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T&E committee. Sam Liccardo, here, Judy Chirco, here, Rose Herrera, here and Campos is and.
>> Councilmember Liccardo: We have a quorum. I guess Ed was supposed to do that but thank you very much. Much appreciated. Fabulous. Okay, so we'll move on to review of work plan. We have five items recommended for deferral.
>> Motion to approve.
>> Second.
>> Councilmember Liccardo: Okay, that's a motion to defer those five items. All in favor? That passes unanimously. We'll move on to the consent calendar and there's no consent calendar, correct?
>> Correct.
>> Councilmember Liccardo: We'll start on reports, report on energy efficiency and renewable energy activities, which may be very brief, I'm told. Is tha true?
>> This might actually be a little bit longer today, maybe six minutes. I'm Kerrie Romanow, assistant director with environmental services, and I'm here with Mary Tucker, our city's energy program manager, John Stufflebean, director of environmental services, and Hans Larsen director of transportation. So we have a few topics. This particular month we'll talk about energy efficient street lights. Recall we ended with that last month. So we'll hear how that's going. Then our municipal energy efficiency, renewable energy activities, we'll give a review of that and Silicon Valley energy efficiency map. So Hans.
>> Hans Larsen: Thank you. Mr. Chair, members of the committee, pleased to report continuing progress on development of energy efficient street light system for the whole city. As you recall, last month we had a very well attended community demonstration of our various street light systems that we're considering, Vice Mayor Chirco participated in that, as well as Councilmember Kalra. We had a -- six different street light types set up in the Edenvale industrial area and we had over two nights, 70 people on each night, so 140 total. Members of the community participating in a survey and letting us know how they feel about the different street light systems. As a follow-up to that we have a general community meeting that is this week, April 7th, 7:00 p.m. at Roosevelt community center, and this will allow us to further broaden the community information, and feedback on a new system for the city. Where this is leading to is that at the June transportation and environment committee meeting, we will have a draft proposal to review with the committee. Receive your feedback and then we will have another general community meeting that we're scheduling in July to receive the community's input on a proposed street light master plan for the city. And then we would roll that to the city council in August for hopefully adoption of the plan. So good progress in that area.
>> Great, thanks Hans. So since we last talked -- sorry -- we've completed six energy efficient audits in 2010 which resulted in $18,000 in energy savings from those projects since January of this year. And since January of this year we've also received $190,000 in rebates. So that's pretty good start to the first three quarter -- first quarter of the year. And then from the fire stations we talked a little bit about working on installing solar water heaters. We've assessed about 26 fire stations and looks like five or six of them are going to be good fits for this type of technology. For various reasons some of the other ones didn't make sense. Either they weren't used enough, the building wasn't configured appropriately for those types of solar water heaters. And we're doing this project in collaboration with San José State mechanical and aerospace engineering departments, and we're funding them, the students are getting some great experience, and we're getting some great projects. I better move quickly. Silicon Valley energy watch, we're going to be releasing this launch to the public next week. This is -- so this is a preview for you guys. So it's not fully functional. We had wanted to actually go out to the public Website and walk you through it but we're uploading a lot of data in the next week or so to make the system ready for public launch. So we have some screen shots to walk you through instead to kind of show you the functionality of the system. Recall the Silicon Valley energy watch is a partnership between the City of San José and PG&E providing energy efficiency outreach, education and service coordination to all of Santa Clara County. We've been running this program since 2002 and it's grant funded. We have a three-year grant for 9.6 million, about $3 million a year and our energy team continues to find more opportunity to leverage other people's money to do great work. And this map covers three particular areas. If you look at the -- and I'll be able to show you this I think a little more clearly, right where the blank spot for address, city, zip code, if you look above that there's three tabs: Energy use, solar energy and green buildings. So it covers each of those three topics. Did it actually move?
>> Councilmember Herrera: Can you expand it a little bit or --
>> Apparently I can't do anything right now. No.
>> Councilmember Liccardo: Oh, splendid.

>> It's a little easier to read the lettering.
>> Councilmember Liccardo: There you go.
>> Did it move?
>> It's not in here, it's black and white. [Back ground talking]
>> Councilmember Liccardo: Molly got a nice one. (inaudible).
>> And this isn't why I thought this would be a longer presentation. [Laughter]
>> But the tabs that she's talking about are up there next to (inaudible) so those are the energy functions --
>> Councilmember Liccardo: Solar energy and green building.
>> Nice.
>> Councilmember Liccardo: Oh, there we go.
>> So look at that drop down box and it lets you run through so each those dots is a solar installation. So that shows you live, it will be a dynamic -- dynamically updated series of data. So as we get new permits, new installations are out that will show you. You can sort by the groups up in that left column from block groups which are based on census blocks to census tracks, zip codes and then RDA, strong neighborhoods for that areas that those that includes. We -- there will also be resource list so residents and other external folks will be able to get tips on energy conservation, available rebates, other incentives and then there will be a how to use this map tutorial so that will be helpful as well. So as a home other than I might be interested in solar installations in my neighborhood and my neighborhood is up there and I might see, wow, a bunch of my neighbors have installed solar and I better get with that and get that on my house. And mike track trends and promote growth. So you guys might look at your own districts or make council districts and see how those compare. So we think it's going to be just a great -- a great use of the technology, and if you look again you can also sort by building types from commercial buildings, residential buildings, what's of particular interest to you. Here we look at the green buildings tab. So the highlighted one on the top has changed a little bit. And these are by council districts. So if you look, in council districts 3 and 4, there's quite a bit of solar or there's quite a bit of green building and that's partly due to municipal buildings in that area although I'm sure it's a lot of other great work as well. That shows you the green building. You can highlight through council districts so you can see how your particular area's doing. And these are certified green buildings so once they become certified they actually make it on the map and then you're able to zoom in like this and we've selected City Hall and you can see in that small box that there's a little bit more project detail, tells us the type building, square foot, what it's certified to, when it's fully functional, you'll click on that more info and there will be a case study. So if the -- if whoever owns the building has put on the case study to us, tells you more pictures about the building, more about its particular nuances. And if this map looks in any way familiar it's because we leveraged work that Work2Future has already done. So we actually used the same consultant that they've been using and built on the maps that were already created to do this very cost-effectively. Work2Future in general use their maps to look at types of industries and types of work in those industries in those sectors. And the one we searched on this is clean and green and energy research and services. So again, you know, what makes this interesting, well, we have the last page of your handout has some information for you all as you're talking with your residents about the particular uses of this, there's some examples of how you might use it. It certainly makes it more visible to the residents and businesses where solar is. There's another tab that we -- that is not functional yet but it's on energy usage. And that tab will only be sortable by zip code. And it will tell you the energy used per capita in that zip code. So I will -- yeah, you can't search down to somebody's house but you can look by zip code and again that will help trending along the way. And we think that it will help folks be able to find the information on their own. If you are interested in the number of installations in your district, I might be interested as a neighborhood association and what's going on in my particular geography. I can search that over time and I can see how it's going and you'll also be able to export data if you look at that bottom right orange block. And that will produce a table. So you can readily take that information and Jeff looks pretty excited about that, he'll be able to -- and I'm pretty excited so he won't call me all the time and he can take that information and we think empowering residents with this kind of knowledge is going to be really helpful. So this is solar installations across the city, and we are going to leverage this information to focus our outreach efforts. So through the DOE solar America grant we're doing quite a bit of outreach to residents and businesses and it helps us understand how to group some things, where some target audiences might make sense and kind of focus effort where it's making the most sense. Now when you are looking at this remember that this is just a solar energy tab. So you know while some areas might be

doing really well in solar, they might be doing less well in energy use and the reverse could always be true. So by look at the three tabs you get a more broad based picture of what's happening within that particular area. And then again you can sort by different council districts in this particular -- this particular example. So that, we also have the list of normal questions or normal workshops that we have sorted by what's of interest to residents, as well as what's interested for trades. So if you guys can share that with folks that would be great.
>> Councilmember Liccardo: Thanks, Kerrie. Okay, any questions or comments? Rose.
>> Councilmember Herrera: When will this be ready online?
>> Great question. April 15th, next week.
>> Councilmember Herrera: Going live next week. Greatly.
>> We'll have a lot of data between now and then hypothesis.
>> Councilmember Herrera: Will you have data for our newsletters and things like that?
>> Yes.
>> Councilmember Herrera: Great, thanks.
>> Councilmember Chirco: This is blown up on the screen and it looks so busy it's difficult to read. Will it be more comprehensible on a computer screen?
>> It is more visibility and remember you can zoom down to the level we did with City Hall. So you can really get in and see more data. But regardless yes I did still need glasses to see it on my computer screen, depending on how you're looking at it.
>> Councilmember Chirco: It would be interesting to get consumer feedback.
>> Yeah.
>> Councilmember Chirco: Good information. You just want people to be able to access it.
>> Right, and actually use it for some decision making.
>> Councilmember Chirco: Thank you, Kerrie.
>> Councilmember Herrera: I just want to say thank you, Kerrie. I think this is great. I know it will be used, I know in district 8 there are groups really looking at solar and who has it and how much, how far along are we in terms of solar being acquired in the community so this will of very useful. Thank you.
>> Councilmember Liccardo: I can see Mary's house on there, she's got solar. So unless there's public comment, we -- I don't see any cards so we'll move on to the plant master plan update. John Stufflebean.
>> John Stufflebean: Good afternoon, John Stufflebean director of environmental services. Very pleased to bring to you our update on how things are going with our plant master plan. I think the good news is we are well through our process, three year process and pretty much on schedule and so I kind of want to let you know what's happening and a couple of big events that are coming up in the near future. Last time we updated you was in December of '09 so it's been a few months so today we're going to talk about the progress and upcoming workshops. The components of our master plan just kind of as a refresher include the technical aspects, basically the treating wastewater, the core of what we do, land use aspects, and as we've e-talked we have 2600 acres of land that we can look at for lots of possibilities in terms of uses of that land. Because there is so much interest in what to do with the land and we want the community engaged in that process, we have a very robust community engagement process that we're embarking on. What are the drivers, why are we doing the master plan to begin with? And again, just kind of as a refresher, the number one issue of course is the aging infrastructure. The plant was built largely 30 to 40 years ago, with a design life of 30 to 40 years. So most of the plant is at the point where it needs to be replaced and as we replace it we want to make sure we replace it with modern technology. Second driver is population growth. We expect about 500,000 more people in the tributary area of the plant, the eight South Bay cities, over the next 30 years, and so we need to make sure the plant can accommodate the growth. And in addition to that there will be we anticipate new and stricter regulations that come along. We want to make sure we're anticipating those and are prepared for those. This is what we call the sewer shed, and again, it includes the eight cities of the South Bay. And it's about 300 square miles and about 1.4 million people. Okay. And here's where the plant is, again this is a refresher, kind of at the Northwest corner of 880 and 237. And 2600 acres of land. It is the yellow shade property here. And as you can see it's really quite an interesting place in terms of transportation, you know major roads in the area, rail, major rail in the area, the bay trail passes through here and of course it's where the bay meets the city. Again as a refresher our goals, we've been using the triple bottom line economical, environmental and social. Beyond that of course the plant has to operate so we kind of call it our triple bottom line plus it's got to operate. And -- [Laughter]

>> John Stufflebean: Kind of important. So then as far as the technical update, I'm going to give you kind of a technical update, land use update and outreach update. From the technical perspective, we're well along the way. Our staff and our consultant team have been or kind of putting the finishing touches on the technical alternatives that we're putting forward for both liquids treatment and solids treatment at the plant, and we're focusing of course on energy optimization as we move through that, and we kind of divide it into three kind of time frames. The first time frame is the current five-year capital improvement program, and we've already seen great benefits of this. In other words, in past years when we put together a five year capital improvement program it's our best estimate of what the needs are for the next five years. Now we are well on our way to really looking out 30 years, we think we are much smarter in terms of determining what really do we need to do over the next five years, and also we are able to better make sure that what we're doing in the next five years is going to be consistent with what we're going to need over the long run. So we think that's really important, and we've had our TAG, our technical advisory group, meet twice, and they've given us some great input. In terms of the five year capital improvement program we're focusing on critical systems. We've talked about critical systems certainly being the electrical systems at the plant which we just identified were some systems that had to be replaced now, there were some safety issues with those in addition to that, the digesters, we've talked about before five of the 16 digesters are no longer able to be operated because they are in such bad corroded positions, conditions, because the environment out there is corrosive and causes that to happen. So as we look on our five year we're focusing on making sure we deal with electrical reliability and start rebuilding the digesters. In addition we're focusing on operational efficiency, in particular energy usage, for example we've gone to the fine bubble diffusers to save energy and we're improving our metering and doing other energy efficiency measures, and we're also focus on doing pilot testing. Because one thing we've discovered from our consultant and as we've talked to other plants is that as you embark on a major technological improvement at a treatment plant, you need to do pilot testing to make sure it's going to work in your particular situation. Every plant is different, it treats the water differently, the wastewater has different parameters, different constituents, different quality so what may work at one plant really well might not work quite so well at another plant. We're totally convinced it's critical that we do pilot testing so we're including that in our five year plan as well. So beyond that and we go to kind of some of the near term improvements, what are some of the things that we need to look at over the next say ten years or so and one of the issues is one of the big ones of course is what we call biosolids diversification.

The issue right now all of our biosolids we do the same thing, after they're treated from the digesters, they go into lagoons, they go into drying beds, and we take them to a landfill nearby for daily cover. It's a really inexpensive option but it's the only thing we're doing so if for something would come up that would make that to be not, say, by regulation come along say you can't do that or landfill would have some problems we don't have any kind of secondary system in place to handle the biosolids. And so one of the main things we're focusing on as we move ahead is to diversify the biosolids processing so that we have several alternatives in use at a given time. So if something does happen, we have other places for the biosolids to go because they have to go somewhere. Beyond that we're looking at wet weather capacity. As you know we completed the new head works last year. But that project really only was for half of the head works because of budgetary issues. And so we're looking at completing the other half of the wet weather capacity project which would be the other half of the head works and another big issue in the near term is filtration technology. I went through this a bit in December, all the different processes, the one that was really, the one we needed to replace was the filters. The filters was the last major process, it's what sets us apart from other plants. We have this tertiary process, which is the filters. And one of the conclusions that we've reached by looking at it is we shouldn't put any money into rebuilding the filters. The technology has improved, the filters are not something we want to rebuild, so what we would be looking at really a totally new filter system. So we're looking at that in terms of what the options are over the near term. And then again over the long term we'll be looking at potentially new regulations and greenhouse gas projects. Issues. Just kind of a quick scope of what we're seeing in terms of operations, and I'm going to toggle back and forth between this site and the next slide a little bit, this is the existing foot print, the yellow is the operating area, 180 areas, it's the plant proper where the tanks and pumps and pipes are. And you remember there's a biosolids area that is where we have the sludge lagoons and the drying beds and then pond 18 and the buffer land. So this is the current situation. Next slide, this slide shows what we envision as the long term use of these lands in the future and what you'll notice is the operation area has expanded a bit. We've taken up additional land on the East and the south to make sure we have enough land happens whatever operationally but the biosolids area has considerably

shrunk and it's now, instead of 700, 800 acres, it's down to 160 acres. Now, keep in mind, this is something that would happen over many, many years potentially decades, and it's going to be more expensive to go to other biosolids processes. But this is what we envision. You notice we also have the brown area, the waste energy, we're looking at that's the nine par area that we look at some waste energy happening at that point and the purple area just kind of to the right just below the operations is the advanced water treatment plant that the Water District is building. So let's go back again kind of get a picture, this is current and this is the new, operation expands, biosolids shrinks and we have all this additional area, future use that's available for you know kind of whatever. So that's kind of the exciting opportunity that we have out at the plant. Okay? In terms of now that kind of concludes the technical update. Now, as far as the land use update, talk about three quick things, one is that we're coordinating with current developments that we've talked to the community and we've got some results of the survey which are in your packet and that we've had -- our community advisory group has been meeting and is giving us some really valuable input. In terms of coordination with current developments the two major ones that we're making sure we coordinate with in terms of developments are the Zanker resources landfill biogas facility which is slated to be on the nine par landfill that I just discussed and the advanced water treatment plant which I also discussed with Santa Clara Valley Water District. We just received bids for the earth work part of that last week so we are well on our way to getting that done as you recall. That is mostly funded by the Water District, also have federal stimulus funding to help with that. So that's the recycled water side. So we're making sure that we kind of align with those projects. We also completed a communities value survey relatively to the land use and as I said the results are in your packet and we have over 1500 surveys. We're getting input in other ways but some of the major conclusions, I'm just going to boil it down to two major conclusion that we've reached, one is that people are really starting to get the fact that this is a critical piece, this is a critical infrastructure are starting to be aware that it needs to be rebuilt and it is absolutely essential and the second thing we're learning is that there is a support for a variety of land uses. In other words, it didn't come out where everybody said we want ecomonic development or everybody said just leave it alone leave it open space, that there's recognition that we have a lot of land and we can make use it it for environmental social and economic purposes and so that should be our proposal. So then finally, we have our community advisory group which is 20 representatives and again they're distributed geographically, they're people from all the different tributary cities as well as they're well distributed by interest. We have business people, we have environmentalists, we have neighborhood groups, we have good variety and a meeting of about once a month, actually more than that. So it's becoming -- we're seeing this now as a very valuable resource that we have, that these forecast very well informed in terms of what's happening out in the plant and are able to give us a real good diverse input on what the possibilities are and they also kind of keep each other in check. It's pretty exciting when one of them goes kind off, everyone else would kind of bring them back, seems like a good group. They're not shy about bringing forward their ideas, which is very good, and so we're getting some great input from them and we see them as a great resource as we move ahead. One of the things that we did that was very exciting with this group is that we again brought them up to speed on the social land uses, in terms of the trails that are in the vicinity and where parks are nearby, we also brought them up to speed on the environmental land uses. So in other words this land is already being used for a number of environmental purposes. Seasonal wetlands, uplands, upland habitat, salt marsh, open habitat and riparian. We certainly see these as being enhanced through our process over the next few years, through our land use options, so we really worked at helping the CAG group, the community advisory group to understand what some of the issues are, what are the opportunities and what are the constraints with respect to these alternatives. And we also looked at economic land uses, and this map just shows the economic uses around the site, so that gives us a pretty good idea of what kind of things we might should be able to do on the plant lands proper. And so we're looking at what are the existing industrial uses around the site, where are retail and so on. And one of the big themes that has come out is the desire to do clean tech on the site and this is of course one of our Green Vision goals is to expand green tech, clean tech and so we did some education on what is clean tech and what are the possibilities and one of our conclusions is that the plant lands are open for almost any clean tech possibility. Certainly there's a the land for solar packages, even from maybe solar panel manufacturing. There is obviously a lot of water opportunity in terms of recycled water, in terms of testing out innovative treatment technologies for water, there's potential for wind generation at the site, which we really didn't think so at the beginning, but we have learned that there are some new technologies that may make it quite -- even viable to do wind at the site, and obviously we have biosolids that instead of being a waste product, as it's

historically been considered, can be considered a resource. And so there's lots of interesting clean tech opportunities with respect to what to do with the biosolids. And again we're also coordinating, of course, with the -- in terms of land use with the general plan, with the envision 2040, and they're seeing this site as an interesting place to accomplish many of the goals that are being put forth in the general plan. Now we did a great exercise with the community advisory group over a three or four meeting series where we actually gave them little tabs that were coded by land use. So the yellow tabs meantime certain land use and the orange tabs meant a certain and the green tabs meant a certain land use. They looked at the site and said where would I put this and how much would I have for this, how much would I have for parks and how much would I have for retail and so on. The interesting thing on this for me was how consistently the maps came out. One of our consultants talks about this by saying, the land speaks to you in terms of what it wants to be. So there are certain ideas that are coming forward pretty strongly as there are certain things that just kind of make sense to happen in certain areas out there. So we are -- we use these maps to develop our final alternative maps that we're going to be going out with in our public workshops really soon. Next one. I'm now going to have Jennifer Garnett talk about our two outreach efforts which we're going to be seeing a lot of in the next few weeks and we want to be sure in the next few months that you are all aware what's happening, when you see these happening in the next few months, Jennifer.
>> Thank you, John. Okay, so from a community education outreach standpoint we've reached a pretty exciting point in our process. So I'm going to talk to you about two tracks that we're on right now. Rebuild the plant awareness campaign and the shape our shoreline invitation. The first on the screen you'll see creative comp for our ad campaign that's going to be starting in a couple of weeks, rebuild the plant. Indoor water goes to the bay, aren't you glad we clean it first and then the subtext there, keep your wastewater treatment plant working. You can find more at our URL rebuildtheplant.org. Our goal here is primarily to raise awareness amongst our eight city area communities about the needs out at the treatment plant. And the important function that it serves for us on a daily basis. And the ads will begin to run, you'll start to see them in buses, bus shelters, movie theater ads, you'll hear them on radio spots and we have some kiosks being produced right now that will be on display at City Halls and libraries and community centers. In your packet you've got a list of community workshops. As John said the land use component of this project is significant. And so at this point in time, we're getting ready to drive people to -- their attention to these workshops which is really the first time the community will be able to see all the work that we've been doing over the last year and a half to come up with some proposed land use alternatives. So at these workshops we'll be having three land use maps shown to the public. Let me talk a little bit about the workshop, the locations were chosen to cover the large geographic area of the plant. So we've got one in Milpitas, Santa Clara, San José, Alviso and then covering Cupertino and the west valley cities in the city of Cupertino. We're going to be unveiling the land use alternatives for the first time with our community advisory group on April 28th and that will be a chance for them to have all the work that they've been up to over the last year come to fruition and bring their knowledge to the table and take a look at the land use alternatives for the first time then. That is of course open to the public, you're welcome to come to that. But our shape our shoreline community workshop campaign is primarily focused to getting people to the community workshops which is the things you see listed. This is the ad, flier that we're going to be sending out. We're doing a variety of things from direct mail to ad placement to all of the free and low-cost tactics that we have at our disposal, councilmember E-blasts, using our websites, and various e-mail distribution lists to get people to the workshops. We thank each of our councilmembers, too. Your offices have better than very generous in allowing us to access your communication channels with your constituents. The workshop format is going to -- each workshop will last two hours. There will be a short presentation discussing the land use alternatives how we got to where we are today. So the people understand the various opportunities and constraints and how the data has gotten us to the point where we can actually have some things to talk about. And then, there will be a breakout session and there will be four tables that will talk about four key themes. Operational, economic, environmental and social uses. And each those tables, the folks that attend each workshop will be able to go to any of the tables that they'd like and spend 15 or 20 minutes at each of those tables going over each those key areas, so they'll get to focus in on the operational or focus in on the economic uses. We'll be able to collect really qualitative data at that point and be able to interact with the experts from our consultant teams and staff and will be able to get their reaction on which elements they like, which ones they don't and gather their comments. We're also planning on having a series of questions that are asked at each of those four tables that we will then transfer to our Website. So if you are not able to attend the workshops, we'll have the same sort of question-and-answer format available on our Website. So that we'll be able to

solicit even more input over the coming months. So here's our time line. As John said, this is a three year process, and that first community workshop arrow was last May. We are now at the second community workshop point and that is a very critical milestone for us, where we'll be revealing the three alternatives. And we're hoping that by the end of this year, 2010, we'll be bringing back a recommended alternative to council. So our goal now is really to show these three alternatives, get community input on those alternatives, and whittle them down to one that we can bring forward to council for your consideration. And then we would begin the environmental review process in 2011. So quick summary of next steps. This spring, the first three weeks of May we'll be doing our community workshops. In June we'll come forward again to you for another update. And that point we'll be able to report back on what we learned at the community workshops. By the summer, we'll expect to complete our technical analysis. And then we'll spend late summer, early fall, meeting with our regulatory customers and other key stakeholders, again soliciting input on the land use alternatives. We're of course embarking now on our tour season. We've had a very successful response to our public tours. We've had about 6,000 people come through our plant. In May we're starting tours with our 400 person waiting list and then public, the actual public tour season will start in June. So again we appreciate your help advertising that opportunity. December, again we'll -- we expect to bring our recommended land use alternative to council for your consideration and then finally the environmental review process in 2011. And that concludes our presentation.
>> Councilmember Liccardo: Great, thank you very much. Questions, Judy?
>> Councilmember Chirco: Well, I know one of the things you talked about was, the biosolids diversification. I was just curious what other strategies are out there. Because I know that that's been a concern when I toured the plant way back when.
>> John Stufflebean: Right. There are a few other major option areas. You know what we're doing is, again, we process it, we dry it and it goes on the landfill as daily cover. That's one of the major things that's done with biosolids across the state. The second major technology train is to use it on -- as a soil amendment. Either on -- in the valley, say in roadway medians that kind of thing or even on farm lands, to actually apply it to the land, it adds value to the soil as a soil amendment or kind of the ultimate would be to make a compost type material to it. The third major option is a sort of waste to energy process. In the olden days it was incineration. Incineration is still an option. It's much cleaner than it used to be but there are also gassification and other kind of technologies that actually get additional energy value out of the material. Basically this is a material, the solid material is obviously food waste. The reason it's food is because it gives us energy. But there's still energy left in the material as it becomes a waste product. We're able to get half or so of that energy out in our existing process, but there's still some energy left in what we consider waste. So there's still additional options to get energy out of it. So it's basically a soil amendment, energy product or the landfill is the other option.
>> Councilmember Chirco: I toured one of the landfills and they were doing the yard waste debris and they had to turn it and then you know, wet -- you know, water it down and they're having to use -- drinkable water, I guess it's called potable water. And I asked if they would be able to use the recycled water and they said no, because since they sold it as a soil amendment, they were not able to use -- and so I was wondering on the additional processing of our water, if that would be something that would allow for that kind of use.
>> John Stufflebean: Oh, sure, in fact the quality of solids that we produce would certainly be high enough quality that it could be used for land application purposes. And same thing with our recycled water. There wouldn't be a problem technically with using that for some kind of a land application purpose.
>> Councilmember Chirco: Now or with this additional treatment that's being proposed?
>> John Stufflebean: Either one. I mean of course the new treatment makes it even cleaner but we already -- you talking about for the biosolids or for the water? For the biosolids?
>> Councilmember Chirco: No I'm talking about the yard waste debris that was being decomposed, being sold as soil amendments. They were having to wet it down and I asked if they were using our recycled water and they said no they weren't able to because if they were going to sell it as soil supplement, they were not able to use our recycled water because they couldn't certify that this was food quality soil amendments.
>> John Stufflebean: Right. So it would depend on specifically what they were using the material for. And there are different regulations, there are different regulations if you're using it for a crop like lettuce that's a crop eaten raw versus a crop that's just used for other purposes. So we would have to

hook at that on a case-by-case basis but certainly the recycled water that we produce would be high enough quality to mix it and to make a compost for many uses. There may be some things that would be prohibited but it certainly could be used for many uses.
>> Councilmember Chirco: That would be something to explore because if our landfill companies are trying to do recycling and they're using potable water and they could legitimately use our recycled water that seems counterintuitive to everything we're trying to achieve. Thank you John.
>> John Stufflebean: Yes.
>> Mayor Reed: Rose.
>> Councilmember Herrera: I had a question on the survey, on the plant tour survey. On the second slide, as a good number of people pointed -- identified themselves as finding about this as other. I was just curious if we had any idea is that word of mouth or-d.
>> Councilmember Herrera which slides are you referring to?
>> Councilmember Herrera: I'm looking at the slides and I think it's the second slide. How did you find out about the tour. And a good number of them, it's listed under the category of other as opposed to flier, E-blast, newspaper, that type of thing. In terms of how people find out about the plant tour. Because that population are the ones that answered all these questions. I'm just curious, what does it be word of mouth maybe? We have no idea because it is other, but maybe we should have other categories. I'm curious, this is such a large percentage, is it people who knew about it and told other people?
>> It's hard to say. That could be any number of things. You're right. We'll take a look at how the question is worded.
>> Councilmember Herrera: I'm curious, that gives me an idea, which population is answering this and giving those opinions. Of course want weigh to make sure this is a really broad group of folks and a good examples of the population of these eight cities, that's the reason I'm asking these questions.
>> Most of the respondents for this survey was those who took our plant tours. This is not a statistically valued sample size. When we first started this project we did a random digit dial telephone survey, to get a lay of the land about basic awareness of the plant, what it does, people's assessments of how much they were paying for rates. And we plan to do another one of these surveys midpoint through this process towards the end of June and then we'll do an end point survey later on. But this as John said gives us a sort of a you know finger in the wind sample size here. To let us know are we on the right track. And as he said I think the data shows the people are generally in support of multiple uses and understanding most importantly the need for the plant to be rebuilt.
>> Councilmember Herrera: I guess I'm just curious how some of these folks are finding out about it, which I think's just interesting, because we could reach out to more of -- you know, ind of understand who's coming on the tours and obviously we'd want to have more people come on the tours.
>> Right, right.
>> Councilmember Herrera: And get more input from them.
>> We've been very pleasantly surprised about how popular they've been and we're using every tactic we know to get the word out about them.
>> Councilmember Herrera: Thank you, it's a segregate report, thank you.
>> Councilmember Liccardo: Moving ahead of the Winchester mystery house for attendance. I had just a couple of questions. One was, I know there are important priorities we've got already rolling with the biogas facility and advance water treatment facility. Is there any risk that this whole master plan process could result in us ending up with those projects being sidetracked because people want a ferris wheel and the water slide there instead of the advanced water treatment facility? Are they on separate tracks here or is this all --
>> John Stufflebean: No, we're being very careful to anything that we're letting move ahead now we're being very careful to make sure that aligns with the potential future so as we learn more about what could actually ultimately happen out there we're trying to make sure that whatever happens doesn't have any interference with that. Those are two particularly interesting uses which we're very consistent with that we certainly see this as being clean tech, action waste energy, obviously recycled water is a big issue. So both of those are consistent with any future land use that we're envisioning.
>> Councilmember Liccardo: Is it fair to assume that as you look at the map with all the assorted parts, that those two are going to be there, and what we're really deciding with the master plan is what happens on the remainder, is that fair?
>> John Stufflebean: Yes, yes.

>> Councilmember Liccardo: Okay. And then in terms of expectations because there is an extraordinary amount of community outreach, and I know you get it all the time from council offices, oh you should have done more outreach probably until you're blue in the face and you still haven't done enough outreach, again as I look at something like this this isn't building a housing development in the middle of a neighborhood, this is something with an extraordinary array of technical and regulatory restriction and requirements and everything else. And so how do we manage expectations, where public says what we really want is, a big park? And clearly, I mean, I think you know, I'm a little concerned about getting out there with expectations that we simply can't meet.
>> John Stufflebean: Yeah, that's an issue that we've also spent a lot of time thinking about as well. And I mean certainly one of the things we do is we always lead off with kind of the reality check. So when we have for example when we have these public workshops the very first thing that everybody is going to hear is a ten, 15 minute presentation that's going to really articulate the constraints that are on us to make sure people -- for example we can't use sewer money to pay for a park, we need to make that very clear. If we're talking about a park that would be something that somewhere somebody's going to come up with the money for that, we can't do that. Those are the examples, we have environmental constraints, we have endangered species at the site that we are going to have to accommodate. So we're certainly in every opportunity we get, and certainly at the workshops and any reports we put out identifying what those are to try to -- you know not that we can totally manage expectations but we try to make sure that people really understand what we can do and what we can't do.
>> Councilmember Liccardo: Thanks John and my last question really related to the ad campaign because it seems like I think the kid in the diaper is very cute, don't get me wrong. But it seems like we're really going all out on this ad campaign, and if the end goal is just to raise awareness, the next question is, you know, begs the question, awareness for what, and so I guess I'm trying to understand the end game a little better. I mean I know we've got rate increases and things like that we need to make people aware of away what their money's being used for is that what this is all about or is there some other end?
>> You're absolutely right Councilmember Liccardo. Our main goal is to raise awareness about the plant and its functionality and the important role it plays and so once you have that awareness established then you can start to talk to people about why it's important that we have rate increases to rebuild this facility. We also have permit requirements to talk to people about certain behaviors that they need to avoid to keep the treatment plant functioning. So we really see this as sort of an opening salvo of talking to people about the plant and what they need to be doing to protect its health as we then discharge into the South Bay. So it's really a platform for us to continue to talk about the difference between the two sewer systems, as you know sanitary sewer system goes to the treatment plant and gets treated but our storm sewer system does not. And we are under very strict permit requirements to talk to people about you know what not to do with their storm water. So it's really from an education standpoint important for us to be out there raising awareness about the facility, what it does for the community, and so when they do get their rate notice in the mail they'll understand why it's important for them to accept the rate increases that we desperately need to rebuild the facility.
>> Councilmember Liccardo: Okay, thank you very much. Are there other questions? I guess we don't need a vote, do we? Okay. We'll entertain motions to accept the report.
>> Councilmember Herrera: Motion to accept.
>> Councilmember Chirco: Second.
>> Councilmember Liccardo: All in favor. I'm sorry I didn't request public comment.
>> John Stufflebean: There is a request to place this on the April 20th agenda. Take action on that as well, on the recommendation.
>> So what is it going to be placed on for?
>> John Stufflebean: Our preference would be to do a brief presentation to the full council on this item, so --
>> So you want a recommendation to council to hear the report then?
>> John Stufflebean: Yes.
>> Councilmember Herrera: You'll include that in my motion.
>> Councilmember Liccardo: We do have public comment, I don't see anyone jumping to their feet. So now we'll have the motion, all in favor, opposed, that passes, thank you very much. We'll move on to the transportation innovations. Hans.
>> Hans Larsen: Okay, Mr. Chair, members of the committee, we have an update report on the topic of transportation innovations. And what -- the goal of this is to facilitate high density development, support

multimodal transportation and facilitate parking. This is as the committee will recall is a follow-up report that one that we had done in October of last year. And that was in response to a referral from the mayor, Vice Mayor Chirco and Councilmember Liccardo to begin to do some work on innovative concepts and policies that met these goals of planning for people, not for cars, making density more multimodal and affordable and reducing parking needs and other costs. The report we have for you today is a follow-up to the October report and we're focusing on two items. And the main thing we'll talk about is the follow-up on the development of a car share program particularly for downtown and then also, we want to give you an update on efforts with broader transportation innovative -- innovation policies that are being folded into the wider general plan update. Joining me are Laura Stuchinsky, who will talk about car share, and also Susan Walton, who will speak to the general plan update process. Laura.
>> As you probably are aware, there have been attempts to get car share programs going in the South Bay and they so far have not been able to get off the ground largely because car sharing programs depend on a greater density of homes and business and other uses, to ensure that the cars are used on a 24 hour seven day a week basis. That's how they make the program pencil out. However the thought was perhaps San José's downtown is getting to the level of density that a program perhaps could be launched here. And so with general services we started to do some research to contact some of the companies that are serving the Bay Area or starting to want to serve the Bay Area with car sharing services to see if the time might be right. And the initial feedback we got from the companies we spoke to, we talked to three of the five that we know are interested in serving the Bay Area, before the city attorney's office cautioned us about speaking to any additional exaggerations. [Laughter]
>> And all of them expressed interest. If we were going to issue an RFP they cautioned us against speaking any further. There is interest. The caution is that different companies have different models and depending on how expensive it will be to operate a program in San José it could like rental car or it could look more like car sharing. The thought was a pilot in the downtown would probably be the logical place to start because you could also include potentially San José State university. So again you're diversifying the number of people who would use the cars on a 24-hour, seven-day-a-week basis. We also spoke to the City of Berkeley, and we expanded on beyond the companies. The City of Berkeley initiated an interesting way in launching car sharing in their city and that is, they were -- city car share was already in operation in the city but before they brought it into the city proper they decided to reduce some of their fleet cars and shift their fleet uses to car sharing vehicles which increased the efficiency of the city's fleet car operation, but also made the program and the city car share program even more sustainable since they had a guaranteed number of cars that would be in operation during the day. And that helped the companies spread their services. The city also was providing some financial service support to city car share which also helped the program expand. But we thought the model was very interesting and in fact a number of other cities, for example the city of Philadelphia and Vancouver, B.C. have adopted that and several other cities are looking at it. We also started a more formal conversation with the San José state university, they are very interested in the car sharing program. They do have a master agreement through all the CSUs to use one particular company. So they're trying to evaluate, is it more cost effective, do they get a better service by working with us in a collaborative way and we're still working through that with them. Also what we're trying to explore some since the City of Berkeley provided a financial incentive, were there other things we could do that could provide support to creating a really robust program here that didn't require city funds. And the three of the things that came in our conversations with other car sharing companies and cities were, again, if we used a portion of our fleet to subsidize the program, which reduces our costs and potentially helps us move forward on our Green Vision goals by bringing in more energy efficient cars and also making car sharing available in the city so it allowed people to shift perhaps to transit, to provide free or reduced park because it's a major expense for a new car sharing program entering a new market and also to help market that program. We know the developers and the businesses in the downtown much better than a new company would moving into this area. The city was willing to help market the program to those potential participants that could also help make a program go and of course if the university participated with us they could market to the students and faculty and staff that was a major audience. So the next steps in the process is to continue the conversation with the university and to find if and how we might be able to work together on this program, to draft a request for proposals and to return to the committee in the fall and to see whether these ideas that we've identified and perhaps others we might come across were attractive to the council to offer a program that might be started and in the fall to issue the RFP or whatever instrument we feel is the best way to get a partner.

>> And while we're getting into the specifics on some of the specifics like car sharing we're looking at ways on development and the Department of Transportation to continue the discussion with various members of the community. So in addition to some of the ones that were mentioned in our status report, with the Donald Shoop seminars that were given in March that were highly successful, also this weekend we had a Diridon station area planned community workshop where one of the focuses was around transportation and parking. So we've had the community continuing to be engaged in that policy discussion. The currently formal process that planning is engaged with jointly with the Department of Transportation is the ongoing work with our general plan update task force about where the city should be trying go with transportation policy and we've had sort of some initial conversations about working to plan for people not cars, and what that might mean for efforts to get people to change modes, to get out of single occupant vehicles or to walk or take a bicycle. So some of the concepts for how you might improve mode shifts that are being discussed in the task force and the community through that process are policies such as reducing the minimum park requirements, specifically for transit oriented development and mixed use, requiring transportation demand management measures for new development, looking for opportunities town bundle the park for new residential development, that is having the parking paid for separately, encouraging car share programs when they become available, and we've just heard the conversation about how we're looking to work with our partner, San José State university to try to do that here in San José, using city park facilities in lieu of onsite project parking with appropriate long term agreements in place to make sure it remains available as needed, and establishing in some areas like the downtown or North San José or along transit stations perhaps some maximum park allowances for different types of development, particularly the high density development. So those are under discussion. We had sort of the initial deliberation, it hasn't come back to the task force for a firm recommendation about load shifts so that will be getting back to that task force and community likely in May and would get folded into the policy discussions that would be part of the general plan update that would go to the council in June. Staff would then look to draft a general plan document for the fall of this year to allow environmental review to start happening and council review and approval would then be in the following June of 2011.
>> Hans Larsen: And that concludes our presentations. I just wanted to acknowledge, Peter Jensen is leer director of general services that can assist in some of the car share discussions and Manuel pineda deputy director of planning and projects.
>> Councilmember Liccardo: Thank you. Any questions? Judy?
>> Councilmember Chirco: Having been on the general plan I've heard about the car share strategy. And going over this in preparation for this meeting one of the thoughts that came to my mind was car rentals. In other communities that have the car share, has there been any challenges by your car rental agencies? Is there -- because I know that that's a critical element of our airport. And --
>> I haven't heard any challenges. I do know that there are a number of airports around the country that do offer car sharing available, as well as car rental. The idea being that the car sharing is typically only a short period of time, car rental would be a longer period of time. They can be complementary, different markets for different needs.
>> Councilmember Chirco: I thought that might be the answer but I did want to ask that. I know there's been a lot of talk about our airport and their funding situation and this is a whole new strategy. Thank you.
>> Councilmember Liccardo: Rose.
>> Councilmember Herrera: I just want to thank my colleagues who initially brought this forward, Vice Mayor Chirco and Councilmember Liccardo. I think this is really good as part of an overall strategy to help get people out of cars, and make more people really supportive of it. So if we had this alternative car sharing, would this be tied in then with people using -- they'd have to have proof that they were using transit in some way? Would it be linked to using transit? Would it be linked to having an ecopass or something? I'm just curious about that one.
>> The program could be structured in a number of ways. It doesn't need to be. It could be that someone drove their car during the day but wanted to go to a work related meeting during the day, but you could make it available, you could structure the program for personal use that you'd have to take transit or make it more flexible.
>> Councilmember Herrera: I guess I'd like to see maybe trying it, when this is available, looking at ways we can incent people to actually use the transit to kind of tie it together so using the transit it's all kind of

works with each other, and supports more people getting out of their cars and using all of these ways of getting around.
>> Hans Larsen: Yeah, I think we certainly agree with that. I mean one of the overriding goals of this, particularly as we do more residential development downtown and some of our transit station areas, is to be able to build that development without so much park have to be included with it. And so we see a package of incentives, you know, good bicycle parking, so people maybe have -- they come with one car with a family but the family can have bicycles and we've got great places for them to keep them stored, securely. Having ecopasses so that people will use transit when that works for them. But then also having car share available so people have multiple choices to get around other than their own personal, private vehicle. And that can help drive down the cost of development, and where you don't have to accommodate so much park and create the incentives for people to eventually use other modes of transportation. So that's really the end goal.
>> Councilmember Herrera: Yeah, I'm just concerned with wanting to increase the use of people riding on our transit. I think we really, we really need to look at that and at least in some measure if we can offer benefits for those that are using transit and using car sharing, maybe they get you know they pay less or there's -- they get some benefit for using multimodes of transportation, I think that would be great. And I'd also like to see, I don't know if this is the appropriate topic to mention it but again having times in our city where we have streets where we designate times where we're not going to have cars there. We have two-hour periods or three-hour half a day or wherever it is where we're going to have -- where we're going to make it people-centric. I know it's being done in other cities, in San Francisco and other places and I know it's been discussed here too so I'd really like to see us do that because I think it would be quite -- it would be quite interesting, I think the public would enjoy the idea of being able to really put people first in that kind of way where we have a major street open for people.
>> Councilmember Liccardo: An the good news is cycle La Via will be coming our way in the near future.
>> Hans Larsen: That's right. In May.
>> Councilmember Liccardo: We'll be shutting down San Fernando Street during the bicycling event. Keep the sentiment. I'm sorry, Rose, I cut you off -- did you --
>> Councilmember Herrera: No, I like the people centric, great.
>> Councilmember Liccardo: Great, the original memo back in 2008, and full confession here Molly, I sat down with a couple car share providers also and I know folks from D.O.T. were there and I think it was before Laura came on board if I'm not mistaken, I know John Weis was there from RDA and we kind of talked through the challenge of getting something up and running in a city that is not as dense as some of the other cities where it started. And we seemed to move towards a focus that a lot of other localities had which was on developers. Now I know we haven't had any development in the last couple of years or certainly not much but the idea was hey, can we reduce parking ratios, in exchange for a developer car share program? I know that's controversial because some developers say they can't get financing for a development unless it has a certain amount of parking. But then for instance we have in Japantown and other areas we have protected intersections policies where we know there's going to be impacts on intersection and we exact some contribution to assist to walking or pedestrian or whatever. Would that be a potential source? As I understood the original memo in 2008 we were looking for Planning to get involved in D.O.T. to explore where was it that developers would be willing, what incentive would be required for developers to be making that kind of contribution to get us over the hump here to actually get something started. Because I understand that has always been the obstacle that the startup costs are substantial. I'm wondering have we actually engaged the development community about what incentives could get them there?
>> On the specific question of car sharing or more generally?
>> Councilmember Liccardo: Yeah, that's what the 2008 memo was about.
>> And I don't know, I can't recall which of your members of your staff attended the Donald Shoop lecture or seminars --
>> Councilmember Liccardo: Yeah, I was there.
>> That talked about the parking and one of the session staff from the redevelopment agency had indicated about we have quite flexible requirements in terms of requiring onsite parking spaces to be provided. And finding the incentive that we haven't had developers take us up on the in-lieu fee to be able to reduce the parking.
>> Councilmember Liccardo: Right.

>> So I think on a case-by-case we haven't managed to find that sweet spot is of getting it over the hump as you're saying. So without having more development going on right now I don't know that we have a case study of, you know, here's somebody that we've managed to get over the hump. I think some of it is probably going to be driven by public preference or public willingness I mean to the extent that you know that in addition to the bicycles that you have on your balcony and your one car if it's pouring rain and you've got a sick child and your spouse has the car, that you could go car-share to have a vehicle to get -- to make that important trip in, I think that's a significant benefit. And so I think for the public to start seeing that that works, you know see it happening, so the extent that you could get a pilot program out there so that you know word of mouth and there's people start doing it, to make it look reliable, I mean that's probably where we see it and we're a little bit stymied by the lack of development happening right now to sort of get a way to move the ball down the path there.
>> Councilmember Liccardo: I guess it would just be helpful to even engage with folks in conversation. I mean I know that development's not moving but people are still getting entitlements and you know for instance on 10th in Japantown, and you know obviously we've had cooling in other areas certainly. But it would just be helpful to know if there's any incentive out there that would compel a developer of a high rise, I know Barry Swenson's going forward we hope on parkview or Carlyle, in two or three years we'd like to believe in a happy world. For folks who are building high density like that and you want to attract someone who can't afford an extra car you know two-income household that that would be I think a helpful conversation to have.
>> Hans Larsen: Yeah, to think, Councilmember Liccardo, it's very much a chicken and the egg thing with it's tough to have a developer, if you don't have a car share program to get them to contribute to something that isn't there. And then which car share provider is it? I think what we've concluded in looking into this is that you know, the cities that have programs either they have a market that's attractive to the private sector to get it started or they've needed to assist it. We're in the model that we needed to assist it. Our view is once we get it established and we have a confidence with the sweeteners and the package with San José State and the city's fleet vehicle we can create a market that gets it started and then we see happening with individual developers is they can then augment the program and they can provide spaces within their building for car share or they may be able to assist in being able to purchase some additional vehicles. So once you get it started then there's more opportunities for private development to participate, expand and enhance the program. And so that's kind of the model that we see working best for San José.
>> Councilmember Liccardo: Okay, thanks Hans. Okay, if there are no further questions, any comments or questions from the public? Mr. Chew, welcome.
>> Good afternoon, my name is Bill Chew. I've lived in San José for a long time. And about 20 years ago, I discovered that San José has an infrastructure already in place right now called sidewalks, pedestrian right-of-way. There's over 60 million square feet of sidewalks in San José and they are totally vacant. I've been able to travel at an average of 10 miles per hour, almost every day for the past ten years and there's nobody in the way. And it's absolutely free. Just a suggestion. In terms of going beyond just bicycles, there's other alternatives, thank you.
>> Councilmember Liccardo: Thank you for that reminder, Bill.
>> Councilmember Chirco: Move to accept the report.
>> Councilmember Herrera: Second.
>> Councilmember Liccardo: All right, all in favor? That passes unanimously. Thank you, Laura and Susan and Hans.
>> Hans Larsen: Okay. Our fourth and final report today is a progress report on bike plan 2020, and joining me is John Brazil. And get -- okay, as the committee may recall, back in November, the city council approved a new bicycle plan for San José, that sets forward a series of bold goals to be one of the best biking cities in America. I see Councilmember Liccardo laughing at the picture there. We have goals of building out a 500 mile bike way network, increasing bike mode share to 5% within ten years. There's only one other big city in the United States that exceeds that. We want to improve safety. We want to add the bike parking spaces to make it more convenient and we want to be recognized as one of the best bike cities in the country. And there's a program called bicycle friendly community that has different achievement levels. We're currently a bronze level city. There are also silver, gold and platinum designations, and we're trying achieve a gold level designation within ten years. The report that you have is -- has data in terms of the progress that we're making. There's six different performance indicators in terms of development of our onstreet network, our trail network, safety

improvements, and I think the one that we probably focus on most closely is bicycle mode share. And if we have more people riding their bike, higher percentage riding to work, commuting on a regular basis, we know we're doing our job in terms of make bicycling safe, convenient, and comfortable. And so we do have a good track record to start with. We had, if you look back a couple years, our commute bike share was .4. 2007 it's a .7, last year it was 1.2%. This actually puts us in 15th place in the nation among largest cities. We were a couple of years ago 41st. We moved to 32nd. We took a big jump between 2007-2008 to 15th, and we hope that very soon we'll be in the top 10 in the nation amongst the largest cities in terms of bike mode share. One of the key elements of the bike plan is to build out a 500 mile network. And we're defining the network in two different ways. One is a primary network which would be about a third of the system. That would include our really very convenient friendly bike facility. So definitely includes our trail system. But then we also want to supplement the trails with the series of high quality onstreet connectors that creates a great network around the city. And as the committee will recall, this map here was the primary bike way plan that was adopted. It's about 130 mile network. And what you see here on the exhibit is the level of progress that we have. Dark green being facilities that are built out to a primary bike way network standard, so it's a paved trail, or it's an enhanced onstreet bike network. Light green means we have some facilities but they're not to the standard that we desire. Yellow indicates projects in which we have funding for. And there will be moving those forward in the next couple of years. And then red indicates the gaps. And so these are areas where we don't have facilities today, nor do we have funding for them. But our goal is, as within ten years, that we have everything in this map in a dark green color. So this includes trails. You can see the picture there. I'm sure you're all familiar with that. Some of our enhanced onstreet systems include within neighborhoods, neighborhood streets that we want to have as high priority bike ways. There's a new kind of treatment called bike boulevards. And then on some of the other roadways we would move towards separated or buffered bike lanes. We're also trying to experiment with the use of colored bike lanes to really create enhanced facilities. We generally have very little city money available to build out this ambitious plan. But fortunately there's lots of money at the regional, state and federal levels to invest in bicycle infrastructure. And we place a great focus on trying to get outside moneys to develop our plan. So you can see here listed is some of the grant funding that we have already secured, to help build out the projects that we have planned for the next year or two. The next slide indicates grant opportunities that we have coming up. And through MTC, they have given a great deal of priority for allocating more money to what they call regional bicycle facilities. So bike ways that have some regional significance in terms of connection with transit and job centers. So listed here is four of our kind of high profile projects that we're going to be going after some of these regional dollars for. We have an annual TDA 3 program. This is state funding. We will be coming to council in May with our recommended allocation of those dollars. As you recall last year we dedicated more of that money towards bike way development than we had in the past. Where previously we were doing a little bit more sidewalk work. And our preliminary recommendation is that we continue to invest in safety, education and curb ramps, these are equivalent levels as we've done in past years then put the balance of the funds towards building out our priority bike way network. We have also recently applied for funding from highway safety improvement program that would allow us to upgrade our traffic signals, so that they have better bicycle friendly signal detection which has been something the bicycling community has said is a high priority. I wanted to also mention that sort of aside from the grant programs, the staff report does indicate that we are aligning our pavement maintenance program with the bike way development to a greater degree than we ever have. And we have this next year 12 projects where we have pavement maintenance work, and that we will be restriping those streets to put in planned bike ways. So the fact that we have an approved bike plan that sets where we're going to do those, and fortunately we've gotten some small boosts in pavement maintenance funding from federal stimulus and other funding that wear able to put more bike lanes on the street in combination with pavement maintenance. We want to continue to provide support facilities, and we have money to install 500 more bike racks around the city. Generally at location where they're requested. So we've got a lot of flexibility there. And we are working with the VTA to develop a bike-share program that's based on the -- based out of the Diridon train station that would also serve downtown and the San José State area. One of the, I think, significant things that helps drive more people to ride the bike is having a strong bicycle culture. And next month, in May, we've got a lot of exciting activities happening in San José. We'll have our annual bike to workday and encourage the committee members and the council ant other staff and the community to parties in that. We will -- participate in that. We will have our San José cycling classic which is a series of cycling events which surround the Amgen tour of California event. So that is also in May. We will have our first

Sunday streets effort to Cycle Via, Via Velo, where we close off a major street in the city, make it available to bicycle, skateboard, whatever they want to do, dance. We are very pleased to have San José joining other progressive cities that have made this a big fun healthy social event. The other thing of note is the San José bike party. And this is a community based organization that has an evening bicycle ride once a month around different parts of San José. And this last weekend, I actually participated with them on a morning bike ride where they had different courses, 30-mile, 60-mile, 100-mile course. They had about 250 people meet at City Hall plaza, 8:15 in the morning, and go out on a massive community bike ride. Very fun. They have been generating up to 4,000 participants at their summertime bike rides. And so it's been a real big success, and I think it's very good in that it gets people comfortable riding their bike and makes bicycling fun and part of improving our numbers. It's important to have a good, strong, healthy bicycle culture. Lastly, wanted to just close with some recognitions that we've received. We are designated as a bronze level bike friendly community. And we will be applying in future years to up that on our goal towards gold. We have an amazing increase in our bicycle commute rate. So we've, over the last two years, we have tripled the amount of bike use from .4% to 1.2. That essentially puts us as clearly the most improved city in the country in terms of increasing bike use. We're the second highest among the top ten big cities. So only behind Philadelphia with our bike rate. We received earlier this year a platinum award for bicycle friendly workplace from the Silicon Valley bike coalition. We are the only workplace in Silicon Valley to receive a platinum award. So that is something we can be very proud of. And it's a fact that we've got showers for employees, we've got bike lockers, bike racks, and we have bike fleets for our police department, our traffic and code enforcement officers they're out on bikes in the summer, and we've established city bike fleet. Anyone that wants to have a bike to do city business we have that up and running. And I think most proud is a recent award that we got is that we are the number one city in the nation in terms of bicycle safety education for children. There is an annual report that is put out on walking and bicycling in America. It's a benchmarking report. And we are very pleased to be ranked number one in that effort. And that's part of our street smarts program where we get out to schools and teach them about walking and bicycling safely. We are looking to kind of evolve that program into more than just sort of safe practices but into an encouragement program. We're actually wanting to encourage families and schools to have school aged children both walk to school and bicycle to school in a larger degree. So our belief is that if we train kids young, to bike and to walk, you know, they'll be future walk to work commuters and bike to work commuters in the future and that will be important as we progress towards being one of the best biking cities in the country. That concludes our report. John and I are here for any questions.
>> Councilmember Liccardo: Questions, comments? Rose.
>> Councilmember Herrera: I heard about the bike party from the general manager of Eastridge who is pleasantly surprised to find I think it was last year thousands of bicyclists in the parking lot. His frustration was how do we get them to come inside the mall? I don't think that was their point but he was very, very excited about seeing the number of folks showing up over there. This is very good, thanks for the report. I'm curious about what your analysis is on the new commuters we're finding, the -- it's great we're having this increase in folks biking to work. What do you attribute that to? I'm wondering about the economy as one of the factors. Do you have any sense what the demographics are or what that looks like in terms of people commuting more?
>> Hans Larsen: Well, let's see, kind of give you just from -- I don't know if we have any particular studies about what makes it up but just you know, looking around and seeing the people that are riding their bike. I think a couple of years ago, there was a -- the fact that gas prices increased significantly, that that became a motivation for people to dust off their bike and get out. I think that there is the environmental awareness that is within the community. I think the Green Vision has created a broader awareness of people within San José to do things that are sustainable. There is a -- you know new baby boom. And there are a lot more I think 2009 was the highest high school graduation class in the history of our country. So there are a lot of young people, and they're more inclined to ride their bike to get to work and use that as a viable mode. So I think you know it's a number of things. I think prices, environmental awareness. A larger youths culture. When I was out Saturday riding with a bike party, I was very impressed with really the diversity. That there were young people, high school kids, and there were people older, 50s and 60s and 70s that were out there. And all ethnic backgrounds, so Hispanics, Asians, whites, so very diverse. So it's I think a good cross-section of the San José population have picked up bike and seem to be very enthusiastic about it.

>> Councilmember Herrera: I think that's great and I hope it continues and I'm sure it will. And just, I think it's really important that we continue to encourage it. And it's a great report, thank you.
>> Councilmember Liccardo: Judy.
>> Councilmember Chirco: On a less delightful note I've gotten some really crabby e-mails, for people I guess it's on the bike parties where they have hundreds of bicyclists on residential streets. And I really like this idea. I mean, and I don't know if the story's been told about what you just went over, how San José is evolving and the number of bicyclists, there's just some really crabby people that are really unhappy about hundreds of bicyclists going through their residential neighborhoods and make noise and responding and maybe not appropriate manners if somebody says something to them. So I don't know how we change the story that this is a part of living in a dynamic city, and as long as they keep moving, you know, to tolerate people having a good time and not lingering and littering. But yeah, I've gotten some cranky e-mails.
>> Hans Larsen: Well, I actually have spoke with one of the leaders of bike party this weekend and I know that they are very conscientious about riding safely. This is not a critical mass event where you know they're trying to be disruptive, to send a message, and I was impressed with they ride in the street, they follow the traffic rules, they stop at the stop lights. I know as it's grown, I think the organizers of this have been astonished at how popular it has gotten and I know that they, in terms of going through, usually the bike party, they start at 8:30 at night and they may ride to 11:30 midnight. They usually have music going on so it is quite a party scene. But I know the leaders are aware of concerns about being respectful to the neighborhoods and not creating a backlash around it. So I offered to them, kind of whatever assistance we can, I think we like the fact that it's an organic community based effort and as long as they're not you know breaking laws or anything you know more power to them. But if there's some awareness that, you know, we can provide to them if there are complaints from your constituents about it I think I'd be happy to pass that on to them so that we can continue the success.
>> Councilmember Chirco: The one I remember had a two-year-old child that they had just gotten to sleep. So if they're doing it that late at night with loud music if you could encourage them not to go through residential areas it will be a much more popular movement. Thank you.
>> Hans Larsen: Yeah, appreciate that feedback.
>> Councilmember Liccardo: Rose.
>> Councilmember Herrera: I had forgotten. I want to say, I went on the bike to work thing last year and it's quite challenging from district 8. I intend to do it again this year. But I look forward to the day when there's a little bit better bicycle lanes and the ability to go from East San José to coming downtown. There are parts of it that are great but parts of it that are darn scary. Going along Tully Road with some of the trucks that you have to coexist with. I just want to say something on the bike party, San José is always looking for something to set us apart I think from our sister city up the way there. I think biking is one of those things. We're starting to really get that reputation, you pointed it out in some of the awards we've received. But I really do think that that's one area that San José can really shine is make us the number one place to bicycle. We've got a lot of work on it as far as where you can bicycle. But people want to do it and the fact that this bike party is spontaneously happening in San José it is a very big positive thing. Those kinds of things happen in San Francisco and I'm glad with they're happening here. There's nothing wrong with San José being cool, too.
>> Hans Larsen: Absolutely, I agree. I think a big part of the bike plan is to close the gaps in the networks. Part of why we're taking on a bold goal of being one of the best is we think we've got flat terrain, we've got good weather and I think a huge asset we have is the creek trail system. There aren't many places in the world that have that ability to move around the community in a -- in an environment like the creek trails. And so I think yeah, we really do have the ingredients to really be you know world class in terms of biking.
>> Councilmember Liccardo: I just wanted to chime in with thanks, thanks to you Hans and to John Brazil for your leadership in make all this happen. This happened because we've got a great team people who are working hard on it and it doesn't happen by accident I know that. I just wanted to first of all congratulate Rose on being I think the person who traveled the farthest for bike to workday for anyone I knew. So I really appreciate your willingness to hoof it from Evergreen. And I also just want to note about the bike party. I am grateful it is organic. I know that probably John will remember two or three years ago, we sat down with Carl Guardino, and some other folks, and tried to figure out how we could create a courteous mass, which would be the San José version of the critical mass, and we pretty much concluded that if the city got involved in any way it would cost us billions of dollars in police costs and everything

else to regulate the thing. And so I'm glad it's off and running, even if we don't sanction it at least it's happening and encourage them to stay in a quieter mode or at least stay out of residential areas late at night.
>> Councilmember Chirco: Thank you.
>> Councilmember Liccardo: Anyway with that I don't have any cards from the public. So we will entertain a motion.
>> Councilmember Chirco: Move to accept the report.
>> Councilmember Herrera: Second.
>> Councilmember Liccardo: All in favor? None popessed, that passes unanimously. Thank you very much and I think we adjourn. No, there's open forum, I'm sorry. Would any members of the public like to comment at this time? I see no one. Bill, was that you?
>> I would like to.
>> Councilmember Liccardo: Okay, I'm sorry, I saw your hand.
>> My name is Bill Chew. And I'd like to congratulate the city into getting into bicycling. I started bicycling in 1978. I commuted from San José to Milpitas to work for about three years and I started roller skating as a way to -- it's called cross training, using different sets of muscles, and got off my bicycle out of the traffic onto the sidewalks. And San José has so many sidewalks, they're everywhere and there's no one walking, seriously, it is like a infrastructure that is in place, paid for, 60 million square feet of sidewalks. And it's an alternative to bicycling and it's free and available all over town and from my own experience and if you could maybe consider, you know, taking up skating as well, Councilmember Liccardo, you know, just try --
>> Councilmember Liccardo: I'm not coordinated enough myself but I know my colleagues here would be much more willing to.
>> I invite you to try and join me sometime on the sidewalks because there's no one on the sidewalks. We have fewer pedestrians per capita than any other city in the country. All these sidewalks are available, open vacant, there's no one on them. It would be nice to see someone out there once in a while.
>> Councilmember Liccardo: Your points are very well taken. If you have seen me drive, you know you don't want me skating. Thank you very much. Have a great day. This meeting is adjourned.