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T&E committee.

>> Councilmember Liccardo: November 2nd meeting of the transportation and environment committee meeting. We'll go to roll call. (inaudible) [ Roll call ]

>> Councilmember Liccardo: Great. Thank you. So there are just two of us. It's a lonely, but strong group here. We'll -- I understand, I want to bring to everyone's attention that there was a taxicab driver permit limitation issue that has been belatedly added to the agenda. I understand that cannot be heard under the Brown Act today.

>> Under the sunshine rules, because there aren't enough committee members here to waive the sunshine posting requirement, the committee can't act on that item here today.

>> Councilmember Liccardo: I see several of you are here to speak on that item. I am very sorry that you were inconvenienced. That would enable us to waive that sunshine requirement. It was something of a surprise. Obviously, people have health challenges and other challenges coming up. We're certainly open to hear whatever comments you want to give on the open forum but please be aware we're not going to hear that item and not take any action on it. I think many of you know Fred Busso in our office. If you have questions about our process, he'll be happy to answer them. And we can certainly be in contact with you about the next hearings that are coming up. Okay, with that, shall we move to review of work plan?

>> Ed Shikada: Yes, and in fact, Mr. Chair, it might be worth just noting that given the lack of quorum for this meeting that the committee will hear items but not able to take action on any of the other items on the agenda, as well.

>> Correct, the other items will be reported out to council with no recommendation.

>> Councilmember Liccardo: Okay, great, thank you. So with that let's go to the review of the work plan. Plant master plan progress report and construction and demolition diversion redesign, both of these are recommended for deferral. We can't make a --

>> You can defer an item.

>> Councilmember Liccardo: Okay, good. I'll entertain a motion on that.

>> Councilmember Herrera: So moved.

>> Councilmember Liccardo: Okay, that passes unanimously. We'll move on to consent. And we have any items on consent?

>> Ed Shikada: No items on consent.

>> Councilmember Liccardo: I didn't think so, okay, let's go to reports to committee. Okay, review of the relevant 2010 legislative guiding principles. Hello Betsy.

>> Betsy Shotwell: Hello. Mr. Chair, member of the committee. Betsy Shotwell, director of Intergovernmental Relations. You have before you the proposed draft 2010 legislative guiding principles.

This is the foundation for taking positions on legislation directing our lobbyists in Sacramento and Washington to advocate on behalf of the City. The memo highlights what was submitted for this committee. The attachment, however, has edits that will be going to all committees. So you can get a sense of the revisions, and I should say most of them are revisions, updating many of them to be a little bit more 21st century, in keeping with action that the council as taken on past legislation. The item will go to the -- an early Rules Committee in December with no track changes so you'll have it but in this format you can see where words were added or tweaked or, again, updated relevant to for instance, the reauthorization of the SAFTEA-LU. Little bit of a language modification there, and updated with high-speed rail, as well. So with that, staff is here to answer any questions you may have or take any comments.

>> Councilmember Liccardo: Thanks, Betsy. Rose.

>> Councilmember Herrera: Thank you, Betsy. Really appreciate this update and a look at our guiding principles here. I was just wanting, I guess, you to comment on, and this may be in the addendum here. In terms of transportation, I guess I'm looking at 14 on the memo or the review, regarding California's high speed rail projects.

>> Betsy Shotwell: Uh-huh, uh-huh.

>> Councilmember Herrera: And I guess we're talking about BART and automated access to BART, having those connections through light rail, and bus to make sure that we have those kinds of connections available to all the communities so that they can be connected up to BART. Is that -- is that anywhere, anything? Because I guess you know, what I'm concerned about is, I think this is going to be an incredible opportunity for San José, for our area to be connected with BART and have all of those benefits. In being connected up to Diridon station. And I don't want to see areas left out of San José

where those kind of connections would be important, such as East San José, such as district 8, the district I represent to make sure there's adequate connection to BART. And right now that looks like bus rapid transit and/or -- and light rail, the proposed light rail extension from Eastridge would of course then help that area connect up to BART. I think connecting to it is really important.

>> Betsy Shotwell: I don't know if staff has anything to add or language proposed along that order.

>> Hans Larsen: Councilmember Herrera, Hans Larsen, acting director for the Department of Transportation. Certainly the connections to BART and high speed rail are priorities to the city. They're part of the VTA's 30 year transportation master plan, VTP 2035. They are kind of among the items that we would support. I think within the legislative priorities, I know we've kind of focused on more of the big-ticket projects like high speed rail and BART as key initiatives in which we're actively seeking federal funding. I think that it's -- it is something that we're working on, I don't know if we want to highlight those specifically, or if it would kind of fall into a kind of more general category of supporting investment in general transportation infrastructure.

>> Councilmember Herrera: Well, I know the light rail project we're currently in the process of federalizing it, so we can ARRA or other federal funds. It is certainly at the strategy of federal level. I'm just asking -- I'm not saying it's the highest level of project but the connection seems to me very critical if we're really going to utilize the best benefit of BART and these other major transportation projects. So where would that fit into the big picture in terms of our legislative outlook? Or legislative approach?

>> Hans Larsen: Well just talking outloud, I think it would be reasonable for projects, in which the VTA is having a strategy of seeking federal funds and federalizing the capital extension to Eastridge, perhaps that might be something we want to specifically spell out as part of our federal priority strategy. I mean, I would be open to calling that out specifically, because that is -- let's see -- yeah, so I think, yeah, that's an option to spell it out. We do have Kelly -- we do have general language in there that says provide transportation investment, that supports multimodal travel and enhancing community livability. So certainly that project falls in there. I would suggest thought because there is a specific strategy to seek federal money for that project it might be worthwhile to call that out specifically.

>> Councilmember Herrera: What would be the feedback in there? Since I can't make a motion and we're in a discussion phase I don't want to lose this.

>> Councilmember Liccardo: So noted?

>> Betsy Shotwell: Yes, so noted. This is going to Rules and the council in September so there will be another opportunity so we'll try to capture this.

>> Councilmember Herrera: That's going to happen so I don't need to do any other --

>> Betsy Shotwell: It will be noted in the December memo, unofficially I guess.

>> Councilmember Liccardo: All right. I had a couple of questions, one is paragraph 14 on page 5. This relates to reauthorization of SAFTEA-LU, and I know there are many objectives we are looking to accomplish, through the reauthorization, more importantly getting money. But among them, it seems to me that when I was in Washington several weeks ago, there was a strong staff support for the notion that there would be, among all the regional transportation organizations, I guess they call them MPOs back there, our local one is MTC, I think, that there would be some proportionate voting requirement that would be imposed under federal law. And it seems to me we have a little bit of momentum on that. And knowing the challenges that are involved in getting us an additional seat on MTC through the state legislative process, because I know there is a lot of politics there, gee it would be nice if the Fed did that for us. And I think it would be a helpful place to include that if I missed it somewhere else.

>> Betsy Shotwell: Oh, no, the other document that will be with this you don't have before you right now would be the legislative priorities and advocacy issues for 2010, although that has been an ongoing -- and that will be included when you see the representation not only there but in some other bodies as well, a critical city priority, so that's where that will be, right there.

>> Councilmember Liccardo: Wonderful, great.

>> Betsy Shotwell: Trying to make this more 30,000 feet with occasional dropping down to the weeds.

>> Councilmember Liccardo: Gotcha.

>> Betsy Shotwell: But that will be a legislative advocacy issue.

>> Councilmember Liccardo: Well, maybe a word or two about proportionate voting in regional transit agencies would be helpful but okay, I think I get it, thanks.

>> Hans Larsen: If I may add, Councilmember Liccardo, the first draft of the new federal transportation bill actually does have language in there indicating MPOs need to have -- their governance structure needs to represent in a proportionate way the population in which they serve.

>> Councilmember Liccardo: Right.

>> Hans Larsen: So we've already got some good progress in that the initial bill that's been put out there has that in there.

>> Councilmember Liccardo: I heard that, great news, of course we'll see what happens when the rural senators and legislators get to it. That's certainly helpful. A quick question about the -- I saw there was a portion of the text that was deleted. I appreciate you guys showing us the edit.

>> Betsy Shotwell: I know it's a little crazy.

>> Councilmember Liccardo: No, it's great. Guadalupe park and gardens.

>> Betsy Shotwell: It was moved.

>> Councilmember Liccardo: This relates to the neighborhood no-build zone around Guadalupe?

>> Betsy Shotwell: That was recommended by the recreation and parks department.

>> Councilmember Liccardo: Okay.

>> Betsy Shotwell: That relates to the origination of this measure.

>> Councilmember Liccardo: But.

>> Betsy Shotwell: It's from the context of the parks and recreation department.

>> Councilmember Liccardo: Got it. Finally I know we're not in the business of health care you about God knows like every other organization we're paying for it. I looked, at least in the memo I didn't see mention of it. I'm sorry I didn't look carefully at the draft. Do we have advocacy --

>> Betsy Shotwell: We had a reference added last year I think it was at your request with regard to affordability of health care. Sorry, my eye was not focused on that.

>> Councilmember Liccardo: I guess to save you time from reading if it's not in there --

>> Betsy Shotwell: There was reference to human resources that HR put in, at your request, and it had to do with advocating for affordable -- oh, here. See 11 on page 4. Pursue and support legislative efforts that curb and/or control the escalating cost of employer-provided health care.

>> Councilmember Liccardo: Okay, great. That's what we care about. Wonderful, thank you.

>> Betsy Shotwell: And we.

>> Councilmember Liccardo: So we cannot take action so we say thank you and have a nice day.

>> Betsy Shotwell: You're welcome.

>> Councilmember Liccardo: Do we receive the report?

>> You can receive the report and you can ask if anybody wants to --

>> Councilmember Liccardo: Okay, we'll do that, then.

>> Councilmember Herrera: Can I ask -- Is there way to add competition into that health care line? The word, "competition," increased competition?

>> Betsy Shotwell: I don't see why not. If you don't mind I would like to have the drafter of this language in HR sign off on competition. Can you give me a sense of --

>> Councilmember Herrera: Well, one of the problems is there's not enough competition which increases cost.

>> Betsy Shotwell: Encourage competition.

>> Councilmember Herrera: Competition is one of the things we need to increase.

>> Betsy Shotwell: Okay.

>> Councilmember Liccardo: All right, then, we don't take a motion to accept the report.

>> You can ask if there's public --

>> Councilmember Liccardo: All right. Would anyone like to speak on D-1 which relates to legislative guiding principles? I see no one jumping to their feet and no yellow cards. So with that we'll say thank you very much.

>> Betsy Shotwell: You're welcome.

>> Councilmember Liccardo: We'll move on. I want to restate an announcement I made earlier. I know many folks stepped in wanting to speak on the taxi issue. We have been very recently informed that we have two problems. One is, the item was added too belatedly to the agenda to be heard. Ordinarily, we would waive those rules if we had enough councilmembers to vote on them, but what you're looking at is a small but hearty group of councilmembers who are here, and we are missing a couple, so we don't have a quorum to be able to vote to waive the rules to allow us to even consider the item. Now, if anyone would like to speak on taxicabs, you can certainly do that during open forum, but I can tell you, we can't take action and we are not going to even formally hear the issue. So with that I want to apologize to anyone who took time out of their day, which is basically everyone here to speak on this issue. And felt that they may have wasted their time being here, I'm sorry for that. I can say that I hope this move to full council as

soon as possible, I'll make everything, this has been of concern for some time so in any event where we go from here is we'll find out next at the Rules Committee hearing on Wednesday, if not this Wednesday, then the next Wednesday. So I want to make sure everyone knew, so they could get on with tear day if they were here only to speak about taxis. Let's move on to D2, which is the city bicycle master plan. Hi, Hans. And John Brazil, thank you.

>> Hans Larsen: Again, I'm Hans Larsen, acting director with the Department of Transportation. With me presenting on this item is John Brazil, our manager for our bicycle and pedestrian programs. We're extremely pleased to bring this report to you today. This is a culmination of a couple of years work in putting together a bicycle master plan for the City of San José which really pulls from the best practices around the country and around the world in building a great bicycle system. I'm going to start with a little background. Joan, if you could hit the first slide. So we as the committee may recall, we first introduced this topic back in August of 2008. We provided a status report to you in April. Earlier this year. And we're presenting our draft final plan for you today. And hopefully we can move this forward to city council. We had hoped that city council approve this item as a cross referenced item on their upcoming meeting on November 17th. As a accordance we had four public workshops in December and January, little less than a year ago, and that was to get community feedback in terms of the framework and the goals and the direction of a new bicycle master plan for the city. Back in August we provided the community with a draft of the bike master plan for their review and comment. We received quite a bit of input on that and have incorporated that into what we're present to you today as the draft final plan. This is also had extensive coordination with our pedestrian, bicycle and advisory committee, and you can see the dates in which they had meetings and reviewing the plan, in January, August and most recently September. The goals of the master plan are very bold. I think overall, what we're striving do is to have San José become one of the best big cities for bicycling in America. And the goals that we've set would -- are intended to support that aggressive goal. We're looking to expand our bicycle network from 250 miles today to 500 miles. So double the amount of facilities. We want to increase the number of people that bike primarily to work in San José, from 1% which is what it is today, to 5%, within ten years. So these are goals for the year 2020. We want to increase the safety of bicycling by reducing our bike crash rate. We want to increase the convenience and number of bike parking. And we want to be nationally recognizes as a great biking city. And the league of American bicyclists has a rating system that looks at bronze, which we are now, silver, we strive to be a gold-rated city by the year 2020. And they have a higher level which is platinum. There's only three cities in the United States that have a platinum rating. The only big city is Portland. They have more than 6%, the people ride their bike today. The other platinum cities are Davis and Boulder. The benefits of being a great city for biking, it certainly supports or Green Vision goals to have an interconnected system of trails. And our bike plan includes the trail network, but then also, expands it with an onstreet system. So this is -- definitely aligns with our Green Vision goals. Bicycling is healthy. We want to promote healthy living within the San José community. The more people we get riding bikes, the less gas emissions or greenhouse gas emissions are produced and it's great for the environment. And biking is part of what's considered a high quality livable community and bicycling certainly aligns with the guiding principles adopted by the general plan task force which has the mantra of plan for people not for cars. These are the benefits that we want to accrue to the community. I want to turn it over to John who can kind of walk through the details of our proposed bike master plan.

>> Thanks Hans, Mr. Committee chair and committee member, thanks for the opportunity to speak. So the real backbone of the bike plan is defining a network that gets folks from where they are to where they want to be. And part of that network is a subset of what we're calling a primary bike network. Give me 30 seconds to tell you how this is different than conventional planning. Normally, cities follow the state standards for how you build a bike facility. It's this bike lane on the street. But a lot of people understandably don't feel comfortable riding next to a car necessarily. People want to be on trails off the street. And that's fully understandable. The challenge is, most of our destinations are not on the trail network. If I want to ride to work, at some point I need to get off the trail. So what we've envisioned and going to implement on this plan hopefully approved is a network a subset of bike ways that have trail like features to make people feel more comfortable on the street and we call that the primary bike way. And this slide shows you the network so we have our trails which are off street and onstreet facilities and you can see the primary subset up top in yellow. So our goal is to complete 131 miles of primary bikeways. We really -- anyone should feel comfortable riding of any skill level or age. And then in addition we will have a standard secondary bikeways all over town, of 369 miles, for a total network of 500 miles. And by the way, we have a map to refer to later just to reference that. Now again if you bear with

me for a minute it's helpful to understand the definitions only so we can communicate and talk apples to apples. So traditionally, cities follow state standards and they build bikeways, and that's a generic term. Here are the three types of them. So what do they look like, just so we understand each other? The first type is what we think of as paths or trails, Los Gatos creek trail, Coyote creek trail. And we all like those, it's away from traffic. The ones we normally build are on the left photo, and what we're working on now is getting a little more innovative and building additional type trail like facilities that make people feel more comfortable, the two photos on the right, multi-use sidewalks separated on street. So that's the standard definition of a trail and the more innovative ones we're pursuing. The second category of bike ways is the standard on street bike lane which is on the far left picture. We've got about 200 miles of those in San José. Again you see that far left picture of bicycle is right next to traffic. Not everyone feels comfortable with that, so we're looking at the two additional photos, going to be implementing some innovative treatments that provide some kind of barrier or buffer, give people more comfort higher comfort level to ride and then the last category is kind of the lowest category of bike ways, the bike route there's not enough room on the street so bikes and cars share space. And the middle photo is the standard treatment adopted a few years ago that reminds motorists and bicyclists to share space. And the far right is a bike boulevard, which is usually a calmer residential street that kind of prioritizes bicyclists with things like these pavement markings. So now we know our three types of bike ways. And we talked about our proposed primary bike way network where people will feel more comfortable. Part of it is made up of offstreet bike ways, the trails which you can see in green here but clearly there are some gaps and we need to close those gaps so we would do that by connected them with onstreet enhanced bike ways. And this is our kind of overall primary network. I'll mention this handout, the large printed page shows the total network. So the primary is just the previous slide showed 131 miles but the whole network is on this printout which is 500 miles. So we serve every part of town and every neighborhood it might be on the secondary or primary. So again some images of types of enhancements. Color bikeways, we're developing a few pilot projects, one on San Fernando, that will pursue some kind of color; separated bikeways, we're developing something in the northern part of the city on river oaks, and we're also developing a pilot on fourth street for a separated two-way bike way. So some of the strategies that are key to developing this network is expanding, there is too many challenges, trails get built in gaps, closing those gaps so people can get where they want to go. Eliminating barriers and removing gaps. Barriers can be freeway interchanges, so we need to approve ways for bicycles to get through barriers like that, or simply providing pedestrian overcrossing for bicycles and pedestrians over freeways. Bike-friendly signals is key. Fortunately, the governor signed a bill that requires cities to provide bike friendly signals, new signals and modified signals. We've sought \$400,000 in grant funding. Hopefully we will receive that so we can stay ahead of the curve and proactively implement that. Of course, bikeway maintenance is key, street sweeping, filling potholes. We want to talk about parking and support facilities, if you get to your destination and there's nowhere to park, you're not going to ride anymore. These are obvious, but it's important enough that we need to call it out. So the bike plan in draft form has an entire chapter devoted to this. Obviously support facilities will include showers and changing facilities. We have a progressive municipal code that already requires that in new developments, and we're enhancing that, recommending enhancements. And then develop a public bike share program. I'm excited to note that we're teaming with VTA and we've received unofficial notice of some grant funding from safe routes to transit program, to develop a pilot public bike share project at Diridon CalTrain. So it's not official but sounds like it may happen. Bikes in transit, so again we got to connect people to the transit stations, particularly the key ones, like Diridon, light rail but also the bus stops. We have a great network of public transportation currently that allows bikes on board but we also need to allow provide bike parking at stations because the bikes on board is reaching capacity. And again the public bike share program really ties in with transit. You can ride a bike at transit center and leave it there and get open and have a bike available at the end of your trip. Lastly, education encouragement and enforcement. Traditionally, DOT's been about building facilities, but we also need to look at the more human element of it, getting -- finding programs to get people over the hurdle of that notion that oh I just don't feel safe or I need some practice or some guidance. We have an existing bike education program that works through schools, K-9, in the City of San José we have adult education classes, we want to expand that, we have some funding available to do that. We have our successful street smarts program, annual bike to work day, which I think both committee members participated in this year -- thank you -- and also a smart cycling as an education program that we offer. We also want to reach out to retailers, because they are the ones that are selling

bikes to people and if we can get them work together with us we can get the people buying a new bike, a little education to teach them how they want to go safely.

>> Hans Larsen: I'm going to cover the last two slides. The first one here on policy issues. And just for the committee members, our policy makers, let you know that there are some policy choices that we're going to have to make in order to implement this bold bike plan. We like to say that to get the first 250 miles we get all the easy projects. And the next 250 is going to be a bit more difficult. And in order to close the gaps on our system, particularly on the onstreet network, it's going to require some choices to kind of reclaim some of the space we've dedicated to the automobile, either in parking or lanes, and be able to reshape the right-of-way and make it available to closing the gaps in the bicycle network. So we're highlighting the two issue of parking removal. As we get into the implementation of individual projects we'll obviously work with the community but we'll need to look in many areas as being a way to effectively close the gaps. The bike plan that we have before you does not have a full environmental clearance for building out the 500 mile network. There are some actions that need to be taken at a general plan level in order to deal with the issue of reducing lanes on key corridors. Our general plan designates certain roadways as four lane roadways, six lane roadways. We have already proposed to the general plan task force a number of streets where we would recommend reducing the designated number of lanes in many cases from six lanes to four lanes in order to create opportunities to close the gap in the bicycle network. And specifically there are 19 street segments that would need to be reduced in terms of the auto capacity to support this bike plan. So those elements of the plan are not being cleared under this process, but would get folded into the larger general plan update effort. But there are certainly a lot of other projects we can do of the -- as we go from 250 miles to 500 miles and we'll be busy on those as funding allows over the next couple of years and hopefully with general plan changes that opens up more opportunities. I'd like to just close on the next steps. We'd like to have council adopt the bicycle master plan at their meeting on November 17th. I mentioned that there's a relationship between the plan and the envision 2040 general plan update. And what this plan is is really a broad vision in terms of where we want a goal, setting key strategies on how we go forward. But there's a lot of work to be done in terms of policies and specific projects. And so what we're recommending and we approve is an overall vision of what we want our bicycle transportation system to be and the next step is setting priorities on what the next steps are towards achieving that vision. So assuming the bike plan gets approved we'd like to come back to this committee in the springtime frame and hone in what should be our priorities in the coming year or two. And so we would propose to agendize this again for discussion of getting into implementation details as part of your spring work plan. I just want to recognize a number of people that are here in the audience, that I understand some of them would like to speak. We have Jim Bell, who is the chair of our BPAC, pedestrian bicycle advisory committee, Corinne Winter, who is executive director of the Silicon Valley Bike Coalition. San José resident Martin Delsin had provided comments to the committee members and us with some very good comments on the plan. I think most of them, we would characterize as being details that either fall into design standards or project specific details. We very much value that input as we get into the implementation of the plan here in the near future. The committee also received an e-mail message today from Michelle Beasley from Green Belt Alliance indicating their support for the plan. And then lastly I wanted to just specifically recognize John Brazil for his work putting this plan together. Most cities have the money to hire a consultant to do this. This plan that you have is an entirely prepared in-house, based on pulling pieces from what we think are the great bicycling cities in the country, and around the world. And I just wanted to give kudos to John for his great individual efforts on pulling this together. And so with that, we'll open it up for questions or comments.

>> Councilmember Liccardo: Thanks Hans. I should note that many other cities for bicycling, have many people working on a team. And because of budget cutbacks John is work alone. I'm grateful to John for his hard work. Rose did you have any questions?

>> Councilmember Herrera: First of all I'm grateful to Hans and John for this great report. I was struck by, just as I was reading through the bike plan, 2020 bike plan, the cost of a bike is about 1/20th that of a car. As you already said, 1% of the trips in San José are made by bike and we need to increase that. The other thing that struck me was the weather and the topography of San José is so ideally suited for riding bikes. So my question to you is: Why can't we say we want to become the number one bicycle riding city in the country? What would stop us from doing that?

>> Hans Larsen: I would agree, I think San José has three great assets, to be a great bicycling city. The two that you mentioned, the weather and the terrain, we are uniquely positioned because of the creek trails we have. People can get on a bike and can cover great areas of this city on the creek trail we are

developing. I think that's very unique and a lot of places in the country or world don't have that opportunity. I think what we're looking at is this is really a ten year plan. Where can we get between now and ten years and going from you know 1% to 5% is a pretty big move. I think the opportunity with the general plan update looking at a 30-year horizon out to the year 2040, just speaking personally, I think we can do, you know, more than 5% and go further than that. So I'm with ya! I any we have a chance to be among the best if not the best. Just in terms of some numbers, two cities in the world, Copenhagen and Amsterdam, have about 40% of their people riding their bike each day. That's incredible, and I've done some study of what they've done, and it's really just a strong policy priority on making their communities just ideally suited for bicycling travel.

>> Councilmember Herrera: Yeah, I was going to ask you which city had 40% so that answers that question. I guess I think its just vision and I think the goal to increase it as much as we're talking about is incredible and I realize that becoming number 1 would be a very long term goal but as has once been compared, when Kennedy said let's go, let's take and go to the moon, that certainly was a very long term and daunting task but I think San José, because of the types of things that we're suited here in terms of biking I think we really should consider making that a very big priority and trying to go there. It also has tremendous health benefits. And I wanted to know also, is there an opportunity to partner with health organizations, HMOs and others to help us achieve this, achieve the goal?

>> I think there are a number of opportunities, some of which we've already teamed with health organizations, including Santa Clara County health trust, their traffic safe communities network, our school safety program and our bike and pedestrian program have teamed with that organization. But clearly a huge opportunity because under many people's perceptions the two biggest challenges of our time are climate change and health issues related to lifestyle, diet and lifestyle. And the bike is part of the solution to both of those, climate change and kind of obesity issues. So I think that health organizations are going to be a key part of the solution. And it's a nontraditional way of thinking that we're starting do more of. We used to just build stuff, but now we realize we need to partner so --

>> Councilmember Herrera: Thank you. Did I do the bike to work from Evergreen, it was very tough, so I look forward tower bike ways and our roadways getting a lot more friendly. I personally would like to ride more often. I certainly need to become more active. We look forward to those changes happening. I have one more question about seniors and those, I shouldn't assume seniors because many of them ride incredible distances. But let's say folks that are not able to ride on a bike that readily. Is there going to be other modes, and I don't know what that would be, to encourage other types of modified bicycle traffic, so that we give more people a chance to participate in the bike travel?

>> Yeah, I think that's great you're thinking ahead of the curve and the future about what it holds. Because all of us at one point will hopefully be old, I hope we all get old some day and I think that's important to consider. There are some developing solutions to that challenge. One of which is electric assist bicycles and three wheel bicycle. People with not the best balance. Electric assist, for people who don't have the the energy to get over that hill. And both of those can be significant. Not everybody wants that big of a work out, they just want to get from A to B with a smaller carbon footprint. You're thinking in the right direction and we're going to see a big change in the next ten years.

>> Councilmember Herrera: Great, thank you.

>> Councilmember Liccardo: Great, thank you. I want to just give a special thanks for all the design features you guys are looking so seriously at for the primary network. I know we've spent a lot of time looking over maps of downtown and other places to see how we could integrate and separate bike lanes and various modifications including the colored lanes and I appreciate how seriously you guys have approached that issue.

And I appreciate that North San José, is going to be, I can't remember which you indicated was it john -->> River oaks.

>> Councilmember Liccardo: Oh, river oaks.

>> Excuse me, Guadalupe river trail and Coyote creek trail.

>> Councilmember Liccardo: Oh, great. I had a question about the percentage numbers. We often use the 1% figure used for San José mode share. I think report last week talked about the trail count, I think it was on the Website I can't remember which, but the numbers got up to 2.5%. And --

>> Councilmember Oliverio: What that referenced, right now specifically the latest survey and there's annual surveys done on how people travel to work. So biking, transit, driving. So the 2008 data reported for San José, 1.2%. And --

>> Councilmember Liccardo: 1.2.

>> Hans Larsen: It's kind of remarkable that two years ago, we were at .4%. So we've essentially tripled the amount of bike commuters in two years. Last year I.T. was at .7. So we've gone from .4 to .7 to 1.2. It's one of the largest gains in the country in terms of the number of people biking. The national average is .5%. And so that message that you received from the City Manager was, we're two and a half times the national average. So the national average of .5, we're at 1.2, roughly two and a half times greater.

>> Councilmember Liccardo: Thank you for clarifying that. I think I've got it now. Some people, I've often been accused of looking like peewee Herman on my bike with my suit on. We've been working with VTA, to see if we could get the pilot off, first I've heard of the money which is exciting. Is thereful money or is this for design and all things?

>> I should reiterate, this has not been approved by the funding agency so it's unofficial. I believe it was \$500,000 which in theory would allow a pilot project that had public bike share at three CalTrain stations, again VTA is the primary project sponsor, which would be Diridon, Mountain View and Palo Alto and at each of those there would be satellite pods, two to three, so just wildly speculating, maybe one at City Hall, maybe one at the university, maybe one at a major job center. You could get to a train station, drop it off at your destination.

>> Councilmember Liccardo: Terrific, look forward to seeing that off the ground too. And Hans, I oops bike lanes, if all the modifications already gone through the general plan task force or do you anticipate more coming?

>> Hans Larsen: No, no. We had actually we recommended approximately 100 street segments in which we were proposing road diet projects. I think we referenced in our presentation, 19 of them are related to building out the bike plan, others are just to create more space for meeting on the landscaping. A better environment for pedestrians, an just kind of general multimodal transportation benefits, and community livability. So we have -- we've submitted all of our recommendations, I think it was a report in June. We'll be back to the general plan task force with a major presentation on transportation policies at the December meeting.

>> Councilmember Liccardo: Great, thanks Hans. Okay, gentlemen thank you very much. We'll go to public comment now. Corinne winters, good of you to join us. Executive director of the Silicon Valley bicycle coalition. Give a whirl.

>> So, yes, thank you for having me. Thanks to D.O.T. staff, you guys have done an amazing job and a difficult job I think of synthesizing a lot of great comments, and also to the San José BPAC who's been very involved. I think and a lot of us in this room think that San José has an amazing opportunity as the 10th largest city in the United States to be a real leader, which is what I think this plan reflects. In some ways I'm thinking gosh the 5% increase seems small, when we think of we've increased 300% in the last several years. So I definitely look forward to potentially beating the date of 2020 on that 5% increase. I'd love to see it. Who knows? It could happen. It's amazing and as you brought up member Herrera about the weather and the flat topography here is optimal for cycling. So of course, while we definitely want to endorse the plan officially, we see a lot of these issues come up when you transfer from the vision to the reality and the implementation. So I'm glad to see recognizing that we're going to collectively have to do a lot of work on how we prioritize and the city prioritizes, we look forward as the bike coalition in work with the city on prioritizing. The funding of these things are going to create a necessary prioritization. We would like to see some of the more progressive design elements really front loaded when we get funding to skip some of those whether it is the colored bike ways and separated bike ways, we'd like to see that happen sooner rather than later. We would like to use those as pilots, sooner rather than later, for increasing the bicycling road share in San José. With that unless someone has any questions, I will include. Weather speaking of the B PAC, Jim Beall is here.

>> I've been a resident since 1986. Back and forth, I went to New York, I went to Ireland and I keep coming back to San José. I come back to San José because it's a great opportunity to live. My family loves it, weather's great all those things. So a couple of years ago I had come back from Ireland, actually, five years ago. I weighed about 60 pounds more than I do today. After all that good stuff over there I decided that San José needs to help me out. I got on a bike and I hadn't done it in 25 years. I started going to work once in a while. I saw an ad that the Department of Transportation put in for the Bpac, the bicycle pedestrian committee, and I decided to join my goal was to see a bike plan put in place. I'd actually lived in Davis before. My wife lived in Madison, Wisconsin. When I looked across the world I said you could do something really great here. This is the fruition. This bike plan that is the first concerted plan that is leveraging all kinds of plans, VTA, plan in terms of business and public outreach and folks, we

think we can get help -- I can throw a but of stuff out there but the plan I think speaks for itself. The BPAC we have been deciding where we want to focus on as an advisory committee. This plan really helps us with the framework to set our vision and take things like I'm in District 8, Councilmember Herrera's district. When I talk to my community there are things they would like to do. This framework really helps, this bike plan really helps put kind of the rubber meets the road. Without it I don't think we're going to have a good direction. I absolutely agree, 5% is a good goal. I think in the plan it talks about the extension of that. 5% is great but we can put it a little further. I think the general plan part of this may reach more than 5% we will have done a great job. A little law of diminishing returns so I hope I can I hope this comes to fruition in the next few years. Thank you very much.

>> Councilmember Liccardo: Thanks Jim. David dearborn. Welcome David.

>> Hello. My name is David dearborn and I live in Willow Glen. I've been in San José for a few years, born here. During my work career, I drove to work. I never cycled, always worked in the valley, south valley. After retiring, I got on a bicycle. And I enjoy it. I thought maybe a surface rail around the South Bay would be better than BART, and I've had a few discussions with folks on that. I've ridden BART. I believe in BART. It would be nice. I went from San José, Willow Glen down to Santa Clara to meet friends for coffee. And it was early in the morning commute. I left Willow Glen, and there was a cyclist that pulled out in front of me. And I arrived near the University of Santa Clara, my usual time, usual speed, he with me. You can commute around this town about the speed of a bicycle. I mean, about the same speed of a car. I do bicycle. I bicycle a lot. And I want to thank you, John, for kind of the one-man band to bring this together. And a vision of D.O.T. And I hope that AB 375, along with MTC and San José, looking at maybe another Oakland's worth of population down here in the next 20 years, will provide for downtown San José, the streets, the bike ways, the safety. You build it, they will come. We will bike. And all we have to do is just get on them and right them and people will see that they can get from one place to the next as fast on a bicycle as they can in a car. And probably feel a lot better. And enjoy it. Thank you.

>> Councilmember Liccardo: Thanks David. Richard Zepelli.

>> Good afternoon. Thank you for having this meeting. I'm here representing the Willow Glen Neighborhood association and also the stakeholder group that came out of that meeting in September made up of business owners on Lincoln avenue, the Willow Glen neighborhood association and the Willow Glen business association and the Del Monte NAC. We support this bike program, the master plan completely, we're excited about it. The stakeholders group is excited about it and we're hoping that when we look at the maps showing bike lanes coming from one road to San Carlos to Minnesota that they can be connected eventually maybe a road diet on Lincoln avenue. We want to you take that into consideration. We're excited about it and both you are excited about it as well so we support you 100%. Thank you.

>> Councilmember Liccardo: Thank you, Richard. And finally, Jim Stallman.

>> Hi, I think San José was one of the first cities in the area to do a road diet over 30 years ago on Miller in West San José. There were really good things, it was easier to do things back then maybe but it was done on objective criteria. So a lot more doing and less bureaucratic maze would really help for this thing along. I wish things to happen in five years that are significant. One example might be and it might actually be missing from your plan is component connecting light rail to the new 101 undercrossing of the Guadalupe trail. There's a two-block section there, on undeveloped land. It was posted no parking. I think it's not posted at all now but it doesn't have class 2 and it could have class 2 very easily. It represents the disconnect between planning that's occurred in the pass where you want to be able to seize opportunities as you build stuff. And especially as shopping centers remodel, get parking in there, I still use gas meters and walkway railings, where I shop in San José it was at about Westgate. So look at that component, connection to the Guadalupe trail, and I think you could beef up your policy section based on that. Hopefully you'll at least add it into the plan because VTA has it in their bicycle expenditure plan to get funded. So it's kind of like the cart put before the horse. If you don't have it in your plan we can't do anything. There is a short segment that he has his eye on going through some undeveloped land to go over the trail about 50 yards of milkweed. But look at that careful and I hope you guys can do something in the coming five years that will be noticeable. Thanks.

>> Councilmember Liccardo: Thanks Jim. Okay, any further comment? All right. With that again, we don't vote to accept the report, do we? No. We'll move on, then. Thank you gentlemen. Appreciate all your hard work. Look forward to that moving forward. We're going to move on to item 3, the LED street light conversion progress report. And I just wanted to reiterate, I know I've said it twice before, I see a lot of folks here still to speak on taxis. Although we will be hearing your comment we will not be doing

anything on taxis. We do not have enough to act in any way, we do not have enough councilmembers to act. That way, nobody will be disappointed. Hans, take it away.

>> Hans Larsen: Okay, continuing in our series of reports, that support the Green Vision. Our next item is the update report on LED street light conversion program. And let's see if we can just jump to the first slide here. So what we're going to cover in this report which will be given by Laura Sachinsky, is the progress, very significant progress in terms of converting our street light system to a low energy LED system. So we've got a number of conversion projects that are the report and we'll briefly update you on. A key element is developing a master plan for street lighting that looks specifically at adopting some guidelines for adaptive lighting. And Laura will talk on that. But adaptive street lighting is a very uniquely San José element of the street light planning. A lot of cities are just converting basic lights to basic LED lights. And the innovation that we're pursuing is to have the ability to adapt the lights, dim them, shut them off, be able to control them depending on what the particular circumstances are. And we need to have a master plan that sort of guides where and when and to what degrees we may be dimming. The master plan will also raise the issue of an energy cap. We talk about financing options and next steps. With that I'll turn it over to Laura to fill you in on some more of the details.

>> Thank you, Hans and thank you for the opportunity to speak.

>> Councilmember Liccardo: Welcome Laura.

>> As you know the reason we're pursuing this conversion of lights come to meet the Green Vision goals, one of those goals was to convert all of our lights to zero emission lighting. We also have waste and getting rid of hazardous waste, high cost of disposing of our current street lights and also our current energy bill. All though we have 62,000 lights we are also spending \$3.9 million annually. Also we want to be sensitive to lick observatory's need and LED street lights, and be able to dim them in terms of energy efficiency. Whiter light we can improve the safety of our streets. We have one of the safest streets in the country but there's no reason why we can't see clearer have greater peripheral vision and also reduce potential conflicts with yellow lights. San José has a long standing tradition of leadership as Hans noted in 1980 when we switched from our sodium based lights and mercury vapor lights, we switched to a low vision light, sodium lights. In 2008, we pioneered this idea of switching to LED street lights that could be communicated with remotely and dimmed. And we have seven of those lights up in the city that we've been continuing to test. And then later -- earlier this year we started to roll out the series of deployment projects with LED street lights that again are smart lights that we can communicate with and dim. Most of the cities are doing conversions now, switching from high pressure sodium and they're switching now from high pressure to what we're calling basic LED. They aren't dimmable but they are more energy efficient and they are seeing dramatic savings just from switching from high pressure sodium lights. And there have been a number of cities that have gotten a lot of publicity, city of Los Angeles is proposing converting a number of their lights to LEDs. New York City has a series of tests up in two locations. there are a number of smaller cities or mid size cities including a number in the Bay Area. But again San José has been a trail blazer in its pursuit of the smart street lights. Which other cities are monitoring closely. Because if we can improve the situation then it will open up a whole more opportunity for cities around the country and indeed around the world. The illustration below is actually the first major deployment we had over in East San José with 118 low pressure sodium LED lights that we switched to smart LEDs. The contribution of light as it shows here as it does in the original but you can also see the distance, the skyline is still orange glow from the low pressure sodium lights but in the foreground it's not quite so bright. As we roll out these lights again we have a wide variety of lights. We do have some high pressure sodium and also some mercury vapor lights, largely on our downtown and on some of our major business districts but the majority of the lights in our residential areas are low pressure sodium lights. In doing conversions though we want to be tactical, in the sense that the low pressure sodium lights on our major arterials and our business districts including the downtown and if we're to stage our deployments those are the ones we'd want to convert first.

>> Hans Larsen: Laura before you pass that up, I just want to make sure the committee understands some of the numbers, it's key to some of our strategic thinking. The top two are downtown business district as well as major streets, that's where we sort of burn, use the highest level of energy. You can see downtown and business districts it's 6% of our lights but it's 11% of our energy and on major streets it's 36% of lights but 44% of the energy. And conversely, our residential neighborhoods where we have sort of low-watt, low-wattage low-pressure sodium lights, those represent 50% of our lights but it's only 32% of the energy used. So it's those top two categories that we're going to be focusing on where you get sort of

the best benefit for the investment of conversion. I just wanted to make sure you caught that in the numbers.

>> This is a summary of the projects we either have out now or about to in the next few, several months, six months or so. The green mobility showcases the first one I showed you, the smart lights. The second I showed you the pictures of the East San José project in Councilmember Chirco's district -- no in Councilmember Campos' district excuse me that has the 118 lights that we just converted in a residential area. So those are the low wattage lights that we've converted. north San José arterial and so we will be testing a different kind of communication system and also different kind of the 24th street project is pedestrian scale lights and that's where LEDs have had a bit more of a challenge because they're very directional lights. When you bring them down to pedestrian heights they can seem too piercing. We think we can get greater improvements, it might be a better match at this point than the LEDs for that particular use. The CDBG we've had two CDBG projects, the first one in east San José was also a community development block grant. The second one number 5 is our installers which again will be a residential and requirements of that program is that it be a low income neighborhood. And the last one, number 6 is the energy efficiency block grant program that we have \$8 million coming to the City of San José, \$2 million would be applied to street light conversions and we'll probably as Hans is pointing out want to focus those dollars on the areas where we think we can get the greatest value in terms of energy savings. So in the next step in terms of implementing our policy is to develop a street light master plan. And there are two pieces that we said we would have as part of that master plan. The first one is to be able to develop an adaptive lighting guide and the second piece is the energy cap on mystery lights. We know we are putting in new street lights as we have new development. Developments are down now but as we have development picking up again we will be adding new street lights and we want to be able to achieve our energy efficient goals not add to our energy bill while we're trying to reduce the energy consumption on the existing lights. So figure out how to institute a cap on our energy consumption of our public streets and the adaptive lighting guide is, again, if we can dim our lights how much can we dim them and in what neighborhoods can we dim them to how much, away time of day. We have a task force developed from different representatives from different parts of the city as we hire a consult to help us with that. The industry has been responding to our request for smart street lights. So our next deployment in North San José is likely to have several companies that have now figured out partnerships if they are with a lighting company with control or vice versa or lighting companies are developing their own capability and they're saying they've been on the type of question is whether it will be a reasonable cost for the level of accuracy that's currently required for state regulation and utility regulation. The utilities are starting to tight as they are now. We'll be holding public outreach meetings as part of the City's public outreach community engagement plan because this is a major policy change. We'll be having demonstrations of the lights which will constitute two of the meetings and a third meeting that the community can come to and offer comments on the proposed changes. And in the spring we're proposing to return to your committee in the spring with our recommendations.

>> Hans Larsen: And I'm going to close out the presentation with a discussion of financing options. I know this committee was interested in moving forward with the conversion and the pace is going to depend on the funding for the conversion. Our staff report includes a mention of a variety of different financing options. Right now the course that we're on is to pursue grants and we've done pretty well in getting grant moneys for this. We expect there likely to be more grant funding sores available for energy efficiency. So again in terms of context we've got funding for 2,000 lights but we have 62,000 lights so we've got a long ways to go. Some of the other things that could be considered is going essentially to the voters and saying do we want to invest in this conversion and save the operating cost? There's been some talk in the past, we had a report to this committee on transportation infrastructure financing options and one of the ideas was considering taking to the voters a green tax, where we could have a variety of things that support the Green Vision plan, energy efficient street lighting, trail program development, tree planting and things of that nature. So that's still out there. Public-private partnerships, there may be opportunities there, certainly with organizations like PG&E. The pay-as-you-go plan would be one where we make an investment in conversion and then the operating money that we save, because we've reduced our energy bill, we can take that savings and reinvest it back into more projects, and circulate the funding through. And then of course there's a variety of different kinds of debt financing that we could consider. I think -- our recommendation at this point is to kind of have these options out there, as Laura mentioned, we'll be coming back in the spring with a proposed master plan for this. And I think as we know more, as we develop the master plan, and as we learn from these half-dozen or so projects that we

have out there, we'll learn more about the particular technologies, the ability to dim the lights and we'll be at sort of a different position to have a direction and a plan to go forward and then we can follow that with a serious look at where we go in terms of financing. So we would suggest a further discussion of financing when we come back in the spring. That concludes our presentation. Be ahead to take any questions or comments.

>> Councilmember Liccardo: Thanks, Hans and thank you, Laura. Rose.

>> Councilmember Herrera: You go first.

>> Councilmember Liccardo: I go first? Okay. I had just two questions. Thank you for the report and I know ultimately it does come down to money, being able to implement all this and I look forward to hearing more in the spring about bonds and other options we have. The street light conversion project, as anticipated with CDBG money, the \$215,000. I just wanted to see if I could understand the qualifier residential a little better. Does that mean it wouldn't be eligible to be used on, let's say you had a neighborhood that was obviously homes, if there was a commercial strip in that neighborhood would the CDBG money be ineligible to be used there?

>> I'm not as familiar with the guidelines but we are researching the capability, the mirrors impression from my colleagues is that would not be prohibited. It's just a matter of whether it meets the income guidelines. I could research that and get back to you.

>> Councilmember Liccardo: Wonderful. I talked to Hans and I know there are a number of low income communities in the area that would love to improve their lighting, it is a significant issue. The other question I had was the 200 million ARRA money, for major arterials is that already appropriated and allocated to San José or is that what we're hoping to get?

>> Hans Larsen: We have been granted a fixed amount of money from that program and I believe the city council has approved an allocation of that money to those programs and part of that allocation has \$2 million for LED lighting.

>> Councilmember Liccardo: And this is something that came before us in June I believe, sometimes we forget, rose.

>> Councilmember Herrera: Do we have an idea of the total cost of conversion and pay back?

>> The prizes fall every month. We think in spring we'll have a better sense although the prices will continue to fall after that. It's a rapidly moving industry.

>> Councilmember Herrera: So when we hear this again this spring we'll have more of an idea of that?

>> Right.

>> Hans Larsen: Laura, what are they costing per unit these days?

>> Councilmember Herrera: I guess I want a ballpark kind of.

>> Sure. If you're seeing an energy efficient LED light that's not intelligent, probably 450 to 500 per fixture. It could be a little different than that but there are very good quality that are in that range. If you want a smart, it may go another \$100 more per fixture. That does not include the metering capability at this point.

>> Councilmember Herrera: Well, I appreciate the report. I think this is definitely the technology, and the way we need to go and obviously, it's going to result in tremendous savings in energy. I look forward to seeing this move forward.

>> Thank you.

>> Councilmember Liccardo: Great, thank you both. All right. That's very promising. I want to move on -- oh, wait, are there any items or anyone from the public who would like to speak? I don't see any cards here. Okay. We'll move on then. Let's take on the number 4, verbal report on energy efficiency, renewable energy activities. Welcome, Kerrie and Mary.

>> Hi, Kerrie Romano, director of environmental services. I think we have our fourth monthly energy report. Money that's been committed to us and hopefully next month we're going to say we've actually gotten some of that. Since we're planning on spending it we'd like to actually be able to move forward on that. Energy efficient renewable activities, the Muni water has \$1.9 million in clean renewable bonds. That will help install solar, in the pump station, bottom right hand receive the tax credit in lieu of a portion of the interest payment. To federal tax credits cover about 70% of the interest on the bonds. The savings projected on this are variable depending on the types of technology accepted but it will be 23 to \$70,000 annually which supports the municipal water system annually with a pay back of 12 to 15 years. We have another for energy insurance plan we are seeking the maximum amount from DOE to help our emergency preparedness efforts in regards to energy, making sure the shelters have renewable energy available to them during a power outage and other power emergency. We're hoping to see the infamous

solar yard RFP, we have selected a vendor to negotiate with, that's DRI sun Edison. And we're continuing to negotiate and ought to be in a position to bring you a negotiated contract in December. The airport and ESD are working on the solar electric potential at the long term parking lot. If we are able to make that project move forward they'll take the credits gained -- the financial credits gained from that solar installation and use it to pay other airport electrical bills. Then if we move into the community energy efficiency renewable activities there's a community low income home energy assistance program which thankfully doesn't have an acronym, and that's \$100 million available for low income weatherization. So those bottom black and white photos are photos are folks doing weatherization activities. We'll be seek \$1.3 million for Santa Clara County low income we'll work with whoever that administrator is to get those activities going. Throughout the county particular to San José. I know I'm talking as fast as I can. Okay. Staying in the community, we've received notification that we've been awarded \$900,000 from DOE for solar American city phase 2. We had originally proposed \$1.3 million so we're in negotiations to change the scope a little bit, with \$400,000 less funding obviously things will have to give a little bit. But we were awarded for seven projects, which is more than any other city was awarded, so we're kind of excited about that. We are working on the timing of receiving the money. Some of the activities require up-front funding like the green Vision, education and demonstration center, that involves moving the Santa Clara County University lot across the street. We'd like to have money to move it now so we're negotiating with DOE to make that happen. The AB 811 we'd like to be in the first issuance of that program but we have to have approval from DOE to front the money and get payment for that. We're optimistic about that and solar career training for at risk youth so it's nice to see us get some training in there. Number 3, solar financing for over 100 employees interested. So we'll -- we'll move forward with that program, and ESD will facilitate that process through the credit union and hopefully in a couple more months we can talk about how many city employees have taken advantage of that. And then our last slight just to talk about how solar has impacted the entire community. A lot of departments and a lot of council offices worked together on how to facilitate donations for habitat for humanity to install solar on low income houses at Sherman street 13th and east mission. So there you have Councilmember Liccardo actually working, that's impressive. So then --

>> Councilmember Liccardo: They didn't put me on the roof.

>> Then our normal list classes and outreach.

>> Councilmember Liccardo: Great.

>> That's what's happening in the world of energy.

>> Councilmember Liccardo: That's remarkable. You did that in record time. Thank you Kerrie.

>> Trying to catch up.

>> Mayor Reed: Rose.

>> Councilmember Herrera: Can we ask questions?

>> You can ask questions.

>> Councilmember Herrera: I was thinking I don't have any. Well, this is a great report, and in terms of the weatherization program, how does that tie in with some of the weatherization funding that's coming from the federal stimulus funding?

>> It is energy -- Mary Tucker. State of California receives about 6 to 8 million, that's really been upped or probably a little bit more than that but it definitely will be additive over the next two years.

>> Councilmember Herrera: So our total would be, then?

>> Within Santa Clara County --

>> Another 10.3. That's the 10.3 number. It would be an additional 10.3.

>> The normal is about \$6 million is the normal for Santa Clara County.

>> Councilmember Liccardo: Great. I had a question about the solar RFP I see DRI sun Edison was the winning bid, I'm assuming?

>> Yes.

>> Councilmember Liccardo: Aim confused that that was the same project in which sun power had previously secured a winning bid?

>> Yes.

>> Councilmember Liccardo: So they rebid and -- got it. Finally on the grant proposals, all the solar career training which I know is undo itly wonderful, and I hopefully, will result in great things, I keep hearing from the industry, they're having a hard time placing anyone after they're training because folks aren't just hiring for solar installation right now and not in the near future. I'm a little worried that we're spending a lot of resources here than they could be spent in the future.

>> Folks aren't hiring in general, so you could say that in the educational chicken and the egg. You're seeing increased need for solar. Hopefully, when the economy picks up, there needs to be a cadre of local folks that are able to gain employment. So I think it's something we want to keep focused on but it is not there for them now.

>> And once council reviews the property tax assessment district financing, that we're organize right now with community -- California state community development authority where you can finance the solar, you know, with your property, through your property taxes, we're hoping that once that gets going and everything else, there will definitely be more jobs and so the training will be complete.

>> We know there's jobs or there's help needed out at the water pollution control plant. So if you know anyone that wants to be a plant operator, we can't seem to find those folks.

>> Councilmember Liccardo: Okay. Rose.

>> Councilmember Herrera: Yes, congratulations by the way on our receiving the solar American city. Great work. In terms of the incubators that exist, and we have some in clean tech, and I know when we have companies that are in that stage kind of an R&D stage, sometimes different kinds of job classifications surface. I know that I was talking about someone about the biotech and some of the jobs needed in that area. Are we seeing new job fields emerge that might be more technical, lead in other directions not sort of installing panels but other kinds of technical career fields? Are we seeing any of that coming out of the incubators in some of those companies that might be in R&D phase?

>> I'm hopeful that there is, because I don't understand what they're talking about sometimes. So --

>> Mary Ellen Dick from the manager office of the there are all sorts of jobs Congress out of the incubators and the other kinds of projects. This particular grant because it's a solar grant is focusing on solar jobs. And in particular, because there's -- we're trying to make the people who participate in this stand out. So it's hands-on putting things, so they'll have real on the job experience and we're work being with the IBEW electrical engineering union and the type fitter trades to do apprentice ship type work so when they put their resumes out, it will show that they've actually done something and give them the added advantage on these jobs.

>> Councilmember Herrera: I guess the reason I asked this is I was talking to Melinda Richter, and the need for some of those classes occur at community colleges and that there actually are jobs, there is going to -- there will be more jobs available in the future with training in that particular area. So I'm assuming there's a similar kind of jobs that might be created going down the clean tech path and some of that could be solar. So I guess I'm asking you to sort of look into the future a little bit or do you see anything coming about, I understand the jobs you have now would be jobs that actually exist in a pipeline and you're training people to do things. I'm also thinking of new jobs that would be created because I guess we're all looking at clean tech as a new source big source of new jobs I don't mean to be cliché about it, putting on solar panels, I'm sure there is a lot more to it. If you have any comments on it.

>> Our city's office of economic development, Jeff ruster, Work2Future, they are the really leads we are supporting them but they are really the leads on building the job training. And they've applied for several ever these stimulus grants as well which we haven't heard on yet to do the job training on a whole wide variety of clean tech jobs.

>> Councilmember Herrera: Great.

>> Councilmember Liccardo: Great. Okay, well thank you very much. All great news. Okay, I guess we'll move on, unless there are any members of the public who'd like to speak on item number 4 and I don't see any cards. David, did you submit a card? I saw one for open forum.

>> I'll split another one if needed.

>> Councilmember Liccardo: Why don't you come up, David.

>> David Wall: The reason I didn't submit one is I had not planned to speak on this.until the abject incompetence that I have heard you and the rest of the world just heard caused me to rise to the occasion. There will be no solar installation jobs in the masses that you're thinking of. Environmental services, is incredible in the sense that these solar panels are probably one of the worse things to recycle, to begin with. Point number two, the cost to recapture the cost from your solar panels, to install them, is cost prohibitive. So that is not even discussed. But the notion of following OED's lead to try to create jobs that are not going to happen, period, in the numbers that are required, is not only substandard, but when you look at what you're playing for the management here --

>> Councilmember Liccardo: David, I'm happy to take public comment. But not abusive comment.

>> It is not abusive. They make more than you do. ..

>> Councilmember Liccardo: Okay, we go on to number 5, environmentally preferable procurement policy revision report for fiscal year 2008-2009.

>> We have Lyndon, who has been a pioneer of shepherding our environmentally preferable procurement effort for a number of years and she works closely with Mark Juvinetti in finance and Gordon Johnson as well. And so Linden, take it away.

>> Thanks. First of all, I wanted to just point out that the EP3 efforts of the City of San José are not just coming out of ESD. We have got a steering committee that oversees policy interpretation and direction with people from -- well, Kerry is on it from ESD, Mark and Gordon from finance and Randy Turner from DGS and our implementation committee has had people from PRNS, the airport, Public Works, general services finance and ESD. And there's at least one IT member, Susan who's down from the airport. So it's a bigger effort than just within ESD. So just to bring us all back on sort of the same page about why we do this, EP 3 is designed to do several different things. One is to reduce the environmental impacts of city service delivery and programs and so forth and to support our implementation of the Green Vision and the urban accords. Another goal at the time policy is to improve worker health and safety by using products that have less toxic constituents to them so we have less air impacts and things like that. Another is to expand markets for environmental goods. While manufacturers are inspired by regulations to do the right thing, regulations don't necessarily inspire them to make better products and customers are what inspire them to make better products. And since government spending in the United States constitutes about 46% of GDP, we can provide a lot of inspiration. Another policy outcome is to institutionalize EPP and just make it part of how we do business so that it's considered in every solicitation. A new one for us, well not new but more explicit now is to address EPR which stands for extended producer responsibility. That's just an effort to try to make it so that manufacturers consider a product's end of life when they're designing a product so that there's less weight and less impact at end of life on municipal solid waste systems. And the other is to provide leadership. And we find that our EP 3 work is a good way to provide that within the community and the Bay Area, we have done a lot of presentations as Sam knows and I'll talk about that a little later. We actually went international this year which is pretty exciting and I'll tell you about that too. The implementation ask to incorporate so any product that you get is going to have environmental impacts, environmental, you know, in terms of what's in it, in terms of what it releases and so forth and so if you can look at those impacts and figure out what would constitute a less environmentally damaging product and then what goes into that then you can create specifications that are then going to lead to you buying products that have fewer environmental impacts. So we try to go that either through like a commodity team that uses the product and has environmental people who know what the impacts are or some other ways. We've also this year started to model environmental products for various products the big one we did this year is furniture and those are just designed to help people who are doing solicitations and specifications know what would constitute a greener alternative than what is currently bought. We have also been collaborating with other city departments about the solicitations they do that don't necessarily go through the purchasing division. We've also worked with agencies outside of the city for instance the VTA has recently put together a sustainability group and the decision there with all of the different agencies who were involved in that is to address how we might be able to do environmental procurement collectively and then again to institutionalize EP 3, for instance the purchasing division has been very good at doing boilerplate language that is in their RFP and RFP templates. And in fact points are available for environmental elements of RFPs. This year, we embarked on a policy revision. One thing was to incorporate policy 4.4 into policy 4.6. 4.4 was the recycled content policy and 4.6 is our current EP 3 Wast that was basically redundant to the old one. So we made sure that everything we needed in 4.4 is in 4.6 and we propose we do away with that. Additionally within the revised policy we've decided to more explicitly zero waste plan, and again, EPR just means that the manufacturer has more responsibility for taking care of what happens to a product at the end of its life cycle instead of that being a burden on us and our municipal waste system. And it's hoped that by addressing EPR more explicitly we might be able to inspire manufacturers to think about that more in the design phase. And so the benefits of that would be, been, that it would support or zero waste goal, it would lead to more resource conservation and help reduce our landfill space and reduce the greenhouse gases associated with landfills. The product policy institute recently came out with a study that says that products and packaging used in the United States are responsible for 44% of greenhouse gas emissions. And that means products that are produced here as well as products that are imported here. So a different way to slice it but makes you realize what a profound effect that has. So in terms of how we're approaching EPR, the next set of model environmental specifications are going to look at

packaging because we find that that still is a sizable contribution to the waste stream in terms of film and cardboard and so forth, but we're going to see if we can come up with some green specifications that help people reduce packaging waste. We're working on a rechargeable battery pilot and as appropriate we'll incorporate EPR into upcoming solicitations. Can you bring me my water? I'm drying out. Thanks. Underneath the EP 3 -- thank you -- we have a green fleet administration policy which is designed to reduce the greenhouse gas emissions associated with our city fleet. And at this point 40% of our vehicles are alternate fuel vehicles which means that we have over a thousand alternate fuel vehicles. And this year we've had some nice successes with those. We've taken possession of ten Chevy Impalas that we've police squad cars and detective cars and the efficient of cheaper they save the resource of money. And at the airport, they've diverted the last of their diesel buses to CNG. Additionally, they've purchased 15 additional vehicles they're using for maintenance work. My personal favorite is we've taken a Prius and converted it into a plug in hybrid and it's used in the parking enforcement program and it could potentially increase fuel efficiency to 100 MPG so that's kind of nice. DGS has made some improvement to their aerosol cleaner on engine parts with the with a process conned to use biodiesel and that's in all our biodiesel 20 and that's in all our diesel vehicles. And environmental benefits to that have been put out either in the successes matrix or the memo. And then one other thing we did in fleet this year is we successfully applied life cycle costing analysis to the purchase of a vehicle that had a hire initial price but a lower total cost of ownership so we were able to buy that because it had better fuel efficiency. So that's a nice lead in to our successes. We continue to buy EP computers, EP being the comprehensive environmental standard for I.T. equipment. It is a tiered standard going from bronze to silver to gold. We initially standardized to silver but we in May moved up to gold. The standard covers energy packaging, toxic waste hazardous materials and so forth so we will continue to buy those. Again the exact benefit to those were in the packet that you got. We're piloting rechargeable batteries. Who knew but all of these hand free towel dispensers in City Hall in the airport run on D batteries. We thought that could be a contribution to our waste stream, so we are piloting D batteries at the airport and may start them here at the City Hall too. We continue to use senior meals as you may have heard from DPW we are transitioning with concrete that replaces much of the cement with green materials in terms of the library we worked with them on a concession contract for nine coffee carts in various libraries and we sort of got out of our silo and worked with the solid waste people and so forth to address other things besides EP 3. We're continuing to use sheep to deal with weeds. We've now got them on 600 acres of city land which is up from 4 acres in 2007. The janitorial team has been slowly replacing things that they use, so things like soy based antigrffiti products as opposed to chemical base and we did a lot of work on furniture this year. We held a green furniture workshop and then we came up with our model, environmental specification for furniture that people can use. And we've already been specifying green furniture. At least 22% of our purchases in fiscal year '08-'09 had improved environmental performance. This is the solicitations that went through the purchasing division. That's up from 14% in fiscal year '08-'09 and constitutes about \$24 million in purchases. This is the -- these are actually goats. And then down below, that's one of the new electric vehicles that the airport is using for maintenance. So these things all work to improve our health and safety because they don't expose people to as much -- as many air impacts and so forth. We don't have as many hazardous wastes to have to deal with. For instance the EP purchases between '07 and '09, get rid of 3800 kilograms of hazardous waste we don't have to deal with. We support our ability to get our buildings certified as LEED green -- LEED silver gold whatever because there's a huge purchasing component to that. And we've gotten a lot of nice recognition. Sam spoke at the ABAG workshop council support such initiatives we've given other presentations and we were approached in March by a company in France that was putting together the first French language green it's book and my high school French is a little rusty but I know when they describe us as a municipal exemplar, that's good. ...

>> Councilmember Liccardo: That's good.

>> This is the book. We're going to continue to develop product specifications, can continue to implement the green fleet, they're going to be working as green fleet, we're going to try to do more outreach to departments because we think more people need to know about this. We'll continue working with the VTA and continue working on EPR. Cest Tout. That's French for that's all. ...

>> Councilmember Liccardo: Thanks. Rose.

>> Councilmember Herrera: Does this save money in general? Obviously it's great for the environment, I am curious, does this save money?

>> While some things are more expensive, some things are less expensive, I think generally it's a wash. You guys can -- for instance, when we started less expensive now, than the 30% PCW paper we were buying before.

>> And if I could add to that we do try and keep things at the same cost with a better environmental component or reduce cost. So when Lyndon looks at looking at the life cycle of a particular purchase, we're trying to look more broadly than the initial payout at the time of the purchase. That helps justify, the team doesn't have carte blanche, we are trying to look at it from a lot of different angles.

>> If you're using janitorial products that don't have worker impacts, less in the way of workers comp and so forth. One thing I meant to mention is this is voluntary if you find an environmental alternative that busts your budget or the product doesn't perform as well as the one it would be replacing, it's not that you would have to use this. We have to make a good faith effort to implement this policy but if it's going to compromise other goals that's taken into consideration.

>> Councilmember Herrera: Thank you. Are we able to look on the back end in terms of reducing waste as you're talking about the life cycle approach, to say that would definitely be reducing cost, as you're talking about garbage in garbage out, extended to environmental things. If we have less garbage on the front end --

>> That would be great impact for us to add. If we look at, my favorite example is the towel dispensers that we are disposing of batteries on a pretty regular basis. So the move to rechargeables will help ton back end as well. But I think it's a good thing for us to look more narrowly at.

>> Councilmember Liccardo: Good, thank you. One thing that that ABAG meeting brought out to me is the fact that so many other cities are looking to San José for leadership in this area. We're doing an awful lot that nobody else is doing and that's exciting. Just to assume that we hear about it all the time it must be happening other places and it's not. Thank you Lyndon and for all your hard work . I want to take public comment on item 5, I don't have any cards and I don't see anyone. Thank you all for being here. Now, we're going to skip item 6 and go straight to open forum. I know a lot of folks will speak on item 6 would like to speak on open forum. We're going to take their comments at this time. Beginning with Kabeti Kaba. And I'll just tell you who's next. Kurpel Bajwa. Thank you Kurpel.

>> Thank you.

>> Councilmember Liccardo: Thank you for your patience.

>> I wrote like to take this opportunity just on behalf of the San José taxi driver association, to thank --

>> Councilmember Liccardo: Kabeti, could you pull the microphone a little closer so everyone could hear? Thank you. Thank you very much.

>> You're welcome. I would like to take the opportunity to thank mayor Chuck Reed, councilmember Sam Liccardo, and councilmember Ash, for taking our consideration, and writing the moratorium that clearly specified our request to limit on the taxicab citywide taxicab limit. The moratorium itself is clear that addresses the issue of the drivers. I do not want to go back again and repeat the same thing. It's also, I concerns the issues of the drivers and it also accommodates the interests of other companies. This moratorium should be, we expected to hear a good news today, it's five months exactly today after we submitted our request. Unfortunately, we understand the situation today, so it didn't go through what we request you, Sam Liccardo and rose, place directly refer this memorandum to the full council meeting. In the state of us taking more time than we have already wasted five months. That's what we intent to just ask you your favor. Thank you very much.

>> Councilmember Liccardo: Thank you, thank you, Mr. Cava. Kerpel.

>> Honorable chairperson and councilmember, honorable councilmember rose Herrera. Good afternoon, everybody, thank you very much for giving me a few minutes. There is not very much to talk on the subject. Everybody knows the situation of the business, and since for the last about eight years, the business has been going down and down. And the hide hiring of -- hiring of drivers has never been stopped it is a very critical situation. Today unfortunately it is not full quorum. But I humbly request you to take this issue directly to the full council, please, thank you very much.

>> Councilmember Liccardo: Thank you. Shakur Boni. Hi Shakur.

>> Good afternoon, everybody. My name is Shakur Boni, I'm a yellow cab driver, at the same time I'm a member of the driver association, board member. I think the City of San José and the council and the staff is aware of it, all the business situation in our city. The tourism industry is declining and you guys are aware of, we are depend on Silicon Valley companies and most of the companies they were not doing any business or they cut what we call it, belt tightening their travel expense. That's why all the hotelist and taxi business goes down. So if you look that what is happening in our city, we have also an open

door, which people are coming, and people who get lay off from the other industry, during -- council or member of the staffs, if they go one part -- you know, any part of the city, they can see a lineup of drivers. Couldn't find their park everywhere, finish Fairmont or any other big spaces in our airport, it's just like three-hour waiting also. The people at the airport when they slow the rest of the city also is slow. With the help of the councilmembers when we explain our economic, tuition, the residents of the city we are the ones that elect those members of our leaders we are suffering, therefore, if we can put moratorium, like until business get, you know, the business situation change, we have enough drivers. Almost 570. They don't got nothing to do. All of them they are just stranded on the 8-hour welfare shift. So I'm requesting from the council, or anybody else who's going to help us, just put us this moratorium straight to the council, and is it practical what they can see the problem, how it is. Thank you for listening.

>> Councilmember Liccardo: Thank you very much. Furhan and after Furhan it's Mohammed Ali, and Bikram.

>> I'm not going to say much. This memo is been circulated around for five years. please we are frustrated. Please send to him full committee for next week. And I will tell also my opponents instead of focusing on hiring more drivers, please focusing marketing and productivity. Thank you.

>> Councilmember Liccardo: Thank you, Furhan. Mohammed Ali. He is not here, so Bikram Singh.

>> Honorable chairperson and the councilmember, my name is Bikram Singh. As I said last time in the committee meeting, we have to figure out what's the right time to put a cap on it. There are a number of issues that we raised in the last meeting. We have numbers of drivers who signed this letter, which I can present to. It's a kind of a request to deny the proposal to the Chief of Police, to halt issuance of driver permits. They were not included in the process. They were not outreached. There were number of drivers, they can't hand over a paper and made them sign and they didn't even know what they're signing it for. So when they came, I had a long discussion and I explained to them exactly what is going on so they say we understand your position, Bikram, and we will support you. This process has been going on for quite some time. When all the drivers who do not work at the airport has been excluded from any of the process, ever since this airport issue started I know we are not here to discuss that. But they were completely ignored, none of my nonairport drivers were ever issued any airport permits in the beginning, when this process started. And now they are excluded again from this process, and I think we need to outreach all the stakeholders, and we need to sit down on the table and lay out some kind of a policy which will work for a longer term. My understanding is, I had attend almost every T&E meeting and also TOT committee meetings and never reached into any proper solution. For overall, in whole system needs to be remodeled and the service model needs to be completely changed. Taxi commission was one proposal which we supported it. There's nothing wrong with that. I understand, you guys have a lot of responsibilities, you guys are looking for overall number of issues with the citywide. But if we can come up with some kind of a long term and permanent solution which can hear these matters and resolve these matters, deferring this issue temporarily will be a good idea so we can sit down and talk. So I think we need to look into this a little more.

>> Councilmember Liccardo: Thank you, Mr. Singh.

>> Thank you so much.

>> Councilmember Liccardo: Julia Miller followed by Dimitri Vork.

>> Chair Liccardo, with your permission could I speak last?

>> Councilmember Liccardo: Sure. Dimitri.

>> My name is Dimitri Vork. I'm representing two companies, city cab for 13 years I've been here I've been ignored and I have to use the word discriminated. And this is the last -- I'm really tired of what city been doing to me. Now the drivers I want to put the gap, okay? I just heard drivers said, there's too many cabs ton street. There's too many cabs started when the city create company named Golden star. They got 180 cabs and they created a company and that's why the city is full. City increasing fees every year and at the same time are you going to tell me I can't add more drivers or are you going to make me compete with existing drivers which happened already with airport concession. When city distribute permit they told us you go advertise truck drivers. I spent two years \$200,000 just for yellow pages. How many drivers I got? Two? They create their own company. Now the same drivers two years ago came before city council members and started crying they need the meter rate increase. When I all the years I was against meter rate increase because it's killing my business. \$15 minimum now \$3.50 for flag drop. I'm honest with you we are flat-rating people left and right to save our businesses right now. They doing the same thing. They taking one of my best accounts and they are rung it for \$2 a mile so I have proof of that. I want everybody to leave us alone. We need to grow and don't build any more democratic machine

for us. If for some reason I put ten cabs on the road, I have to go to City Hall and tell them I need ten more drivers? I have to prove that I have more business and I have a lawsuit and my insurance went up, just leave us alone and let the market drive the traffic. I lowered my fees, I was in compliance, on purpose because I was going to lose my permits anyway. So my fees went down from \$450 to \$300 cab per driver, that's a lot of money I'm losing right now, okay? But I'm good for my drivers, I'm helping them, all right? All these drivers here they have their own April permits. 99% of my drivers sign against this gap petition, they have their own airport permit. These guys pushing medallions for years. What city has, now limitation that's a second step. What third one, I know mayor against medallions, I heard that story but this is steps to medallion system. So just leave us alone and let us run the business because we tired of that and I'm not talking about airport, I don't care about the airport. Just don't tell us can we make money or not. Thank you very much, I'm sorry about my attitude.

>> Councilmember Liccardo: Okay, David Wall.

>> I'll just leave this --

>> Councilmember Liccardo: Sir, don't approach. Don't approach.

>> I'm sorry.

>> Councilmember Liccardo: David Wall.

>> David Wall: Before I speak, I got to worry if I'm going to be abusive. I really got to know about the abusive format. It's not posted up here on the walls. We're going to talk garbage today. This is something that you really should consider doing. Is that the city should move towards hauling its own garbage. This is only going to create an incredible problem for the city if you don't start providing this infrastructure. Because you're relying on third parties that are not going to be reliable for a variety of reasons. The -- of all the committee meetings that I go to, and enjoy to quite a few, I have never seen city staff embark upon a make-work projects for their own well-being. The number of people here just on the environmental thing that I was allegedly abusive on was over \$400,000 in salaries. To me, that is incredible. As far as the economy goes, and what I think you should be more honest with folks, is that the rate of collapse of the General Fund is irreversible. Discussions tomorrow on consent calendar will show the sincerity of this factor on 2.8, I believe, where Senate Bill 88 where the city wants to maintain their own ability to file chapter 9 bankruptcy proceedings, if they have to. I predict they will have to. But I don't want to be abusive for those that are on the payroll, making their own guidelines. God bless all of you. Sorry about being a little upset about people making far more money than you will ever make as a councilmember. Think about that. Also, in closing, you might want to look at the budget outlays for that office of sustainability. And see how they can justify being funded out of the sewer service and use charge. In relation to their work loads. But then, again, I don't want to be abusive.

>> Councilmember Liccardo: Thanks David. Julia Miller.

>> Thank you, chair Liccardo and good afternoon to you all. Councilmember Herrera. I appreciate you letting me come last, because I had an opportunity to listen to all sides of this issue, which I must say is quite complex, and involved. My companies don't want to be in opposition to what you're doing. We want to compromise and we want to be at the table. We're a little alarmed that you want to rush what we feel this is to the full council without a full hearing at the T&E committee and would like you to reconsider that direction. We also don't feel it's appropriate to put a moratorium in at this time, with the holiday season fast approaching. We feel that the economic indicators, both the airport ridership and hotel occupancy, will greatly improve in the next two months. So, if council did want to put a moratorium on, we would recommend that you not do it until the first of the year. We do -- we don't appreciate the comment that you heard from my companies, saying that it limits their ability to grow as a company. And it would also limit their ability to back-fill normal attrition of their drivers. So whatever ordinance is proposed for this moratorium, it should include some sort of clause which allows an appeal or some sort of opportunity to get the drivers that they need to build their business. And to elaborate on that, for example, they could get a company contract or a contract with outreach or a contract with whatever. And that would certainly give them a reason to need to extend their drivers. On the other side of the coin, none of my drivers have been invited to the table, so to speak. I have been meeting with several people and I'm grateful for the time that those councilmembers have given me. But we would like, and that's another reason we would like it to stay in T&E. We feel it is more cost-effective and more efficient to do it at the committee level, rather than take it to the full council considering labor-intensive and budget circumstances. So I'm asking for a process. A process to reach out to all the parties and companies before leaving committee. And then, if you're drafting a moratorium. We request that no new permits be issued for new companies. And it seems like all sides agree on this. If you're limiting drivers, why would you bring in new companies which would

also be competition, and would be taking away business from existing, independent drivers and companies. I have asked for a list of permits, and if possible, a breakdown by each company. I have been unable to get this list. And I would appreciate, if staff or council office could help us get this, so we're talking about specific numbers and when those permits sunset.

>> Councilmember Liccardo: Julia, you're now at 3 minutes. Quite a bit over the two-minute limit. I would have to stop you at this time.

>> I would say thank you for your time.

>> Councilmember Liccardo: Thank you. There are three additional individuals that submitted cards. My apologies. Sherry Singh, Lakbir Singh Puni and Ikbal Terani. Please come forward. Thank you.

>> Thank you, councilmembers. I'm from American cab. proposal now, four years back I came to this city with a thought I can have some business I can grow. I put in my four years here. I'm still in process of growing my cab company. And if we stop it right now, four years would be pain. There are guys that they trusted me working with me right now and we are in process of growing still. Second thing, I got drivers concerned too, but they're not looking on the other side. if this thing happened small companies would have to shut down because we need resources, drivers to run the company. If I don't have enough drivers I can't run, I have to shut it down, okay? Then there would be only two or three companies operating here and we go back to monopoly, which everybody don't want. So please don't pass this proposal, give us some time and then we'll be back here, thank you.

>> Councilmember Liccardo: Thank you. Ikbal Durani. I'm sorry, you're Lakbeer.

>> Hi.

>> Councilmember Liccardo: Welcome.

>> Good afternoon, chair and councilmember and staff. I don't left any much say again. We're repeating again again same things. Last time, also you here. And we request, you know, we growing up and I don't think it's good cab for drivers. Good cab for the time being it's okay and also at the same time I want to look overhaul, we have meeting in your office many, many times and I don't see anything going on for reallocation permit. Look overhaul. Because you know if any company all provide what requirement is for, you know, 15 driver, 15 cab or computer dispatch, TPS, if all company provide that we should look at that I mean for that company to you know make some plate forums, to make some small company you know to stay that business. We don't have any grantee to stay like this you know. If you want to go to reallocation, we will trouble after that you know for reallocation. But you should have to limit permit some seven, seven, or eight, eight, we keep requesting that and also you know I don't need a gap for the drivers, so that because company we are growing up and so now also this time we getting busy also, thank you .

>> Councilmember Liccardo: Mr. Durant or Durani, sorry.

>> Good afternoon, my name is Ikbal Durani and I'm driving cab also for almost eight years. Thank you for having us today. I want to talk about the limit on the drivers oh boy, we are five years, let me share something first. If I'm over line, I believe I'm from Pakistan. I can speak, I'm not going to hurt anybody, it's good to go. If I do, please tell me, I'll stop, I'm not harmed to anybody. I'm very pissed, you know why I'm pissed? You two councilmembers used to not be here. Four five six councilmembers, they give us a lot before, we will have permit of the cab, possibility. What happened to that one? And you guys, you don't need to have lollipop to permit not to drivers, that's going to hurt me as a driver not the company, company is crying all the time because their moneys come from me. I pay them. And if they cannot provide me the business, they should be eliminated also to you. I as a driver request you to open the Cortese memo again, open the Cortese memo, put the limit on cab, permitted cab, possibility, these people been million years today because of me as the driver paying them and they don't provide me anything except insurance that for customers not for me. If you want to do something do something for me, don't give us a damn lollipop. The small cab company, to be record, I will not stand with the small cab company for this issue. What I'm saying if you put a limit on the drivers, you going to hurt the small cab company, it will be not competition, the driver will be hurt. We must talk about it four years ago, five years ago. The numbers if I'm correct, that 40 drivers up and down, economy is bad. I don't make money, I have three kids and family. Like others, 600 drivers. Are you going to talk about the 13, 14 cab companies? There are about 500 cab drivers, if you want to do the right, please do. Please do only those things. Forget about the limit of the drivers. Put -- take the memo and do from there. I'm sorry, if I go above.

>> Councilmember Liccardo: Thank you. Mr. Ramani .

>> Thank you very much.

>> Councilmember Liccardo: And finally Musi Malali .

>> Hello, good afternoon, thank you for the opportunity. My question will be for the airport permits that's been issued, supposed to be issued, you know, the whole year but it has Knopf not. So in your power, will you please turn them to release it so we will get the permits? Thank you very much.

>> Councilmember Liccardo: Thank you very much. Okay, I have no other cards at this time. And I believe we can adjourn.

>> Open forum.

>> Councilmember Liccardo: We've covered them. We can adjourn at this time. Thank you all for coming to speak.