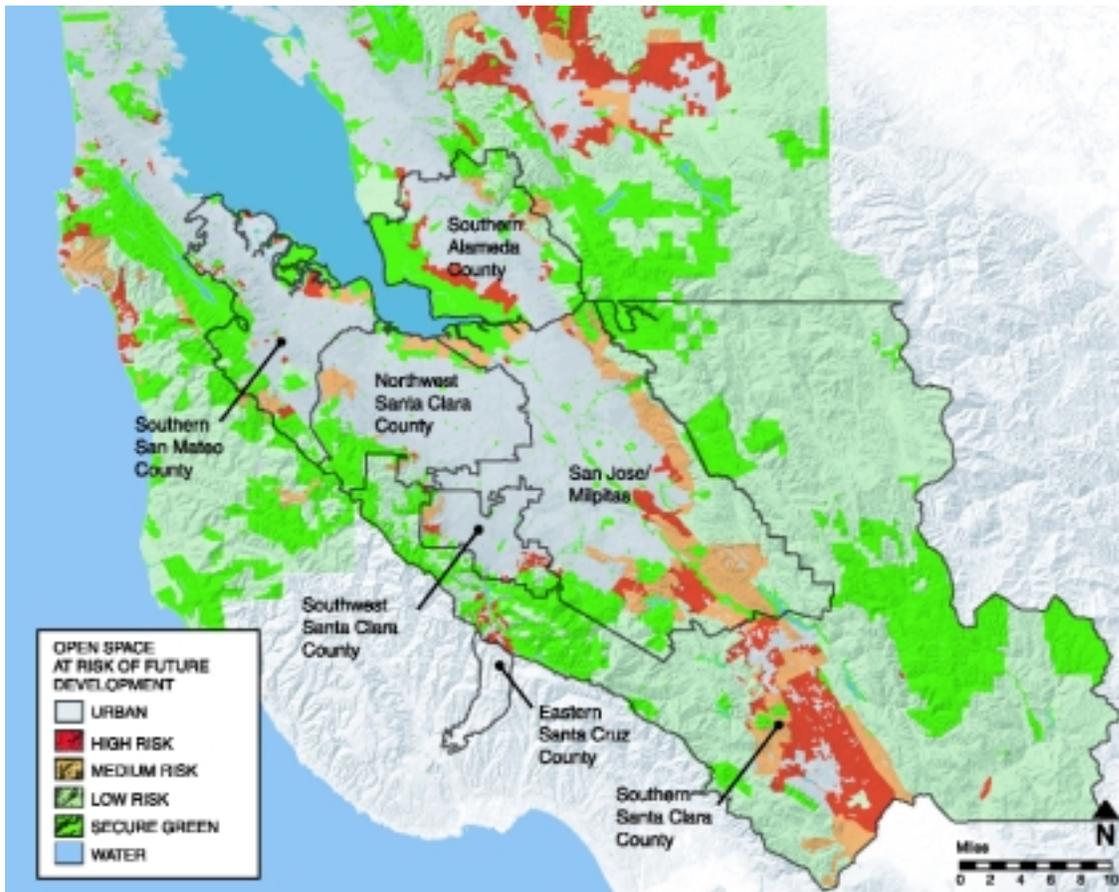
order requiring MTBE to be removed from California's gasoline supply by 2002. Until then, the primary method of protecting the water supply from MTBE will be the prevention, and prompt cleanup of fuel spills.

Although it constitutes a much smaller portion of the problem, toxic industrial wastes also affect the region's water quality. Modern water treatment plants are unable to remove some of the metals and organic solvents that industries discharge. Although Silicon Valley's largest firms have made great strides in reducing their toxic discharges in the last 20 years, there is still more to do. Cities such as San Jose have been successful at partnering with many of the larger electronic firms to reduce the volume and toxicity of their discharges through incentives and partnership programs.

LAND QUALITY

Commercial and housing development is threatening open space and agricultural lands on the urban fringes of Silicon Valley. The Greenbelt Alliance classifies 100,200 acres of Santa Clara County's open space as threatened by imminent development over the next 30 years. This is particularly notable in the county's southernmost reaches. Gilroy is one of the few cities in Silicon Valley that still has significant land dedicated to agriculture. Developers are pressuring the city to open these lands and its open space to development. Greenbelt Alliance rates these lands as having the highest risk of development in the county.

Many cities in the county have adopted urban growth boundaries (UGBs) to prevent sprawl and protect their remaining open space. San Jose has been able to withstand similar development pressures



Source: Greenbelt Alliance

through its UGB and other policies that encourage infill development. The success of growth management policies such as these will determine how much of Silicon Valley's remaining agriculture and open space will be lost to urban development.

Although Silicon Valley historically had a disproportionate number of Superfund sites, a majority have seen significant progress in clean-up and are being returned to productive new uses. Superfund sites are land contaminated by pollution and therefore prohibited from development. Santa Clara County's 29 Superfund sites, more than any other county in the United States, are a negative result of the area's rapid growth. Approximately 80 percent were contaminated by electronics industries.

These sites, and others with lower levels of contamination, may eventually be redeveloped. But, the process is a slow one. The Environmental Protection Agency runs a competitive grant program called the Brownfields Economic Development Initiative, which provides financial and technical assistance to communities for the purchase, clean up, and development of such sites. East Palo Alto is the first Silicon Valley community to participate in this program. The city's revitalization project has already shown signs of boosting local tax revenues and are offering new job and housing opportunities for the community. Because of the demand for land in the Silicon Valley, brownfields are being recovered—one example is the San Jose Arena.

OPPORTUNITIES FOR ACTION

1 Land Use and Open Space

For information on open space districts, urban growth boundaries, volunteer opportunities, and other related information/resources, visit Greenbelt Alliance's website at www.greenbelt.org or call 415/398-3730. View the websites of Midpeninsula Regional Open Space District at www.openspace.org and the Peninsula Open Space Trust (POST) at www.openspacetrust.org for more information on efforts to protect open space.

2 Spare the Air

If you want to measurably improve the air we breathe, participate in the Bay Area Air Quality Management District's Spare the Air Campaign. The campaign has a particular section that involves both employers and employees with more than 1,600 businesses and government agencies currently signed on. For more information, visit the Air District's website at www.sparetheair.org or call 415/771-6000.

ENERGY



ENERGY

Silicon Valley needs energy that is reliable and available at low cost for businesses to flourish and residents to go about their lives. The current situation falls short of this requirement. Energy supply is vulnerable and at risk throughout Silicon Valley and the region.

ELECTRIC DEREGULATION

Cheap, reliable power was the aim of California's experiment during the nineties with redesigning electric industry regulation. At that time Californians were paying on average 50 percent more for electricity than other states. Electricity generation was opened to market competition in 1998 to promote competition and lower consumer prices. One consequence of opening electricity markets to interstate competition is that the federal government now regulates portions of California's electric transmission and generation.

Since June, wholesale prices for electrical power in California have increased on average 270 percent when compared to 1999. While wholesale prices have been deregulated, the retail prices in the Silicon Valley are still subject to retail rate freezes, scheduled to expire no later than March 31, 2002. San Diego

area customers — the first to be exposed to unregulated electricity prices — saw their June electricity bills double.

SERVICE RELIABILITY

On June 14, PG&E was required by the California Independent System Operator (CA ISO) to intentionally interrupt nearly 100,000 Bay Area customers (residential and small business) for the first time in its history. This remarkable event was a result of insufficient electric supply in California and instability in the Bay Area's power grid. Electric service was interrupted to prevent instability from spreading across a wider geographic area, causing a general shutdown of service.

The blackouts were caused by a combination of historically high demand and unusually short supplies. The Bay Area suffered unusually hot weather for June, with San Jose peaking at 109 degrees. Additionally, nine power plants in the state were not fully operational because of scheduled maintenance or repairs. CA ISO could not import sufficient power to make up for the lost generation, in part because the region has limited transmission facilities over which to move power.

CALIFORNIA ENERGY NEEDS ASSESSMENT SUMMER 2000				
	PEAK USAGE MWs	GENERATION MWs	IMPORTS MWs	GROWTH MW/YEAR
California	46,000	38,000	8,000	1,000
Bay Area	8,900	4,500	4,400	300 to 400
Silicon Valley	1,800	300	1,500	50

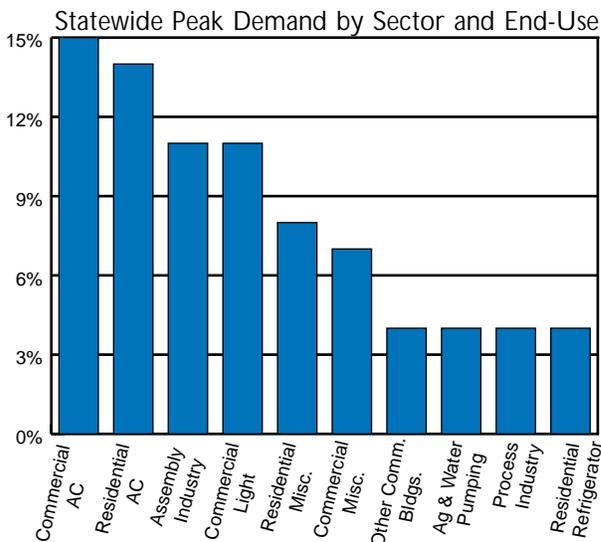
Source: California Independent System Operator, California Energy Commission and PG&E

At several times during the summer, regulatory authorities requested voluntary reduction of power usage by businesses and the general public, referred to as Stage II alerts. These voluntary actions are requested when reserves become extremely low. The involuntary interruption of power that occurred in June was partly driven by local events, and is described as a Stage III event.

Technology firms and, increasingly all businesses, require reliable electric service. Hewlett Packard reports that a 20-minute outage at a circuit fabrication plant would result in the loss of a day's production at a cost of \$30 million. For several digital companies, the price of a power interruption is millions of dollars per hour. This summer's blackouts led to temporary shutdowns at high-tech companies like Apple Computer and Advanced Micro Devices.

POWER REDUCTIONS AND CONSERVATION

Electricity demand, particularly during summer peak periods, can be significantly affected by changes in the use of air conditioning systems and commercial lighting. Many large companies have already demonstrated their willingness to participate in voluntary power reduction programs. During the summer,



Source: California Energy Commission

communities around the Bay Area were cautioned to voluntarily reduce their power consumption. For example, technology companies in Silicon Valley, including Sun Microsystems, Yahoo, Cisco Systems, Excite@Home and Xerox, adjusted air conditioning and lighting systems to comply with the suggested guidelines. Hewlett-Packard powered down at its Palo Alto and Cupertino sites, reducing lighting and turning off non-essential systems.

GOVERNMENT RESPONSE

In response to the escalation of electricity prices and reliability problems experienced in the Bay Area, the governor issued three executive orders. They set policies to streamline the approval process for electric generation facilities, provided for energy conservation measures during Stage II and Stage III electrical emergencies, and instituted resource-efficient public building design practices. The California Energy Commission has already issued new rules streamlining their approval process.

The State Public Utilities Commission issued a report, requested by the governor, that included a variety of potential options. Those options include improved and more flexible procedures for power emergencies, a general call for additional transmission and generation capacity, and descriptions of the need for more conservation and renewable sources of power. The report also calls for an investigation into whether the market mechanism established to set prices for electric generation might have contributed to the blackouts in the Silicon Valley.

At press time AB-265, which would freeze electric rates, was on Governor Davis' desk for signature. A bill, SB-2167, that had a broader agenda and included measures to improve system reliability, failed to pass the 2000 legislative session.

INFRASTRUCTURE

Currently the Silicon Valley imports approximately 80 percent of its power needs from other areas. Of an estimated electricity demand of 1,800 Megawatts (MW), there are only 300 MW of local generation

capacity. Growth in the Silicon Valley is likely to increase electricity demand by about 50 MW per year. Demand for electricity is growing by about 5 percent a year in Silicon Valley, compared with about 2 percent a year in the rest of the state.

Because of its geography and high tech business growth, the Bay Area's electrical problems — and possible solutions — are unique. Transmission lines are more difficult to add around the complex geography of the bay. Because the transmission lines were designed to serve Los Angeles, the Bay Area is relatively isolated from the broader transmission system.

INCREASED ELECTRICITY CAPACITY

No major power plant has been constructed in California in the last 10 years. Five power plants are slated to be constructed over the next two years, with four already under construction. If completed, these plants will add 2,098 MWs of electricity in 2001 and an additional 1,550 MWs in 2002. However, this growth will be at least partially offset by an expected increase in demand of about 2,000 MWs during the same period. Eleven more plants have begun the permitting process and could add almost 7,000 MWs. However, they are subject to market conditions and regulatory hurdles. The only plant in the Silicon Valley seeking permits is the Metcalf Energy Center in the Coyote Valley section of San Jose. There has been significant concern over the siting of this plant near residential neighborhoods.

Since the Bay Area is relatively isolated on the electric transmission system, increased capacity for transmission lines and the transformers that connect regional systems to the high-voltage interstate power grid is limited. Expansion of the Metcalf transformer in San Jose and transformers in the Central Valley would increase the amount of power than could be imported into the Silicon Valley. However, transmission of power from remote generator plants is not always a complete solution.

Major Electric Transmission Lines



Source: California Energy Commission

FUTURE ELECTRIC PRICING

Silicon Valley's electric rates are still subject to controls, but they will eventually become subject to market prices. The events of the summer of 2000 indicate that there is a great deal of potential for price volatility. While the state is considering ways to control this volatility, the effects of deregulated electric markets will continue to be felt in the Silicon Valley.

<u>"NORMAL" SAN JOSE LOAD FORECAST</u>	
Year	MW
2000	1777
2001	1811
2002	1856
2003	1902
2004	1941
2005	1978

Source: PG&E San Jose Load Assessment

1 State Contact Sites on Regulations and Energy Markets

Participating in the regulatory process is one way that individuals and companies might want to effect change and keep informed about energy markets. The State Public Utilities Commission continues to have a role in electricity regulation. Their web site highlights actions, resources and a listing of potential options regulatory agencies are considering: www.cpuc.ca.gov. Siting of power plants and transmission lines is the responsibility of the California Energy Commission: check out its website for more information, www.energy.ca.gov.

2 Silicon Valley Energy Task Force

Individuals and organization can participate through the Silicon Valley Manufacturing Group's new Energy Task Force to work on solutions for safe and reliable energy supply for Silicon Valley businesses and residents. The Silicon Valley Manufacturing Group has taken an active role in addressing energy issues for the Valley. It organized and managed the first ever Energy Summit, bringing together over 150 representatives of business, public policy officials and energy experts to highlight the threat to the Silicon Valley economy and begin to form alliances for a balanced solution for sustainable power. Representatives from the Manufacturing Group also established leadership as the voice of Silicon Valley on energy reliability through the media at local, state and national levels and testified on the impact of energy unreliability at the House Commerce Committee. Contact SVMG at 408/501-7864 and at www.svmg.org.

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