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City of San José transportation and environment committee.

>> Councilmember Liccardo: I'd like to call to order, we'll start with roll call, please. Roll call. Do we do that?

>> Sam Liccardo, here. Nora Campos. Here. Judy Chirco, absent. Rose Herrera. Here.

>> Councilmember Liccardo: Okay, so we have a quorum. Thank you very much. So let's move on to review of work plan.

>> Ed Shikada: Thank you, chair, members of the committee, Ed Shikada, deputy City Manager. We have under section 2, drops or deferrals that had originally been planned for today's committee meeting. With that those are the only changes we have for you this afternoon.

>> Councilmember Liccardo: Great. So I need a motion on that, is that right?

>> Ed Shikada: That's correct.

>> Councilmember Herrera: Motion to approve.

>> Councilmember Campos: Second.

>> Councilmember Liccardo: All in favor, that passes unanimously. Consent calendar.

>> Ed Shikada: We have staff here to respond to any questions, legislative matrix.

>> Councilmember Liccardo: Anyone have any questions? Let's pull it off of consent. Okay, rose.

>> Councilmember Herrera: I have a few questions or comments. I'd like to thank you for pursuing the capital light rail project. Again this project is a vital link between my community, district 8 and the rest of the community, as well as a future connection between residents and jobs and also retail in our region. I wanted to ask about the freeway performance initiative. What can this source of funds be devoted to, and can projects like the 101 improvement from Tully to Yerba Buena be utilized for this source.

>> Betsy Shotwell, director of Intergovernmental Relations.

>> Hans Larsen. Tolling, dealing with the freeway system, staff is -- does the project that was raised, the 101-capital-Yerba Buena project is considered one of the City's priorities for funding, and under this item or others, there are some new opportunities coming up through the new federal transportation bill that we see as good opportunities for that project given the level of readiness that it already has. Most of the programs that are out there, that still have funding allocations to be made, are ones that are considered to be of national significance, and the feedback we've gotten is that a local interchange project doesn't quite fit into that category but we're certainly looking into every opportunity to find funds for that project.

>> Councilmember Herrera: Will the state of readiness impact that? Even though it might not be of national significance, I think it's maybe \$5 million away from design completion, is that right? And once that would be done, then it would be in a high state of -- a high state of readiness would exist.

>> That one project, capital-101, Yerba Buena does have capital completion, which is a high state of readiness. It is a roughly \$40 million project and approximately \$5 million would allow that project to complete design work. And we've had very recent discussions with VTA, on how we can get more projects in San José and Santa Clara County to a level of high state of readiness so when the federal dollars come in we're going to be competitive. That's one of our projects high on the list.

>> Councilmember Herrera: Appreciate that.

>> Councilmember Liccardo: Hans, while you're at the mic -- I'm sorry, we'll come back.

>> Councilmember Herrera: I see that the MTC has related funds --

>> Betsy Shotwell: Again I'll have to defer to staff.

>> Hans Larsen: We're pleased to receive an allocation. The funds are being distributed on a population formula. We should have a contract for council to award in June of this year.

>> Councilmember Liccardo: Bay Area toll authority involved to make all this happen. I notice in our own valley through VTA, with our partners to the north, we're doing road pricing on three different areas in the valley. And my question is, should we be concerned about the possibility of the Bay Area toll authority would then be getting the revenue, if in fact this passed, as opposed to what we pushed successfully through MTC which is revenue from the express lanes would in fact return to the county of origin.

>> Hans Larsen: I think I may defer to Kelly on this one. I think it's been the policy position of the VTA board that moneys that are generated from toll facilities in Santa Clara County would stay within those corridors. I believe this bill and the deals with increasing the authorization to do tolling on freeways, I'm not sure it speaks to the issue of how revenues are distributed. Kelly, can you speak to that?

>> We're in the process of analyzing that bill and we'll be bringing it to council through T & E or Rules Committee through your nu input. VTA has been working closely to make sure revenues that are generated in this county will stay in this county.

>> Councilmember Liccardo: Want to make sure this isn't something we have to worry about it. Anyway, thank you very much.

>> I think that would be the position the city would be putting forward.

>> Betsy Shotwell: If I can add, a lot of piece bills haven't had a hearing yet. There's very little out there regarding analysis. We've been trying to read between the lines of legislation but in the next couple of weeks it will start getting heard in committee.

>> Councilmember Liccardo: Thank you very much. Any other questions or comments? Okay.

>> Councilmember Herrera: Motion to approve.

>> Second.

>> Councilmember Liccardo: That passes unanimously. I guess there is only one of us left. 2, terminal area improvement program, quarterly report. Get the pictures. There we go. Always have good pictures in this part of the show.

>> Trying to get up and running here. Okay, thank you, Mr. Chair, members of the committee. My name is David Moss, deputy in the airport department. I'm pleased to give you the report of the fourth quarter of 2008. As of the end of December, 2008, we were about 41% complete overall. If you looked at that time whole program. Sitting here today that number's more like about 48%. So sitting here today, we're 50% complete with all the construction out there. In terms of what we authorized under the Hensel Phelps contract, we've authorized 97% of the work. So basically, what we've intended to have them do, we've authorized them to do. The bumpout lobbies are enclosed, baggage screening work has started, we've had a lot of work on the baggage screening in this committee, and let you know they're underway, in construction on that system. Terminal B, started internal framing and putting in systems. I've got a picture at the end to see what that's looking like. The rental car garage is moving on quite rapidly. In the report it talks about the first four levels being placed on it. In fact sitting here today I believe they started with the sixth level. And that garage will, in essence, be complete in terms of its structure, by the end of June, okay, so that's moving along quite well. We begin doing some completion work in the north concourse. HP is doing that work in terms of some of the signage, the terminal bag system and so forth. The construction spaces are under design, with the county and the city building department so we should see those concessions in some of the early areas start work. And the procurement of the loose furniture is underway. In terms of schedule, pretty much the same schedule we've been talking about. The ticket lobbies as I mentioned will open in may. So those are up at terminal A and we've actually resequenced some of the work so we're opening some of the security checkpoint in the fall, probably in October time frame. We did that so we can keep some of the concessions that are up in terminal A open longer. That will help us with some of the revenue out at the airport. Consolidated rental car garage is still on its schedule for the third quarter of 2010. We are intending to open five gates this summer, that will facilitate some of the work we're doing, the shell game we're doing to move the airlines around to facilitate construction. Using five gates to do that work and then the terminal equity work continues to be phased throughout terminal A. In terms of schedule, I'm sorry in terms of budget we've reduced the shortfall on the T.A.I.P. project to \$2 million, and on the north concourse it's sitting now at about \$1.2 million with the terminal equity program still on budget. But I will note that we have adequate reserves in place to bring all of the programs in on budget. So we're okay as far as that goes. And then in the other category, I've been reporting on percent of subcontract to small and local subs. That's at about 48% in terms of value, so that remains high. We are working closely with the TSA to try to get a terminal A badge system. In fact this term we plan to get a contract together with TSA. That's moving along well. I just mentioned the delegated authority for the terminal A baggage system. That's tomorrow. Furniture contract will be coming before council this summer. We will be seeking to amend the HP contract to take advantage of a couple of things, one, the current economic environment, while overall pretty much difficult for everybody is resulting in a lot of low bids. So some of the contingencies that our contractor is holding in the contract we feel can now be released, so we can take advantage of that and put scope back in the contract so that's what that amendment will do. We have a fairly sizable tenant improvement program coming forward to set out spaces in the north concourse for a number uses and sort of a new item moving forward, we're trying to put an exhibit in place that show the history and culture of San José and some of the innovation that's gone on the valley. Not unlike the exhibits on the first floor leading to the council chamber. So we put a policy in place to be able to do that. And then lastly, awarding a maintenance and operating agreement for the baggage system since those will be coming on board soon. Some of the pictures, I've only got a couple. This is a picture taken actually a couple of months ago, there has been more progress. A perspective from the south side of the airport looking north. Terminal B

is the lower right corner. In the very lower right corner, can you see terminal C there so it's overshadowed by the buildings. And in the foreground is the construction of the rental car garage. Can you see there's quite a bit of activity although I would like to point out on the left side of the page there is an airplane taking off. We are an operating airport not just a construction zone. This is a more recent picture of terminal B which shows how it's taking shape. You can see the shape that has been intended nor facility, how it ties into the north concourse. Terminal C is in the foreground. It shows the old versus the new that's coming. With that I'll be glad to answer any questions, Harry Freitas is here if you would like. We will answer any questions if you like.

>> Councilmember Liccardo: Any questions?

>> Councilmember Herrera: Thanks very much for the report. And I think it's very impressive, the work that's been done at the airport. I had the opportunity as a new councilmember to be given a tour, and all I can say is I think our airport is growing up. It definitely is an airport that all of us can be proud of. I wanted to, I'm really glad to hear about the airport's efforts to support small businesses. And glad to hear that you've awarded 48% of the contracts to smaller local businesses. I enthuse it's vital that we improve our efforts, to improve the airport, also have a direct input on our local economy. Do we have any idea what percentage of those businesses would be minority businesses?

>> I think we do. I think I'll ask Harry Freitas to come up since he's been sort of leading that effort.

>> Thank you. Harry Freitas, Department of Public Works. As you know, we set an outreach program for local and small, because that's really the council policy. But because Hensel Phelps has done so much federal work, they actually pulled that data together for us. There is no federal money in the job right now. So let me look at these. I hadn't looked at them in a while. Excluding the design-build subcontractors because they were named, we're at about 11% minority. And that is by total contract cost. Now, what we did, just so you know, we've been going to the small business development committee meeting regularly since we awarded the contract. We go quarterly, we answer their questions and talk about our outreach program. The outreach program was pretty aggressive at the beginning of the program but we're 97% bought out so we're not doing much outreach any longer.

>> Councilmember Herrera: Great, thank you.

>> Councilmember Liccardo: Thank you very much for your presentation. Great to see. Looks fantastic. All right, we don't need a motion on that, do we?

>> Simply accepting the report.

>> Councilmember Liccardo: Okay, we'll accept it, move on to 3.3, the city bicycle master plan, status update.

>> Thank you, chair Liccardo and members of the committee. Jim Helmer, director of transportation. Today we're going to provide for you a status report on the comprehensive development of a citywide bicycle master plan, including trails. It's a report that actually is exciting in a way, because it really points out where we want to go. But at the same time, there's a dose of reality in this report regarding funding, and challenges on particularly in the current economic mode, challenges for staff funding and finding funding for all of these projects. So with that, I will introduce Hans Larsen and John Brazil. They'll give you an overview and then we'll answer your questions .

>> Hans Larsen: Thank you, Jim, Mr. Chair, members of the committee, what we have for you is a progress report on our efforts to update the City's bicycle master plan. What we have are goals for the planning effort, and these have been vetted through meetings we've had in the community over the last few months. Essentially, the -- our overall vision is to have bicycling be safe, convenient and commonplace in San José. And the goals that we wish to achieve to accomplish that is to expand our bicycle network to 450 miles. We currently have a planned system at 300 miles, of which about 200 miles have been implemented. We want to increase bicycle trips to have bicycling be more commonplace from our current 1% to up to 5%. We want to reduce bicycle collision rates. We want to add bicycle park and we want to be recognized as a bicycle-friendly community. Currently San José does enjoy a bronze level status from the league of American bicyclists. They have a rating of bronze, silver, gold and platinum. In the country right now there are three platinum cities. Those are Portland, Boulder and Davis. And we want to try to achieve gold level status, which there are approximately ten other cities in the U.S. that have that. We have had recent outreach with the community around the city. Meetings in December and January, where we sought their input in terms of the vision for the system and where we want to proceed. The key input from the community is we need a better developed network. We have some bike lanes, we have some trails. But there are a lot of gaps in the system. And there is a real love that the community has of the trail network. And people are asking for, how can we bring sort of more of a trail-like

environment into the on-street network, so that we've got safe and convenient ways to get to and from the trails and key destinations within the city. We're presenting in this report some of our kind of key response to that input. As Jim mentioned, we have been hit in terms of our staffing, in working on this due to the revenue reductions. We had previously set a goal to have the bike master plan completed by May. We are looking to a September completion, after resetting, looking to the staff resources we have for this effort. I might add that what we have as a view of the completion of the bicycle master plan is going to the council with an acceptance of the plan, that the CEQA environmental acceptance of the plan will get rolled into the city's comprehensive update of our general plan. The bike plan is an update of the master plan. We're doing that as a comprehensive update of the city plan known as envision 2040. One of the key concepts that we want to introduce here, that we really haven't discussed before, and it really comes out of the input we receive from the community, is to look at the City's bicycle transportation network, with some level of hierarchy. And right now, we mentioned we're kind of envisioning a 450 mile network. We have trails, which are very enhanced environment, we've got regular bike lanes and bike routes. What we're proposing to do is introduce a system of hierarchy in our bike network where we designate a series of corridors, on street and trails, as a primary bicycle network, that works off the trail network, that's designed to a higher level standard on the on-street system than the typical kind of bike lane or route. And I'll talk about what some of those features are. But essentially what we're looking at is taking about a third of the network and designing it to a -- I just kind of call sort of a family-friendly standard. It is something that people would be comfortable riding on trails and on street, all different age groups, all different skill types. So it's a safe comfortable and convenient network. And then we'd have a larger secondary network that would provide a finer grain of access around the community where we would have our basic design treatment. So what we've identified as a primary network is about 131 miles out of the 450 mile network, includes a majority of those facilities are on trails, 79, and then we would supplement that with a 52-mile on-street network that connects the trails to other parts of the city. And then we have the secondary network, which has basic design treatments. So in a way, kind of look at this kind of like a highway network, where the trails are almost like your freeways, high-speed, very comfortable, convenient, and then you have an arterial network that works around the city, and then you've got your local street network. So we're kind of defining for bike ways the primary network as kind of your freeway and arterial network of the bicycle transportation system. So what is this primary network look like? Ace mentioned you know, more than half of it would be trails which we're all familiar with. But the primary network, when you get on the street, what we're looking for is something that's safe, convenient and comfortable, that is usable by all different skill types. There are several different types of treatments that are used in other parts of the country, other parts of the world that we want to bring into San José. One part is multiuse sidewalk, that is essentially bringing a trail onstreet, you've got a wide sidewalk that would be shared with pedestrians and bicyclists. And the bike way can actually be designated as shown in this picture here, here's where the bikes go, here's where the pedestrians go. Another technique that's increasing is the addition of color. To the left you can see a green bike lane. What that does is provide a greater level of visibility for the bike lane corridor, that makes people who ride it more comfortable, and drivers who are on the adjacent street have a greater level of awareness that this is the corridor for bicyclists. The other concept in the bottom right is what we call separated bike ways, where you have a traditional bike lane on street, but you provide an additional buffer between the bike lane and the moving traffic, either through a painted strip or you can also introduce some level of separation. And the bottom right picture is an example from Santa Cruz where they've actually placed a rubber berm in the buffer. And this provides an added level and a protection for bicyclists and also, for motorists, some level of physical separation in case they're not paying attention, they feel something and can correct themselves. So these are kind of the design treatments that we're looking at introducing into the primary on-street bike network. And so I'd like to kind of sort of walk through where these are. This is -- this is a map of the city. And what's indicated here is where we have existing trails around the city. And you can see we're working to get a connected system of trails, but there's a lot of gaps in it. You can see Los Gatos creek to the southwest, Guadalupe river in the middle, Coyote creek in the bottom right corridor. In yellow here, these are location where we have either bike lanes or unpaved trails on what were designated as the primary network. And the rest of this in red are what we're identifying as key gaps. And so with this primary bike way network, about 25% is complete with trails, 25% has basic bike lanes or unpaved trails which we would intend to upgrade to a higher level of treatment, and then 60% of it represents gaps in the system. What we are trying to do is identify priorities in filling these gaps. And as Jim mentioned, we do have limits in terms of the money that we

have. But we do have some resources, and I'll talk a little bit more about how we see we may be getting some increased resources for it. So what we're wanting to suggest is a system of priorities on how we go about effectively closing the gaps in the network, and building a complete and connected system. And so what we've introduced in the report are ten trail projects, and trail -- and five trail projects, and five onstreet projects, that would be enhanced as we work towards developing the primary network. These are listed here, five trails, five on-street, and we've animated how that looks on this slide here. So this is kind of the current plan. We do have trail projects that are funded on the Guadalupe river, through a partnership with the water district. Coyote creek is identified as a priority, in districts 3. Los Gatos creek and Willow Glen spur in district 6 area, we'd complete that. Thompson creek --

>> Councilmember Herrera: Thompson creek, what is that?

>> Hans Larsen: This one here.

>> Councilmember Herrera: There's nothing completed there.

>> Hans Larsen: The idea is to connect this one up to the lake Cunningham park as well. And get that connection to the planned light rail extension and the Eastridge transit center. And then, someone mentioned that one. Onstreet, in closing some of the gaps, up in North San José, the river oaks corridor is recommended. And then probably one of their key major projects running East-West is the developing of the park avenue, San Fernando, San Antonio avenue, the bicycle route running through downtown, connecting it to East San José and also to western part of San José into the kind of rose garden area. We have the Monroe-Lee corridor which kind of provides access north and south of the valley fair and Santana Row, and ties in with Los Gatos creek, and the connection from the Cambrian area to the popular Los Gatos creek trail. With these ten priority projects, you can see, really, the makings of a very good network. And we've tried to kind of orient this towards some of the key job destinations where you can see in the downtown, you have a very good access from north, south, east and west. North San José has good access primarily with the Guadalupe river corridor and the connector on river oaks. The Edenvale area, actually I missed a project. One more project here. The Edenvale job center would also have access on Coyote creek trail, as well as other corridors. So you've got north, south, east, west access around that job center. And so let's see. That's the kind of vision that we're coming up with, in terms of the focus and near-term priorities. Just a few last thoughts in terms of issues and opportunities. We do have limitations in terms of our funding. The only moneys we have dedicated to developing these systems are from grant funds that we receive. There are no local dollars that are allocated to it, and the only exception would be is the local dollars which are significant that go towards developing the trail system. Another issue that we have is that in building more of the on-street network we do have some conflicts with current general plan designations, where, on many streets, they're designated as six-lane boulevards. There's no room for bike lanes. But we actually don't think we need six lanes on many of these corridors. Even some of our four-lane corridors they can be downsized to two lanes. Adequately handle traffic but then also create more rooms and space for dedicated bike ways. This is an issue that's being addressed as part of the general plan update. So from a policy perspective, if we can modify some of the designations from these arterial streets, then opens up better opportunities for development of the bike way network. I might add, too, one other issue we have, there's a lot of interest in the colored bike lanes. And there is right now in California, that is not a standard treatment. Although other states are doing this. There is a process that we'd need to go to to apply for experimentation to do that. And we're recommending to pursue that in part of the San Fernando street corridor in the downtown as a pilot project for colored bike ways. In the more positive side, in terms of opportunities, we are expecting that there will be more moneys available for bicycle transportation. That's a key policy objective of the Metropolitan Transportation Commission. We are examining that the new federal legislation will also be supportive of multimodal transportation. So one of our goals is to get projects prepared and ready for what we see as hopefully more federal dollars being dedicated to bike way development. The other opportunity that we have is that we are seeing, or receiving dollars, state and federal dollars, for local pavement maintenance. And that provide an opportunity also, when we repave the street, we have an opportunity to restripe the street, adjust lanes, and make them more conducive to meet bicycle transportation goals. So we are looking strategically at opportunities where streets are coming up for repaving, to look at opportunities where we can also re-stripe the streets and build out the network. Both the primary network as well as the overall secondary network. So that concludes our presentation. That is a check-in for committee. We're happy to receive any input that have you for us and take any questions that you have. Thank you.

>> Councilmember Liccardo: Thanks, Hans. Nora.

>> Councilmember Campos: I think my mic's not working but my question to you is, when you had these community meetings, how did we outreach so that we could get participation equitably across the City of San José?

>> We reached out to, your council office as you know, and asked for some grass roots organizations that we could try and disseminate information and make it available to folks. And we had a pretty good turnout and while we weren't able to identify formally a Spanish speaking translator, we had informal translation available. We were able to reach that organization as well as in the downtown area.

>> Councilmember Campos: And how did you prioritize your list, on the input that you got from community members, or assessing it, on how we developed accessibility throughout the city? Because in looking at this, and -- it looks like there's a lot of gaps. And that trails that we've started working on, or even bike lanes, on being able to connect, really connect East San José to downtown. It's not clear to me that there are enough avenues on communities that really use public transportation, and really use their legs and their two wheels, to be able to have access to other parts of the city. So that's my question.

>> Sure. I'll answer that. And first I wanted to also mention, Jim reminded me that included in our newspaper ads, we did run ads in a Spanish language paper, that was helpful. Your question about making sure that all areas are represented, at one point I wanted to reinforce what Hans said, what we're calling the primary network, there is a secondary network that actually more than doubles that network. So there are facilities in all districts that will be identified in the plan. As to how we prioritized them, it was a mixture of all the criteria you mentioned. The community input, we had over 150 comments in our public outreach meetings. Which actually went quite well. In our community meetings, we published large maps and had an introducing and explained the purpose of the project. We asked to break into small groups and let the community write on the map what they want. We had over 150 comments. People wrote in exactly what they wanted and where. In addition to the community input we looked into opportunities for pavement maintenance, making connection to the trail system, because most people want to be on the trail. And thirdly we looked at are destinations, and Hans, I don't know if you have other things to add.

>> Hans Larsen: Does that answer your question or --

>> Councilmember Campos: Actually, it doesn't. I appreciate all the efforts that you did. I think my question is, from what I'm hearing, is that you're presenting a portion of what the plan is. And for me, it leaves a bigger gap, because if I don't understand how we're long-term planning for the city, to make sure that every resident has access to trails or on-street bicycles, it brings all these questions up base I see bigger gaps. First of all, your presentation was wonderful, it would probably sit well with a lot of people when you think about it. But I think that when we're not really, really planning, and I think that's why we have strong neighborhood initiative. Because 20, 30 years ago, the city didn't plan for portions of the City of San José, and were having to go back and fix it. I would hope that as we look at five, ten, 15, 20 years, that we don't have to come back and plan for the neighborhoods that we so left behind. And for me, it's about make sure that the city is really planned out fossilly, so anybody no matter where they live, the amenities that are so well jewels in the city that we can all enjoy. That's how I kind of look at this from a bigger perspective, of how everyone can get from one part of the city to the other, and be able to enjoy the amenities that the city has. And I'm not seeing that. But I hear that there may be other portions that are not presented here. So for me, this picture doesn't complete the picture that I would hope to be able to see.

>> Hans Larsen: I concur, yeah, we are presenting just part of the picture. It is a work in progress. Kind of our presentation and report focused on the concept of a primary network. We do have -- a couple of things. We've provided the committee members with a current bike way map so can you see sort of onstreet where we have existing bike lanes, but part of this it's very clear, that there are a lot of gaps in the system. So while we focused on kind of a concept of the primary network, there is a very large secondary network with almost 300 miles. And the work that we're doing, we have some draft plans of that full network, primary and secondary, and we're happy to work with individual council offices to, as we pull that together, we do intend to have additional community meetings, as the sort of the draft plan comes together and can you see the full picture of the primary and secondary network. It is kind of hard to show 450 miles in the presentation we have. But we're happy to communicate that as we have it with council offices in the community as we continue to develop this.

>> Councilmember Campos: As I look at this, I appreciate your comments. Former vice mayor Dave Cortese and I, as we were envisioning this, we were looking at, okay, the Thompson creek, how it would connect to Cunningham and how it would connect to the hard of East San José, so that we would actually

complete a trail that had all these -- and bicycles, that had all these gaps. So that communities were safe, because it's really about being safe, when you get from point A to point B, and yet there was not a difference from one particular area to another. So that people really could maneuver their way to downtown, and really be part of the heart of the City of San José. And I know that when things change, priorities change. But I'm hoping that we continue to keep some of that information, so as we move forward, my colleague doesn't have to relearn everything that was for the past eight years from the previous councilmember.

>> Hans Larsen: Very good. The corridor that's come up in terms of sort of an Eastside connector to downtown as we illustrated in this is the San Antonio street corridor. We're sort of looking at that as being the sort of main bicycle arterial street from the Eastside down to downtown.

>> Councilmember Campos: Does it go capitol to Eastridge?

>> Hans Larsen: Yes, it goes down the capitol area, and we have sort of the capitol Thompson creek corridor. The north-south, we're looking at a kind of capitol-Thompson street, and East-West from there focusing on San Antonio. The beauty of San Antonio is it allows you to cross the 101 freeway without having to go through the traffic that's at a freeway interchange.

>> Councilmember Campos: Thank you.

>> Councilmember Herrera: I appreciate Councilmember Campos for kind of asking the general question about connecting over to East San José. Because that's certainly a concern of mine, as well. In fact, I thought about it -- I know there's a bike-to-workday here for the city. And this is going to be my last question, maybe it will be my first one. I would like to bike to work. I'd love input from your department. Perhaps Councilmember Campos would like to try it, too. How would we bike from district 8 or district 5 for a safe route to route? I would like to know that because I would like to join Councilmember Liccardo while he bikes to work.

>> Councilmember Liccardo: I'll come and pick you up.

>> Councilmember Herrera: We'd like to do it in a safe manner. Thompson creek trail is very important as we were just talking about. As I look at Thompson creek, I was there for the opening. It crosses streets. I don't see any street improvements listed on the other list. Can you help me understand that? And then how does the improvements, the potential improvements that you were talking about, you mentioned the light rail and some of those improvements along capital. I'm also on the VTA board and the BRT project that's going forward is going to include some of those improvements that were part of the light rail project. Some of the street improvements which I have to assume would include bike trails and other pedestrian kinds of improvements. I know I asked about three things there but can you address those?

>> Fortunately, we have been intimately involved with VTA and many of their planning processes. I can say over the last three years we've had direct involvement in making sure the planning process for light rail projects and other transit projects are including connections to trails and onstreet bike ways. I think we're doing a good job there. I think you've all pointed out a key challenge, that historically the bike lanes have not connected. There are a lot of reasons I could use to explain why. A lot of the times the bike ways don't connect. The good news is we're planning with the transit authorities, and trail program director Yves Zsutty is here. The connection has been missing, I know it's little solace when I say trust me, it's happening in the future but I guess that's my message, we're make its happen in the future.

>> Councilmember Herrera: You didn't mention my question, there is a BRT project and maybe somebody else is aware of the work that they're trying to fund along capitol expressway that are part of the light rail project. Are you aware of that and how does your project when you are looking at sources, are you including that or what is your thought on that in terms of funding sources?

>> The projects, BRT and light rail improvement in particularly the capitol expressway corridor, has an element of pedestrian and bicycle improvements. So that would get built together with that. I know it's part of the light rail project. The BRT portion, I don't know offhand to what degree that will be building improvements in the capital corridor but the ultimate intent is to make capital expressway multimodal with transit and make it much more friendly for pedestrians and bicyclists. We are interested in sort of a higher level very comfortable treatment in that corridor, that will be working with the VTA on.

>> Councilmember Herrera: That's great. Because we, in my meetings, I'm on the east side and I'm blocking on the name of the group that I'm also, on many different committees related to VTA. But council, I think you're on that as well. Councilmember Cortese or supervisor Cortese and I are both on this. They are going to be looking at moving those improvements that were part of the light rail project, moving those forward under the BRT, which is funded, the bus rapid transit is funded. I would hope that

your department would be working very closely with them so we can move this forward. I strongly support this, I mean this is a great project. Of everything we can do in terms of how short-funded we are, I think we can go a long way in terms of putting together bike connections as opposed to other transportation connections. It helps people, get our employees to work, helps people want to come to San José. It is definitely in terms of my priorities, will really help East San José Evergreen connect us up in a really positive way. I really applaud your work on it. I hope you hear from my colleague and I that we're very concerned about making those connections in every part of the city.

>> Councilmember Liccardo: Jim.

>> Jim Helmer: Yes, we hear you very clearly. I think it's important to also note that for instance, on capitol, ultimate buildout and design of that roadway is really one that the City of San José brought to VTA, making it multimodal, insisting on a pedestrian-bicycle type environment with more street trees versus a six-lane barren freeway type of concept. It's responsive to our local area planning. We get the message, we continue to support multimodallism. The last comment I wanted to make is, also working with developers in terms of our transit oriented development opportunities particularly downtown and near stations and working with our Planning, Building, and Code Enforcement and redevelopment agency to ensure that we are trying to put in the amenities, offsite as well as onsite for every new development that needs them.

>> Councilmember Liccardo: Thanks, Jim.

>> Councilmember Herrera: It's heartened to hear that San José was leading on it. So not having a history, I'm just glad that VTA and San José will be working together and I'm very glad that you encouraged that that San José was the lead in encouraging that orientation towards capitol expressway because currently it is dangerous and people die trying to cross it. So as soon as we get this project going, the sooner the better.

>> Councilmember Liccardo: Thanks, rose. You know on that point, it kind of raises the issue of the conflicts with the general plan, presumptions that we're going to be widening a lot of roads and adding lanes. And I know the D.O.T. was pushing back a little bit. I appreciate that, I was telling Hans and John the other day, having the ability to meet the former Raigosa, technically we need more lanes and more cars and so forth. But the choices of what we do in our public right-of-way are not just public choices, ultimately they're political ones, as to how we value and how we decide to move is within our cities. He decided that at some point he would make the political decision, that technically you might be able to move more vehicles per hour with more lanes, that ultimately they were going to value bike traffic. And I appreciated that incite. Looking at alternative treatments, as a pilot of sorts, I appreciate all the efforts. One of the things that I had asked specifically was moving parked cars into traffic. And moving cyclists nearly adjacent to the sidewalk. So that way they would be protected from traffic. Even if there's no other barrier, just knowing that there are parked cars between the traffic and the cyclists, I'm sure would make them feel safer. We had a lot of bus stops and that created ADA issues. Question is, is that an approach that moving parked cars out and moving the bike lane in, towards the sidewalk, is that something we can try in the city where you don't have such a key transit corridor?

>>> Yes, that concept of physically separated bike ways and why they're buffered by a bike way, we'd addressed that at a previous meeting. The corridor where we consider is our leading opportunity to do that is the fourth street corridor downtown, connecting San Carlos street at San Jose State university, you north to the Julian street in the Hensley historic district. There are probably other opportunities in the city, we haven't focused probably too much on that. I think the key thing though is with the changes in the general plan that are proposed, and kind of a redesignation of some city streets and a focus on more bike environments, probably creates opportunities to look at that in some other places. But I think at this point, yeah, fourth street is the one that we've looked at as kind of the best opportunity. I think there's probably a few others out there.

>> Councilmember Liccardo: I appreciate we have to walk before we can run, and I know we're looking at pilots where we can. We need to keep looking at those opportunities. The last thing would I say is it builds Monday the point that Councilmember Campos raised. I appreciate that the connection to trails was a key priority in deciding what the top ten list so to speak would look like in terms of the top priority projects. And I can appreciate why that would be, that certainly trails appeal to a lot of people who enjoy recreationally getting out there on their bikes. And certainly to the extent that some of these trails do get us to job centers maybe even for commuters as well. But as I think about what I would prioritize in terms of spending and perhaps maybe this is my own downtown centric bias would be a focus on bike dependent populations. We know VTA has done this work to figure out what parts of our city by zip code

or census track has the highest percentage that don't have automobiles, and destination centers, that is, schools and jobs. And it seems to me I don't pretend to know that I'd come up with a better list than what you guys came up with because I know there was a lot of time, lot of community input so forth. I appreciate there is a lot of geographic equity you need to inject into this. This is a big city, we've got to serve a lot of people. But intuitively, these are the three priorities I would emphasize. I would hope as we're looking through this, that while we all agree trails are very important and we certainly want to see our trails fully developed, I think most of the cyclists we encounter are on our roads and on our streets. If we want to move the needle in terms of mode share between bikes and cars, we have to pay attention to those folks who are on our streets. So anyway, that's just my two cents.

>> If I can chime in on that, that's a good point. I wanted to assure you that part of our analysis has already included census track analysis, the factors you're talking about. So we talked about several factors, one of which you included, census track, most transit dependent, who don't own cars.

>> Councilmember Liccardo: Great, John, I appreciate the input, I was two steps ahead. Any other questions or comments? Great, then we'll just move on then to item 3.4. You don't need a motion on that, do you? Thank you for the great work, by the way. This is obviously taken an enormous amount of work and we look forward to seeing the final report. Item 3.4, evaluation of feasibility of shutting off additional street lights.

>> Mr. Chair, members of the committee, we're here to follow up on a proposal for -- first to highlight the evaluation of shutting off street lights within the city and a proposal to further shut off street lights in an effort to cut costs at difficult budget times. With that Jim Helmer will first lay out what the results of the pilot program have been.

>> Jim Helmer: Thank you, Nancy. It wasn't really a pilot program. It was actually a consideration for saving some additional funding resources in the 2008-9 budget where we did disconnect 900 street lights, after a lengthy review of which locations in the city to consider disconnecting those. Before I talk about that, I also wanted to indicate who our partners were as we did look at disconnecting street lights. Certainly Nancy Kline and the office of economic development, the redevelopment agency played a key role in that regard and the police department helped us in terms of making sure that there was Public Safety concerns being addressed, as well as staff within our departments, and PRNS, regarding trail connections and key corridors that are used heavily by pedestrians and bicyclists. So just to summarize, in 2008-2009, the Department of Transportation, working with all those partners, did determine a list of 900 plus or minus locations for street light disconnects. The lights were actually disconnected in the summer time frame. The report indicates as they were being disconnected, as eventually they were turned off, they generated about 175 calls from the public regarding concerns that they were off. We responded to all of those calls working with, again, our police department and economic development partners. And about 15 of those street lights were turned back on as a result of the concerns of our citizenry. I also wanted to talk about the -- some of the technology that we are exploring. We are very excited in terms of the council's adoption of our new street lighting policy which actually brings together driving industries in the communications and the street lighting areas to provide new modern street light system that answers today's needs. Our first major project will be starting in about 45 to 60 days, whereas in an East San José neighborhood we will be utilizing community development block grant funds that we applied for last year. We will be going away from the yellow lights into white lights, and this is in areas of lower income neighborhood areas as defined by the CDBG process. So once again, we're very excited to also announce that a local company won that award, echelon systems from San José, teaming up with beta lighting systems out of state. And as we're moving from that project we're also going to be doing a pilot project in North San José, in industrial parks, utilizing redevelopment agency funds up in District 4, where we hope to convert about 150 street lights along very busy arterials and traffic signal lights to determine the benefits of dimmable programming street lights in an industrial park setting. In addition to that, out of the ARRA program, American Recovery and Reinvestment Act, we hope to be getting 2.2 million, as part of an \$8.8 million city allocation, coming from Washington, D.C. The \$2 million will be applied to street lights throughout the city. Particularly we will be looking at those location in and around traffic signal lights, where we have the brightest lights and we can recognize the greatest benefit from a Public Safety as well as an energy savings impact. We're also pleased to hear that in the community development block grant program that Leslye Krutko's staff year of sees, they are receiving additional block grant funds and they are going to be including about \$300,000 for more modern street lighting systems. So the disconnecting of street lights was, I think, a good lesson for us. It was actually a process which, in the end, staff felt it took a lot of research, a lot of time, a lot of

going back, and a lot of concerns have been raised by the community. We, for that reason, the portion of this report that the Department of Transportation is commenting on, and including, is we believe that our best efforts going forward would be those to modernize our street lighting systems, getting away from the yellow, low-pressure sodium lights, and going to a downward directional light that lick observatory has supported. We can concur with the overall recommendation in this report that it probably makes more sense for us to invest our efforts right now to modernize our street lighting systems, use grant funds from the Department of Energy and others, to reduce our power bills along the same lines as we would try to be reducing our power bills by turning street lights off. Thank you.

>> As usual, Jim covered all the salient points. The notion is after carefully going over the analysis and collaboration that new technology and particularly at this time offers alignment with the Green Vision, in addition to cost savings, and that it is very challenging. There was a tremendous amount of time and the streets that did get selected ended up being arterials along the industrial areas, and two and three, even still shifts in production areas and the concern about having folks out there and not having lighting and/or in commercial areas with retail and having the perception that the city would somehow not be supporting retail in the evening hours, and beyond or perceived real concerns about public safety, would suggest at this time, given we all know that things might be considered again given what the budget might be but at this time moving forward with a new technology option and capitalizing on the dollars we can hopefully bring to bear is what staff has recommended?

>> Councilmember Liccardo: Thank you very much. Questions or comments?

>> Councilmember Campos: First of all, thank you for the report. It was very informative. Just want to go back to one of the last comments you made, which I was kind of puzzled, regarding some of the areas that are in the industrial areas, that there were different shifts and that people -- did we not take that into consideration when we were doing this, or was it just kind of you just picked areas? Because I would have thought that we would have done our home worse on not turning off lights, where we know that we current -- people are working several shifts. Because that's a safety hazard.

>> When we first -- what director Helmer was pointing to was that it took a good amount of time to put together the initial list for the 900. Going to the industrial areas, it's not such an easy thing. That's where after really driving the areas and thinking it through there was a good amount of evidence, to go to the 6,000 and the amount that would have to be shut off wouldn't be every light or every third light, it would be spots that would have to go without that lot. Again, making a recommendation to try and work as much as possible with the new technology because that affords better cost and light.

>> Councilmember Campos: Thank you for that additional information. That's helpful as I sit here and think about supporting the concept that you want to move forward on. So having said that, just a full -- a few questions. As we move forward, and we're thinking about going to the new technology, funding, looking for funding sources, how sure are we that we'll be able to get federal money so that we can move on this sooner rather than later? For me it's thinking about how we start moving towards a new philosophy so that we can be able to implement this new concept. Is it a reality, is it something -- I mean will this program -- are we talking within the next six months, 12 months, next five years?

>> Jim Helmer: Ed, you want to speak to that or do you want me to take that?

>> Ed Shikada: Sure, I'll speak to that. Councilmember, in terms of federal funds and new technology, those are the two variables. Under the ARRA, the city will be receiving a certain block grant. It would be the City's discretion to put it into street lights or the developing technology on street lights.

>> Councilmember Campos: That would be only in certain areas. Involving the whole city is not a reality yet, is that what I'm hearing?

>> Jim Helmer: On these block grants I believe they are citywide.

>> Ed Shikada: Citywide.

>> Councilmember Campos: That's helpful.

>> Ed Shikada: They could be used citywide. But in terms of your question, there wouldn't be enough absolute dollars to convert citywide. It would be a phased transition, so I think a number of logistical reasons, phasing in could be wise. As the technology evolves, as Mr. Helmer pointed out, actually to my interest, not having been with San José say ten, 15 years ago, when the City of San José was very instrumental in advancing LEDs in traffic signals, that as a very good example how the city of San José as an early adopter helped drive the industry and got other cities on board to really force a sea change in the way that cities use that infrastructure. So I think this is certainly the next phase in that opportunity.

>> Councilmember Campos: So as we move forward on this when you talk about that we would need to phase its in, have you thought about or do we know how long, is it a five-year phase, is it a two-year

phase, is it a one-year phase, or is it a 20-year phase, and with technology constantly changing -- oh, and I have another question after that. What would be --

>> Jim Helmer: Well, there is a representative from PG&E here today. Papia Gamblin. She has had recent conversations with all of our offices in the city to talk about where PG&E plans to go as far as lighting schedules for LED, rebates for cities to make the investments and we're proud to know that PG&E looks to San José as one of its largest participants within the state to really advance these new technologies and utilize partnerships and leveraging, that we can use the federal energy grants. But to get to your question I think it's good to be early on these. But you don't want to necessarily put all of your investments into first generation technologies, and second generation technologies. It's best to let the industries advance, let the volumes soar and the price come down, and then the City of San José along with all of the other cities I think in the state and the country will start seeing some very, very good price restriction and quality improvements. I think it's probable on a five- to ten-year time frame to do our entire city, just because of the volume of lights being over 60,000 street lights.

>> Councilmember Campos: So before PG&E makes any comments, is it fair to say then, when we talk about -- and I'm looking at this from the eyes of a councilmember and look at our current budget and how we're trying to save money on the leverage bill that we have here in the city, because it's enormous when you gave us that number, do we really see in the next three years to five years, being able to save anything, and what would that number be? That would be helpful for me to understand.

>> Jim Helmer: Well, in 2009-10, we expect the savings from the North San José project to generate between ten to \$30,000. That's the redevelopment agency project. The Eastside, San José neighborhood project would probably generate less savings because these are residential lights that burn less leverage so the savings is less but the benefits are greater. Other types of benefits are greater. The federal dollars will save us between -- between 90,000 and 200,000. It depends on where we install those lights. We know we can save 90,000 being very conservative and probably up to \$200,000 based upon whether we install those lights into signalized versus nonsignalized intersections. There is metering engaged in those two. The metering will go up based on higher volume projects.

>> Councilmember Campos: So, the last question, with the work that PG&E is doing, how would we partner with those in asking staff to come back with a report that shows us how we will benefit from using what they're currently doing to benefit the City of San José from a budget perspective? Is that feasible?

>> Jim Helmer: Oh, yes, we would be glad to do that, showing where PG&E and where the city can partner.

>> Councilmember Campos: I think that would be helpful. Please, speak to that.

>> Thank you, Councilmember Campos. One thing that Jim brings up are the savings. And that's not factored in are the incentives and rebates that PG&E are still developing associated with the LED technology. This does factor in a host of issues. The LED will be at a lower rate than current street light rate. There will be additional savings there. Additionally, as the city goes to purchase LED lights, those rebates will be extended. In partnering with the city, that's where we'll be able to demonstrate from a larger magnitude the savings that the city will benefit from.

>> Councilmember Campos: So Mr. Chair, would it be fair that a staff report come back, how staff foresees having cost savings by use LED lighting?

>> Councilmember Liccardo: Sure, since we don't have a motion yet, you want to make that?

>> Councilmember Campos: I'll have my colleague ask a few questions and after she's done. Thank you.

>> Councilmember Herrera: You're kind of continuing on the same line. I was just curious if, thinking about the savings on the new LED installations, would it make any sense to allocate some of that towards purchasing new LED, kind of recycle that into beginning our transformation into LED.

>> Jim Helmer: That is one of those programs. This project qualifies for savings and the savings from the first year of that investment roll right back into the program. And then from years 2 and on, I believe then, the funds open up to greater General Fund use. So the idea is to try to create that revolving fund.

>> Councilmember Herrera: That ties into the Green Vision?

>> Jim Helmer: Yes.

>> Councilmember Liccardo: Any other questions?

>> Councilmember Herrera: No.

>> Councilmember Liccardo: I have a few questions, I want to thank PG&E, I want to thank your company, Papia. That certainly helps us justify where we're going too come thank you for that. I just had a question, I want to put you on the spot, I don't expect you to know the answer but I'll ask anyway. Do you

have any idea how much we're spending on energy cost, on our lights citywide right now in the aggregate?

>> Jim Helmer: Yes, I happen to know that answer.

>> Councilmember Liccardo: Good to have you here Jim.

>> Jim Helmer: It can range but about \$360,000 a month or \$4 million a year.

>> Councilmember Liccardo: Okay. If we took the example of the park lot behind the civic, where you're able to save more than 50% of energy cost there and you also have O&M cost in replacing bulbs, that you save with the LEDs don't you?

>> Jim Helmer: Significant operation and maintenance savings, since we're looking at 15 to 20 years of operation technology versus 1 to 3 years for current technology.

>> Councilmember Liccardo: I know everybody is pouring over budget. But what are we doing replagues bulbs and --

>> Jim Helmer: Well I know that we are very much stretched. I don't have the total figures. Kevin O'Connor our deputy director could probably tell you off the top of his head. But when we converted traffic signals, we did save \$140,000 together with operation savings.

>> Kevin O'Connor, we save \$140,000 a year, together with all equipment and fixtures, replagues bulbs, et cetera.

>> Councilmember Liccardo: Back of the energy calculations, we're spending \$5.2 million a year on energy and O&M to deal with the lights. And we seem to have some good pilots going and we think we can save at least half, maybe more of that cost. By making this transition. So I know we sound like a broken record on this about financing and all that but why don't we just go out there with bonds now issuing bonds assuming that the pay-back period seems to be relatively short, with good contract bid environment everything like that. And let's spend the money and make the savings in the General Fund and use the capital money that we don't need to use as much?

>> Jim Helmer: I think that's absolutely correct. It's an area that we're studying as a possible long range benefit to the General Fund. However, San José and its efforts, with all of these driving industries, is really helping create a street light that we can communicate with and talk with electronically. This will help us achieve our Green Vision to program and monitor these lights and dim them when they're not needed. If there isn't a shift change maybe you don't need as many lights, if there is a shift change you might be smart enough to know that and provide brighter lights. We are watching how well the industry responds and want to make sure that our communication costs don't add any additional cost to our already stretched budget. We would like to use our existing radio or broadband opportunities to talk to the street lights. I think when that industry has proven itself, when it's proven, that's the time when we can install the most advanced lights and then create the greatest amount of savings and pay those bonds back quicker.

>> Ed Shikada: Jerry, if you don't mind, I'll put Kevin on the spot again. Not that you have this number off the top of your head, I would suspect substantially less.

>> Jim Helmer: First generation was about \$250, just for one red indication. And today you can buy all three, red, yellow, green assemblies, for about 10, \$20.

>> Ed Shikada: That's the argument for bonding against a commodity that will be in the future years significantly cheaper.

>> Councilmember Liccardo: We don't necessarily have to make all the purchasing decisions today, it would be helpful to have the bonding in place, particularly since the granting agencies, federal and state, are asking, do you have the money in place? That would be nice to have it there, not bonding that we have to draw down.

>> Do you have requirements on how soon you have to spend bond money. And you also have some cost of issue ideas, if you're only talking about this amount. This amount could be rolled in with another bond issue. But this would not -- this amount would -- the cost of issue for a \$5 million bond would not make it probably very feasible for the city. And then you'd have some time limits on when you'd have to expend the money. But it's something they could talk to the finance department about.

>> Councilmember Liccardo: Okay, great. Rose.

>> Councilmember Herrera: I had a question for Jim. In terms of the technology and where it's moving to, I think I'm asking you, or maybe somebody else. What's your sense that it will be -- how soon is it going to be compatible, coming out of technology myself, things can go in another direction, I'm not up on this. Do you think it is going to be compatible?

>> Jim Helmer: This is happening rapidly. The echelon system that I referenced, their technology exists. They've used it inside of buildings for years where they do all the heating and ventilation control systems, they've moved into the street lighting industry, they'll be demonstrating how to communicate with the street lights, using the copper electrical wires, that are electrical lines to lights, they will be using those wires as the communications means. North San José system that I referenced we already have test lights on North San José on Tasman. We are testing that technology actively right now. So there's laboratory -- independent laboratory tests that are going on in the industry now, which is why we don't want to be ahead of those energy tests and those laboratory approval processes. But as soon as they are ready, as Councilmember Liccardo indicates, we need to continue to be able to position ourselves to be one of the first in line to make the right investments. But we will keep you informed through future reports, I think, in terms of the right timing for these types of investments.

>> Councilmember Herrera: When do you anticipate it going GA or generally available? The product?

>> Jim Helmer: With the communications protocol and all that and the like?

>> Councilmember Herrera: With the testing that's going through.

>> Jim Helmer: We will have our in in the next 12 months, two different systems. And then I think more generally available in 24 months, probably I think it would be more widespread.

>> Councilmember Herrera: And the 24 month time is when would you think of making more of a purchase for the city?

>> Jim Helmer: Yes.

>> Councilmember Herrera: You could probably consider that in the early adoption phase or would you think that pricing would start showing some improvement at that point in terms of volume?

>> Jim Helmer: Well, it may depend again upon the federal government's stimulus and the company's rebate programs. But I would say it's some of the higher early-adoption type pricing strategies, this is all kind of new. But I would say that we've positioned ourselves well as a city to be in this situation, to be testing these lights here in Silicon Valley because we have so many LED companies, communications and software companies that are now talking to each other to see the obvious benefit.

>> Councilmember Liccardo: Thanks, rose, and just -- you're about to put a motion on?

>> Councilmember Campos: Yes, go ahead.

>> Councilmember Liccardo: One last comment I just like to make. I appreciate the fact that the early adopter position would be expensive, I think also failing to make a decision is very expensive because we know what conventional costs are and those are very substantial. And I know you're punishing hard. You're pushing the energy now. I would encourage us to think, first, the fact that all of these alternative early adopter grants are available. I understand there are costs in paying more per unit but I think those are costs we should be willing to bear. Just again my two cents. Thank you.

>> Councilmember Campos: So the motion that I want to put on the floor is that for this to come back to the committee with a funding mechanism and I'd like for one of them to include what the chair stated on bonding capacity. Did I -- are those the correct words?

>> Councilmember Liccardo: Yeah, that would be great.

>> Councilmember Campos: And then also in that report, and these can come back together or separate, whichever one is completed first, is to also include cost savings with partnering with PG&E. And that's my motion.

>> Councilmember Liccardo: Is there a second, rose?

>> Councilmember Herrera: Second.

>> Councilmember Liccardo: Okay, any discussion on the motion? All in favor? [ayes]

>> Councilmember Liccardo: Okay, no one opposed. Thank you very much. Great stuff. Okay moving on now to 3.5, update on standard specifications and details for Public Works construction. Hi Katy. I'm glad you're theory explain this memo.

>> Katy Allen: Good afternoon. Saving the best for last but I won't say that. Plans and specs are something that facilitate all the projects in your district. Today we heard presentation on airports, street lights, trails, so on, so forth we have to have a set of standards that help us communicate with the construction industry. Our standards are over 16 years old. So what's exciting about this is a couple of things. We're updating them. In the course of doing that we're incorporating a lot of green elements, whether it's green concrete, LED lights, all those, I will say novel and cutting edge opportunities that we can incorporate into all of our projects. So whether you're building at the airport, the agency, transportation, Public Works, wherever, we as an organization are consistent. We believe that by being consistent, couple things happen. Less likely to get claims because contractors know what to

expect. We've incorporated some of the best practices in the contracting industry, so that we are taking the best of the best, if you will. We have had input from AGC which is the association of general contractors. So we know what's happening out there out and about. We've incorporated that in. So all in all, this is very exciting. Though I know it's not exciting perhaps to council because actually the books are gray. We're going to have a different color this time. But you're not going to see this again until August, when we bring it forward to council. I know I see Molly smiling over there. The city attorney's office is ecstatic. With all the contracting going on in the city they're glad we're getting all of our documents and protocols into one central location, and the supplementing that we continually have to add to bring our documents current. I'll turn it over to John Cannon to highlight the improvements that we've made.

>> Good afternoon, John Cannon with the Department of Public Works. We don't unfortunately have pictures to show you as we did of the airport or bikes or anything like that. It is a pretty drab, bland document. We call it the gray book. And every engineer and architect and technician and inspectors that works on Public Works projects have a copy of these, most of them are dog eared and they all have post-it notes and they are well used. As Katy has mentioned it's been 17 years almost since we've updated it last and the documents that have served us well over that period of time, with new methods construction and new materials out there, new bidding and contracting requirements, it was time to make a change. So some of the major changes that we've included are, a new layout and a format. And hope it will be easier to read document, that it will reduce some of the redundancies in the specifications, especially in the bidding and contracting pieces. The attorney's office is working on, or they're leading the efforts to standardize the bidding in contracting forms that we use in Public Works construction, showing whether we're working on a sewer project or a roadway improvement project or a library, that a lot of the ways that we bid and contract that works are similar and consistent across the city. We will also include a number of, as Katy mentioned, green specifications. There's been a large movement, as you have been aware, to come up with materials and trying to do construction in a more sustainable manner. We've included a lot of that in here as well. It is kind of a big effort because it affects nearly every department that has anything to do with the planning or designing or building or maintaining or operating capital improvement projects. So we've got a steering committee to oversee the overall effort and we've got technical committees set up for nearly every department around plus the agency and the city attorney's office. We're all involved in providing some input here. And we're also outreaching to contractor and consulting community, as well as vendors and suppliers. LED community, for example, the help is to come up with specifications, it will help guide how we purchase these things moving forward. We're doing some demonstration projects as Jim Helmer mentioned earlier, across the street we'll be doing some green paving demonstrations, when electrical vehicle charging stations become more available, we'll have infrastructure to take advantage of that. Some of the ways that we're sort of greening up the specifications are increasing the use of recycled materials. Grinding up old asphalt, and using it as a trench backfill material, rather than bringing in quarried material. We've got increasingly use of rubber and recycled asphalt in some of our paving projects. Nonpotable water usage, we use a lot for dust control and for compaction. Even though we have a network that spreads north and south we've been working with D.O.T. to increase the number and availability of truck filling stations, so we can include nonpotable water as a standard. Green concrete as I mentioned earlier, concrete has been around for thousands of years and it's a very durable material, but to make modern concrete, it's carbon dioxide intensive. You have to burn rock to do it. You release a lot of carbon dioxide. There are properties that have similar properties to concrete, so the green mobility project across the street will be pushing the envelope on how much replacement material you can use and still make a durable product and going to last a long time. That's part of the demonstration will give us information on that. Porous pavements as well, to help manage storm water runoff and pollutants. We're going to try some permeable pavers across the street. And there's been quite a bit of discussion of late about LED street lights, and some of the information we get from the demonstration will help us create the specifications we need. To have the same kind of color, better color but the same kind of light distribution and intensity that we're looking for and are energy efficient. That's obviously one of the biggest goals. So what we're working on right now is we're completing the technical specification revisions. The attorney's office has hired an attorney to help us in the contract documents piece. There's a lot of work there so we're repackage all of those things. We hope to have a rough draft completed by the end of May and the proposal is to go out and do a 30-day public comment period on all aspects of the bid and contract documents during the June time frame. We'll come back and incorporate what we can in July and bring it back in August for final approval. So hopefully at the end of the day, we'll have documents that are up to date, easy to use, it's clear, it

incorporates sustainable design, and materials, and specifications. It hopefully will result in the better bidding for our projects, a larger pool of bidders, and there will be less confusion, we're hoping to balance the risk a little bit. Some of the document was written on some very old contracting practices that tend to be a little heavy-handed at times. We intend to balance it. After the council approval you can imagine we'll have a fair amount of training to do, both from our own staff as well as our vendors and contractors and consultants. So we'll follow those up in the fall.

>> Councilmember Liccardo: Great, thank you, John. Katy, do you have anything to add?

>> Katy Allen: No, that concludes our comments. I just wanted to mention one example to give relevance. Right today, our lighting standard in San José was written in 1962. I won't go into the technical aspects of it, talks about how light gets distributed. When we talk about going to LED, that's driving a market that doesn't currently exist. It's very exciting to do that, but we are literally having to challenge our lighting standards. People are going to stay how, the foot candles, for instance, how come the distribution looks a little different? That's the balance we're having to do to drive a new industry. I want to be open and honest with you. As we incorporate some of the provisions and the standards that we have in moving away from something that's very, very dated, there's always that risk and uncertainty of going into another direction. So we want to be very thorough, want to be practical but we're trying to balance that as best as we can.

>> Councilmember Liccardo: Thanks Katy. Questions? I just had one question. In the Bay Area we've got 101 jurisdictions, cities and nine counties. Does every one of their jurisdictions have their own gray book of sorts?

>> Katy Allen: Yes --

>> Yeah, many of the spaller agencies would rely on CalTrans almost exclusively. And when they did a project they would include specific provisions to make it specific to them. Most of the larger agencies have their own.

>> Councilmember Liccardo: And nobody's talking about hey, let's create one that we can pull off the shelf and gets updated?

>> No.

>> Councilmember Liccardo: Okay, just curious. Seems easier.

>> Katy Allen: Hopefully ours will be the one that everyone pulls off.

>> Councilmember Liccardo: And maybe we make some royalties. So you don't need an acceptance do you?

>> Katy Allen: No, we'll come back in fall with the full report.

>> Councilmember Liccardo: Would anyone like to make a comment? Open forum, David, two minutes, sir. Oh, I'm sorry, my apologies.

>> Collecting rainwater for groundwater recharge, especially on sidewalks, any park structure or anything that deals with surface area. The materials laboratory used to be -- I don't know if they still have it at Public Works. This is a very valuable asset if they still have it which I do not know. There are several patents that could flow from this group, if -- 15, 16 years ago they had it. I don't know what they did with it, if it's still around or not. But it should be linked with water pollution control laboratory as funding mechanisms control. There are very valuable assets that could be used there. The other thing that will be on public forum, I'll go ahead and speak on that. Have you to come up with a sewer hookup moratorium. You have to come to grips with water availability is something you don't have. You are not going to get it. In other words, you have to stop housing projects. None of you want to do that but you're going to have to. I don't think any of you are going to be at the valley water district Thursday, the 23rd. I think it's Pierre and Kansen will be down there. They're going to tell you what I've been saying for a long time. You don't have water. Probably take a picture of it and put it on the Internet. This is what water used to look like. You cannot continue to build housing. Now it's not with the City of San José. It's through entire service area of the water district. That is, if you want to be responsible leaders. But the sewer hookup moratorium is something you can do yourself. Be wary of sewer use funds, they're dumping a lot of people in ESD as they normally do, that's in part how the department was formed. Okay, I'll discuss it in writing on the public record. Thank you.

>> Councilmember Liccardo: Thank you, David. Okay, with that, the meeting is adjourned.