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TRANSPORTATION AND ENVIRONMENT COMMITTEE OF CITY OF SAN JOSÉ. SEPTEMBER 14TH, 2009

>> GOOD AFTERNOON. WE'LL CALL THE MEETING TO ORDER, AND LET'S TAKE ROLL AT THIS TIME.

>> COMMITTEE CHAIR SAM LICCARDO. NORA CAMPOS. JUDY CHIRCO AND ROSE HERRARA.

>> THANK YOU. WE HAVE A QUORUM AND I UNDERSTAND WE'RE GOING REVIEW THE WORKPLAN AT THIS TIME. I DON'T THINK WE'RE DEFERRING ANY ITEMS AT THIS TIME, ARE WE JOHN? NO. OKAY. UNLESS SOMEONE HAS A MOTION, WE'LL MOVE TO THE CONSENT CALENDAR. AND WOULD ANYONE LIKE TO PULL AN ITEM OFF OF CONSENT?

>> JUST A NOTE THAT ITEMS 2 AND 3 ON THE CONSENT ARE REQUESTING DEFERRALS.

>> OH, RIGHT. SO THAT WILL BE PART OF THE CONSENT THEN. I NEED A.

>> MOTION, SECOND AND WE'LL MOVE ON, REGIONAL TRANSPORTATION ACTIVITIES REPORT.

>> GOOD AFTERNOON. CHAIR LICCARDO, AND MEMBERS OF COMMITTEE. JOINING ME TODAY ARE BEN AND RAY, BOTH OF D.O.T. AND WE'RE GOING TO PROVIDE YOU A QUARTERLY UPDATE ON ISSUES OF SIGNIFICANCE ON REGIONAL TRANSITS AND HIGHWAY PROJECTS THAT DIRECTLY IMPACT SAN JOSÉ AND ITS CITIZENS. WE'LL GO THROUGH A POWERPOINT PRESENTATION AND I THINK IT'S IMPORTANT TO NOTE THAT AS AN OUTCOME, TODAY, WE WILL BE BRINGING RESOLUTIONS TO THE CITY COUNCIL ON OCTOBER 6TH FOR SUPPORTING FULL B.A.R.T. BUILD-OUT AND THE INVESTMENT STRATEGY FOR HIGH SPEED RAIL. SO THAT IS ONE WEEK LATER THAN NORMAL. SO WE'RE GOING TO BRING THOSE RESOLUTIONS IN EARLY OCTOBER. ALSO, I THINK IT'S IMPORTANT TO NOTE THAT WE ARE GOING TO SHARE WITH YOU SOME FUNDING THAT IS COMING IN FOR RESURFACING OF OUR FREEWAYS AND YOU KNOW HOW POOR OUR ROADWAY CONDITIONS ARE IN SILICON VALLEY AND IN SAN JOSÉ AND IT'S CRITICAL THAT WE GET EVERY DOLLAR THAT WE CAN AND WE CAN SUMMARIZE THAT FOR YOU. IT'S IMPORTANT FOR YOU TO TAKE NOTE OF THE SEVERE CONDITION THAT THE NATIONAL HIGHWAY TRUST FUND IS IN IN THE FACT THAT REVENUES CONTINUE TO FALL OFF THE CLIFF, BASICALLY, AT THE NATIONAL LEVEL BECAUSE OF LOWER AND LOWER CONSUMPTION OF GASOLINE. SO WITH THAT, I'M GOING TO TURN IT OVER TO BEN TO START THE PRESENTATION. BEN.

>> THANK YOU, JIM. MR. CHAIR, MEMBERS, THANK YOU FOR THE OPPORTUNITY TO SHARE A BRIEF DISCUSSION, AS YOU CAN SEE BEFORE YOU, A FAIRLY BROAD SPECTRUM OF ISSUES THAT WE'RE HEAVILY ENGAGED IN IN TRANSPORTATION AND IN THE REGION. FIRST, I WOULD LIKE TO BEGIN WITH A BRIEF DISCUSSION OF THE CALIFORNIA HIGH SPEED RAIL PROJECT. AS YOU MAY KNOW, THERE WAS A COURT RULING HANDED DOWN IN THE LAST COUPLE OF WEEKS THAT SPOKE TO THE PROGRAM LEVEL ENVIRONMENTAL DOCUMENT THAT WAS PRESENTED BY THE HIGH SPEED RAIL AUTHORITY AND OF PRIMARY CONCERN TO THE COURT WAS THE SHARED USE OF UNION PACIFIC RIGHT-OF-WAY, WHICH I WILL SPEAK ABOUT IN A MOMENT, BUT IN GENERTERMS THE COURT REJECTED ARGUMENTS THAT THE ENVIRONMENTAL DOCUMENT PRESENTED AN UNFAIR BIAS WITH THE ALLIANCE THAT WE ADVOCATED STRONGLY FOR IN SUPPORT OF ITS SELECTION AS THE PREFERRED CENTER CORRIDOR FOR THE HIGH SPEED RAIL. IN ADDITION THE COURT AFFIRMED THE HIGH SPEED RAIL AUTHORITY ON PROJECT COST ESTIMATES, OPERATING COST OF THE HIGH SPEED RAIL PROJECT, RIDERSHIP MODELS THAT WERE UTILIZED AS PART OF THE ENVIRONMENTAL DOCUMENT AS WELL AS NOISE AND VISUAL IMPACTS IDENTIFIED IN THAT DOCUMENT. THE COURT D HOWEVER, AS I MENTIONED RULE THAT THE ANALYSIS OF THE GILROY TO SAN JOSÉ WAS INCOMPLETE. HERE IS WHERE THE PATHS DIVERGE A LITTLE BIT. THE PERSPECTIVES ON BEHALF OF THE PETITIONER DIMP WHICH HAS REQUIRED A RECONCILIATION HEARING WITH JUDGE KINNEY, WHO HANDED DOWN THE RULING, WHICH EXPECTED TO TAKE PLACE IN THE NEXT WEEK OR SO. THEY WILL SCHEDULE A HEARING TO DETERMINE EXACTLY WHAT THE NEXT STEPS ARE THAT THE AUTHORITY WILL BE MANDATED TO PROCEED WITH, AND AT THAT POINT THE COURT WILL ISSUE A WRIT OF MANDATE, DIRECTING THE AUTHORITY TO RESPOND APPROPRIATELY. HAVING SAID THAT, THE AUTHORITY IS CONTINUING TO WORK ON COORDINATION WITH THE LOCAL JURISDICTIONS AND ITS COMPLETION OF AN ALTERNATIVE ANALYSIS FOR THE VARIOUS SEGMENTS OF THE CORRIDOR. D.O.T. STAFF IS DEEPLY INVOLVED IN THE DEVELOPMENT OF

BOTH SEGMENTS. AN IMPORTANT PIECE OF THE HIGH SPEED RAIL PROJECT FROM SAN JOSÉ' PERSPECTIVE IS THE DEVELOPMENT OF AN INITIAL INVESTMENT STRATEGY FOR FUNDING THE HIGH SPEED RAIL PROJECT, PARTICULARLY IN THE BAY REGION. YOU ALL HAVE AT YOUR SEAT A COPY OF THE SAN FRANCISCO/SILICON VALLEY CORRIDOR INVESTMENT STRATEGY WHICH WAS DEVELOPED IN COOPERATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION, CALTRANS, MAYOR REED ALONG WITH MAYOR NEW SO NEWSOM IN SAN FRANCISCO, ROUGHLY TOTALING \$2 BILLION FOR SUBMISS TO THE FEDERAL GOVERNMENT FOR POTENTIAL FUNDING THROUGH THE STIMULUS PROGRAM. AS YOU MAY KNOW, THERE IS \$8 BILLION AVAILABLE IN THE STIMULUS PLAN, SPECIFICALLY FOR HIGH SPEED RAIL AND THIS LIST OF PROJECTS WILL HELP US TO COMPETE FOR SOME OF THOSE DOLLARS. SPECIFIC TO SAN JOSÉ, THE PLAN RECOMMENDED \$149 MILLION INVESTMENT FOR PLANNING AND EXPANSION OF THE DIRIDON STATION AND AS JIM MENTIONED A MOTION AGO WE'RE COMING BEFORE CITY COUNCIL ON OCTOBER 6TH OR APPROVAL OF THE INVESTMENT PLAN BY THE ENTIRE COUNCIL. WE ASK TODAY THAT YOU APPROVE THAT RECOMMENDATION TO FORWARD THIS TO COUNCIL FOR FULL APPROVAL. THE PROJECT LIST THEMSELVES ONCE SUBMITTED AND I SHOULD NOTE THAT THE HIGH SPEED RAIL AUTHORITY IS MEETING SEPTEMBER 23RD AND WILL BE ADOPTING A PROJECT LIST FOR SUBMISSION TO THE FEDERAL GOVERNMENT, WHICH INCLUDES THE ENTIRE SONAR SILICON VALLEY INVESTMENT STRATEGY. SO ALL THE PROJECTS THAT WE WORKED ON LOCALLY WILL BE SUBMITTED TO THE FEDERAL GOVERNMENT. AN IMPORTANT COMPONENT OF THAT DIRIDON STATION -- THE HIGH SPEED RAIL PLAN, IS THAT THE DIRIDON STATION AREA ITSELF, WE HAVE SECURED A \$750,000 GRANT FROM THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE DEVELOPMENT OF A TRANSPORTATION MASTER PLAN AND WE HAVE ALSO COMMITTED FUNDS AS WELL AS VTA COMMITTING FUNDS, SO THE TOTAL IS ABOUT \$1 MILLION FOR THE PLANNING EFFORT. THE PLAN EXPECTED TO BE COMPLETED JUNE 2011 AND THE OUTCOMES OF THE STATION PLANNING EFFORT WILL INCLUDE A PREFERRED LAND USE PLAN, A PROGRAM LEVEL STATION DESIGN THAT IS TO SAY THE INITIAL DEFINITION OF "PASSENGER AREAS AND LOADING AND UNLOADING AND CIRCULATION AND GROUND TRANSPORTATION AND THE LIKE," AND A COMPLETED ENVIRONMENTAL DOCUMENT FOR THE LAND USES IN AND AROUND THE DIRIDON STATION. ALONG WITH THIS PLANNING EFFORT WE HAVE BEEN IN COORDINATION WITH THE GOOD NEIGHBORHOOD COMMITTEE AND THE MORE BROAD PLANNING EFFORTS THAT ARE OCCURRING AT THE MOMENT IN AND AROUND DIRIDON STATION, THE BALLPARK AND OTHER EFFORTS. SO THIS EFFORT HAS BEEN INFORMING THE GOOD NEIGHBORHOOD EFFORT AND AT THE SAME TIME, OTHER ENTITIES HAVE BEEN VERY INTERESTED IN THE DIRIDON AREA, SPECIFICALLY THE URBAN LAND INSTITUTE HAS COMPLETED A REVIEW, OF WHICH WE WERE A PART. WE PARTICIPATED IN A TOUR OF THE REGION AS WELL AS PANEL DISCUSSION, HIGHLIGHTING SOME OF THE ELEMENTS THAT WE WOULD LIKE TO SEE PRESENT AT THE DIRIDON STATION. AND ULI WILL BE SUBMITTING THEIR FINDINGS SEPTEMBER 24TH IN SAN JOSÉ. A BRIEF UPDATE ON B.A.R.T. TO SILICON VALLEY. CURRENT ACTIVITIES INCLUDE THE CONSTRUCTION, SPECIFICALLY FREIGHT RAIL RELOCATION OF THE FREEDOM TO WARM SPRINGS SEGMENT OF THE CORRIDOR. THOSE ACTIVITIES ARE CURRENTLY UNDERWAY. VTA IS IN AN ONGOING WAY ENGAGED IN FEDERAL ENVIRONMENTAL CLEARANCE OF THE ENTIRE CORRIDOR AND AN IMPORTANT COMPONENT IS THE SUBMISSION OF AN APPLICATION FOR AN \$850 MILLION NEW RAIL START GRANT, WHICH VTA HAS JUST PUT FORTH. THIS SPECIFIC GRANT, THE \$850 MILLION WILL FOCUS ON THE NEXT SEGMENT OF THE B.A.R.T. TO SILICON VALLEY PROJECT, WHICH WILL EXTEND FROM WARM SPRINGS TO THE BERRYESSA STATION. SO THAT IS THE FEDERALIZED PORTION OF THE PLAN. AS JIM ALSO MENTIONED, WE'LL BE COMING TO CITY COUNCIL ON OCTOBER 6TH WITH A RESOLUTION REITERATING FULL SUPPORT FOR THE ENTIRE B.A.R.T. SILICON VALLEY PROJECT, THAT IS TO SAY THE EXTENSION FROM WARM SPRINGS TO SANTA CLARA. A KEY ISSUE IS WORKING WITH VTA AND B.A.R.T. TO ENSURE A SEAMLESS LIGHT RAIL B.A.R.T. CONNECTION IN MILPITAS TO ENSURE THERE IS A GOOD PEDESTRIAN TRANSIT CONNECTION BETWEEN THE EXPANDING B.A.R.T. SYSTEM AND THE EXISTING LIGHT RAIL. JUST BRIEFLY, GIVEN ALL OF THE VARIOUS FUNDING ISSUES THAT HAVE BEEN GOING FORTH, WE HAVE BEEN, AS YOU KNOW, CENTRALLY INVOLVED IN THE IMPLEMENTATION AND AUTHORIZATION

OF THE STIMULUS PACKAGE AND JUST WANTED TO TOUCH ON SOME OF THE BENEFITS FROM THE STIMULUS PACKAGE FOR SAN JOSÉ ON THE TRANSPORTATION SIDE. THESE INCLUDE A LITTLE OVER \$15 MILLION FOR LOCAL PAVEMENT, \$48 MILLION FOR REGIONAL HIGHWAY IMPROVEMENT, LARGELY PAVEMENT AND RECONSTRUCTION IMPROVEMENTS AS WELL AS \$47 MILLION TO VTA FOR THE PURCHASE OF HYBRID BUSES. IN AN ATTEMPT TO ACKNOWLEDGE RECEIPT OF THE FUNDS AND THE FEDERAL GOVERNMENT'S SUPPORT FOR OUR EFFORTS FROM TRANSPORTATION WE'RE ORGANIZING IN COOPERATION WITH THE MANAGER'S OFFICE A CEREMONIAL EVENT, A GROUND BEAKING BREAKING ON SEPTEMBER 28TH. MORE DETAILS WILL BE FORTHCOMING. I WILL HAND IT OVER TO MY COLLEAGUE TO TALK ABOUT B.A.R.T..

>> GOOD AFTERNOON MEMBERS OF COMMITTEE. AS THE MEMBERS OF COMMITTEE SIT DON'T DOWNTOWN POLICY ADVISORY BOARD, CHAIR LICCARDO, MEMBER HERRERA AND MEMBER CAMPOS I WILL KEEP MY PRESENTATION FAIRLY BRIEF, BUT IF THERE ARE QUESTIONS, I WOULD BE HAPPY TO ANSWER THOSE QUESTIONS. THE EASTERN TRANSITION CENTER ALONG CAPITAL EXPRESSWAY, ALONG CAPITAL AVENUE AND THEN TURNING WEST TOWARDS DOWNTOWN ALONG THE ALUM ROCK AND SANTA CLARA CORRIDOR, TERMINATING AT THE STATION. WE HAVE BEEN AT THIS PROJECT FOR A NUMBER OF YEARS AND HAVE RECENTLY COMPLETED CONCEPTUAL ENGINEERING WORK. WE'LL EXPECT TO ENTER INTO THE PRELIMINARY ENGINEERING AND DESIGN ASPECT OF THE PROJECT IN EARLY 2010 WITH CONSTRUCTION STARTING APPROXIMATELY EARLY APRIL 2012. ONE REWRITE OR ERROR THAT IS IN THE COUNCIL MEMO SHOWS THAT THE FIRST DAY OF SERVICE OF THE PROJECT WAS GOING TO BE LATE 2012. WELL, THAT HAS SINCE BEEN UPDATED AS OF THE POLICY ADVISORY BOARD MEETING OF TWO WEEKS AGO AND THAT DATE IS NOW APPROXIMATELY THE MIDDLE OF 2013. A LOT OF THAT IS THE SIX-MONTH DELAY HAS REALLY BEEN TIME WELL-SPENT BETWEEN STAFF OF THE DEPARTMENT OF TRANSPORTATION, THE DEPARTMENTS OF PLANNING, BUILDING AND CODE ENFORCEMENT AND THE REDEVELOPMENT AGENCY AND WORKING WITH THE VALLEY TRANSPORTATION AUTHORITY IN BETTER DEFINING WHAT THE SCOPE OF THE PROJECT IS. WE HAVE SPENT MANY, MANY HOURS IN THE CONTEXT OF EVALUATING THE OPERATIONS, BOTH GEOMETRICAL AND FROM A TRAFFIC SIGNAL PERSPECTIVE AND COORDINATED THESE EFFORTS WITH OTHER ACTIVITIES IN AND ALONG THE CORRIDOR. OUR BELIEF IS THAT, LIKE I SAID BEFORE THE TIME WAS WELL-SPENT AND WILL RESULT IN A MUCH MORE EVENT PRELIMINARY ENGINEERING AND DESIGN FOR THE PROJECT. ONE OF THE ACTIVITIES THAT WE'RE COORDINATING WITH IS A PROJECT THAT HAS BEEN SPONSORED BY THE REDEVELOPMENT AGENCY, IMPLEMENTED BY THE INTERPRETER OF PLANNING, BUILDING AND CODE ENFORCEMENT AND THIS PROJECT WAS ACTUALLY WORKING TO CREATE DESIGN STANDARDS, LAND USE DESIGN STANDARDS ALONG THE CORRIDOR, SPECIFICALLY ALUM ROCK FROM KING TO APPROXIMATELY 680. KING TO JACKSON, EXCUSE ME. THAT BETTER INTEGRATED AND TOOK ADVANTAGE OF THE FACT THAT TRANSIT WAS GOING TO COME DOWN THIS PARTICULAR CORRIDOR. IT DID TAKE A WHILE TO COORDINATE BOTH OF THESE PROJECTS, BUT I THINK THAT WE HAVE GOT TWO EFFORTS THAT HAVE REALLY COME TOGETHER VERY NICELY, BOTH IN THE FORM OF THE LAND USE ZONING AND HOW THAT RELATES TO THE TRANSIT PROJECT. THE OTHER ACTIVITY THAT VTA HAS BEEN TAKING ON IS THE EASTERN TRANSIT CENTER IMPROVEMENT AND ACCESS PLAN. THIS EFFORT HAS ACTUALLY VTA HAS WORKED WITH A NUMBER OF STAKEHOLDERS IN THE S & I COMMUNITIES TO IMPROVE ACCESS AND CIRCULATION IN AND AROUND THE EASTERN TRANSIT CENTER. THIS IS THE VTA'S SECOND BUSIEST TRANSIT CENTER AND THROUGH THESE EFFORTS TO BETTER INTEGRATE AND GET MORE USE AND VOLUME IN THAT CENTER IN A MORE EVENT MANNER IN ANTICIPATION OF OTHER EXPANSION PROJECTS ALONG THE CORRIDOR. AND THEN LASTLY, THE PEDESTRIAN IMPROVEMENTS, THIS WAS AN ITEM THAT WAS BROUGHT UP AT THE POLICY ADVISORY BOARD MEETING. PEDESTRIAN IMPROVEMENTS ALONG CAPITAL EXPRESSWAY, CAPITAL EXPRESSWAY WAS ORIGINALLY INTENDED -- ACTUALLY IT'S STILL ON THE BOOKS TO BE A LIGHT RAIL PROJECT. BUT ONE OF THE IMPROVEMENTS THAT WAS ASSOCIATED WITH THAT LIGHT RAIL PROJECT WERE PEDESTRIAN AND B.A.R.T. AND LANDSCAPING IMPROVEMENTS ALONG THE CORRIDOR. IT WAS REQUESTED AT THE POLITICAL ADVISORY BOARD MEETING THAT THESE IMPROVEMENTS BE ADVANCED AND VTA

HAS RESPONDED AND IS MOVING FORWARD WITH THE DESIGN DEVELOPMENT OF THOSE PARTICULAR IMPROVEMENTS. ESSENTIALLY LOOKING AT IMPROVING PEDESTRIAN ACCESS ALONG THE FULL LENGTH OF EXPRESSWAY FROM THE INTERSECTION OF CAPITAL AVENUE AND CAPITAL EXPRESSWAY TO THE EASTERN TRANSIT CENTER, WHICH IS THE END OF THE BUS TRAFFIC TRANSIT PROJECT. THIS PARTICULAR PROJECT IS EXPECTED TO START, I BELIEVE I SAID IN EARLY 2011 AND BE COMPLETED IN THE EARLY 2012 TIMEFRAME. IN SOMEWHAT A RELATED MATTER IS THE EFFORT THAT THE DEPARTMENT OF TRANSPORTATION IS SPEARHEADING IN TERMS OF THE RELINQUISHMENT OF STATE ROUTES. THE DEPICTED MAP, THE AREA IN RED ARE THE STATE ROUTES THAT ACTUALLY FUNCTION AS LOCAL STREET ARTERIALS. THE INTEREST ON THE PART OF THE DEPARTMENT OF TRANSPORTATION HAS ACTUALLY BEEN AMPLIFIED OR SUPPORTED BY A NUMBER OF STAKEHOLDERS TO HAVE THE STATE RELINQUISH THESE FACILITIES TO THE CITY IN AN EFFORT TO ALLOW THE CITY TO BETTER MANAGE LAND USE AND TRANSPORTATION ACTIVITIES IN AND ALONG THESE CORRIDORS. SOME OF THESE STAKEHOLDERS INCLUDE THE VALLEY TRANSPORTATION AUTHORITY, HIGH SPEED RAIL AUTHORITY, AND THE ALAMEDA NEIGHBORHOOD BUSINESS DISTRICT, WHICH IS PART OF THE GRAND BOULEVARD INITIATIVE AND HAS REALLY ACTUALLY SENT LETTERS IN SUPPORT OF THEIR RELINQUISHMENT OF THAT PORTION OF STATE ROUTE 82, AS IT WOULD HELP THEM BETTER DEVELOP THEIR NEIGHBORHOOD. JUST BRIEFLY, STATE ROUTE 130, UP TO THE UPPER RIGHT OF THE IS ALUM ROCK AVENUE FROM U.S. 101 PAST 680 TO THE CITY LIMITS. THIS STATE ROUTE 130 ACTUALLY EXTENDS UP TO MOUNT HAMILTON AND OVER INTO PATTERSON, I BELIEVE ALONG HIGHWAY 5. STATE ROUTE 82 IS BETTER KNOWN AS EL CAMINO ALONG THE PENINSULA AND THE CITY OF SAN JOSÉ' PORTION IS ALAMEDA FROM 880 TO DIRIDON STATION. THE AUTO MONTGOMERY AND MONTEREY HIGHWAY. SOME OF THE KEY ISSUES ARE TO ALLOW THE CITY TO PROVIDE BETTER LAND USE DEVELOPMENT AND TRAFFIC CONTROL ALONG THESE CORRIDORS . ONE OF THE EFFORTS WE HAVE BEEN TAKING ON WITH THE STATE IS WHAT WE CALL OR THE STATE'S TERM IS "THE COST OF RELINQUISHMENT." AS THIS IS A PROCESS THAT THE CITY HAS INITIATED, THE STATE IS UNDER NO OBLIGATION BY STATUTORY LAW. NONETHELESS, MANY OF THESE CORRIDORS HAVE NOT BEEN MAINTAINED IN A NUMBER OF YEARS AND THE DEPARTMENT OF TRANSPORTATION WILL BE MEETING WITH THE DIRECTOR OF DISTRICT 4 CALTRANS LATER THIS MONTH TO BEGIN A NEGOTIATION ON THE RELINQUISHMENT OF THESE TWO CORRIDORS. LASTLY IS JUST A BRIEF SNAPSHOT OF A FEW PROJECTS THAT WE ARE CURRENTLY WORKING ON. THESE ARE PROJECTS THAT WE WOULD EXPECT WOULD BE UNDER CONSTRUCTION EITHER CURRENTLY UNDER CONSTRUCTION OR WILL BE UNDER CONSTRUCTION WITHIN THE NEXT TWO YEARS. THE TWO PROJECTS ON THE LOWER LEFT, INTERSTATE 280, WE HAVE THE ROUTE 887 LANDSCAPING PROJECT. THESE ARE TWO PROJECTS CURRENTLY UNDER CONSTRUCTION. THE REHAB PROJECT IS ACTUALLY A PROJECT THAT IS FUNDED THROUGH THE FEDERAL RECOVERY ACT. MOVING UP TO THE LEFT, UPPER LOWEST, THE 880 SEAMLESS INTERCHANGE UPGRADE. WE WOULD EXPECT THAT WE WOULD HAVE AT LEAST ONE OF THE EARLY PHASES OF THAT PROJECT UNDER CONSTRUCTION WITHIN TWO YEARS, PROBABLY SOMETHING IN AND ALONG THE INTERCHANGE IMPROVEMENT PROJECT. THIS ACTUALLY HAS THE \$150 MILLION CONSISTS OF BOTH THE ENGINEERING AND THE CONSTRUCTION FOR THE PROJECT AND ALSO, TOO, THE WINCHESTER CONNECTION. MOVING UP TO THE UPPER RIGHT-HAND SIDE, 880 HOVPROJECT. A PROP 1B PROJECT BEING UNDERTAKEN IN COOPERATION WITH CALTRANS, VTA IS THE PROJECT LEAD. IT WILL PROTEST CONTINUOUS HOV FACILITIES INTO ALAMEDA COUNTY. THE 101 REHABILITATION PROJECT, THIS WILL TAKE CARE OF ONE OF THE WORST HIGHWAY CONDITIONS THAT WE HAVE HERE IN SAN JOSÉ AND SANTA CLARA COUNTY. THIS PARTICULAR PROJECT SHOULD START UP EARLY NEXT YEAR IS BEING DEVELOPED IN COORDINATION WITH THE 101 IMPROVEMENT PROJECT. THIS PARTICULAR PROJECT WILL ADD A NEW SOUTHBOUND LANE TO ROUTE 101, AND RECONSTRUCT THE TULLY ROAD INTERCHANGE, WHICH WILL BE A SIGNIFICANT IMPROVEMENT AND ALSO TO HELP TRAFFIC IN THE EAST-WEST DIRECTION ALONG TULLY ROAD. THAT PROJECT IS EXPECTED TO BE UNDER CONSTRUCTION IN THE EARLY PART OF NEXT CALENDAR YEAR. AND LASTLY, WOULD BE THE BLOSSOM HILL PEDESTRIAN OVERCROSSING. THIS IS AN OVERCROSSING OF ENDACOTT

AVENUE, CALTRANS TRACK AND MONTEREY HIGHWAY. THIS PROJECT, TOO IS EXPECTED TO BE UNDER CONSTRUCTION IN THE EARLY PART OF THE NEXT CALENDAR YEAR. WE'RE CURRENTLY WORKING WITH OUR PROJECT STAKEHOLDERS TO BASICALLY CROSS THE T'S AND DOT THE I'S IN TERMS OF THE AGREEMENTS NEEDED TO TAKE AND GET THAT PROJECT ADVERTISED. SO WITH THAT -- --

>> AND FINALLY, NOW THAT WE HAVE IDENTIFIED A LITANY OF PROJECTS WE HAVE BEEN WORKING ON, I WOULD LIKE TO TALK BRIEFLY ABOUT SOME OF OUR EFFORTS TO PAY FOR THEM. CENTRAL EFFORT IN THAT REGARD IS WORKING WITH OUR PARTNERS ON THE REAUTHORIZATION OR REALLY THE AUTHORIZATION OF THE NEXT FEDERAL TRANSPORTATION BILL. AS YOU KNOW SAFETY LIEU HAS BEEN IN PLACE FOR THE LAST SIX YEARS, \$244 BILLION PROGRAM THAT EXPIRES THE 30TH OF THIS MONTH, AND UNFORTUNATELY, GIVEN THE CHALLENGES THAT CONGRESS IS FACING AT THE MOMENT, IT'S UNLIKELY THAT WE'LL HAVE A NEW BILL ANY TIME SOON. WHAT A NEW BILL IS LOOKING TO ENCOMPASS BASED ON SOME OF THE RECOMMENDATIONS THAT HAVE COME FROM, FOR EXAMPLE, CONGRESSMAN OVERSTART, THE CHAIR OF THE TRANSPORTATION AND INFRASTRUCTURE COMMITTEE, HELPING THE CHARGE. WE'RE LOOKING AT A SIX-YEAR PROGRAM AS THE NEXT PHRASE OF FEDERAL TRANSPORTATION INVESTMENT, BUT BECAUSE CONGRESS IS UNLIKELY TO GET A NEW BILL ANY TIME, CERTAINLY NOT BEFORE THE END OF THIS YEAR AND UNLIKELY NEXT YEAR, IT IS EXPECTED THAT BY OCTOBER 1ST, CONGRESS WILL PASS LIKELY 18-MONTH EXTENSION OF THE EXISTING PROGRAM. WHAT THIS WILL ALLOW CONGRESS TO DO IS TAKE CONTINUE TO FUND FEDERAL HIGHWAY INVESTMENTS, BUT DO SO WITHOUT MAKING ANY POLICY CHANGES IN THE EXISTING AUTHORIZATION. WHAT THE NEW FEDERAL TRANSPORTATION DISCUSSION DOES OFFER US THOUGH IS AN OPPORTUNITY TO MAKE SOME SIGNIFICANT CHANGES IN FEDERAL INVESTMENT AND TRANSPORTATION AND SOME OF THE EFFORTS THAT WE HAVE BEEN PUTTING FORWARD IN YOUR DISCUSSIONS WITH OUR ADVOCATES IN WASHINGTON, AS WELL AS IN CONVERSATIONS WITH MEMBERS OF OUR LOCAL CONGRESSIONAL DELEGATION AND OTHERS AND IN COOPERATION WITH AGENCIES LIKE VTA, WE HAVE EMPHASIZED -- WE HAVE BEGUN TO PUT AN EMPHASIS ON FIXING IT FIRST. THAT IS TO SAY MAINTAINING OUR EXISTING SYSTEM. AS YOU KNOW, ON THE LOCAL STREETS AND ROADS ALONE, WE HAVE ROUGHLY \$270 MILLION SHORTFALL. WE HAVE A REGULAR \$20 TO \$30 ANNUAL SHORTFALL. WE HAVE A \$14 BILLION BAY AREA WIDE SHORTFALL. SO THE NEEDS ARE SIGNIFICANT AND WE BELIEVE THAT NOW IS A TREMENDOUS OPPORTUNITY TO INCORPORATE THAT WE CAN GET FEDERAL SUPPORT FOR JUST THAT KIND OF INVESTMENT. ALONG WITH THAT CHAIRMAN OVERSTAR SUBMITTED A COMPONENT IN THE MEASURE HE PUT FORTH TO CONGRESS THAT DISCUSSES SUPPORT FOR PROPORTIONAL RECOMMENDATION FOR LOCAL JURISDICTIONS AT THEIR RESPECTED METROPOLITAN TRANSPORTATION COMMISSION. THAT IS TO SAY THAT AT MTC, THE CITY THE SIZE OF SAN JOSÉ, OVER 1 MILLION PEPT WOULD BE PROPORTIONALLY REPRESENTED AT. THAT WOULD BE A HUGE HELP FOR US, AS YOU KNOW WE HAVE BEEN SWIMMING UPSTREAM IN INVESTMENT FOR MANY YEARS AND SUPPORT AND RECOGNITION OF THE CHALLENGES THAT WE FACE IN THE SOUTH BAY AND REALLY THE POPULATION THAT WE HAVE TO SERVE IN COMPARISON TO THE REST OF THE BAY AREA WOULD BE A HUGE HELP IN OUR ABILITY TO DELIVER THE TRANSPORTATION PROJECTS WE HAVE IDENTIFIED. FINALLY WHAT THE NEW BILL WILL REALLY ASSIST US IN DOING IS IDENTIFYING A NEW GENERATION OF FUNDS SOURCES TO PAY FOR TRANSPORTATION. SOME INCLUDE HOT LANES OR EXPRESS LANES WHICH VTA HAS BEEN LEADING THE CHARGE FOR AND VEHICLE LICENSE FEES, CARBON FEES AND OTHER OFFSETS THAT ARE AIMED AT BEING MUCH MORE ORIENTED TOWARDS USER FEES, THAT IS TO SAY THOSE WHO ARE USING THE FACILITY CONTRIBUTING TO THE MAINTENANCE OF THE FACILITY ITSELF. AND IMPORTANTLY, THOSE ARE ELEVATED AS NEAR-TERM NEEDS BECAUSE IF WE'RE SUCCESSFUL AT IMPLEMENTING OUR GREEN VISION AND GETTING PEOPLE OUT OF THEIR CARS AND GETTING PEOPLE INTO TRANSIT AND REDUCING GREENHOUSE GASES, THE RESULT IN MANY CASES WILL BE A LOSS OF GAS TAXES. IF PEOPLE ARE NOT USING THEIR CARS THE REVENUE WE GET FROM THE CURRENT FUNDING SOURCE IS GOING TO BE GREATLY DIMINISHED AND AT A TIME WHEN WE NEED MORE REVENUE FOR INVESTMENT, NOT LESS, THAT IS GOING TO BE A SIGNIFICANT IMPACT. SO WE

NEED TO LOOK FOR OTHER WAYS TO FUND THE PROGRAM. THAT IS OUR PRESENTATION AND WE WOULD BE HAPPY TO ANSWER ANY QUESTIONS.

>> THANK YOU, VAN AND THANK YOU RAY FOR THE EXCELLENT PRESENTATION. I'M SURE WE HAVE QUESTIONS FOR YOU. VICE-MAYOR.

>> A LOT OF THIS IS FAMILIAR, BUT SINCE I'M NOT ON THE VTA OR MTC, TALK ABOUT IN THE STATE ROUTE RELINQUISHMENTS, WHAT IS THE ADVANTAGE OF THE CITY GAINING CONTROL VERSUS THE STATE HAVING CONTROL? AND YOU TALKED ABOUT THE DETERIORATION OF THE ROADS UNDER THE STATE CONTROL. SO I DIDN'T UNDERSTAND WHAT -- QUITE HONESTLY WHAT THE PROBLEM WAS.

>> CERTAINLY, VICE-MAYOR. THERE ARE TWO SIDES TO THE COIN. OF COURSE, WHENEVER YOU LOOK TO ADD ASSETS UNDER THE CITY'S CONTROL, YOU ARE GOING TO BE FACING MORE TRAFFIC SIGNALS, MORE MILES OF PAYMENT IN POOR CONDITION AND CERTAINLY CERTAINLY THE ISSUES THAT COME WITH THAT PARTICULAR STRETCH OF HIGHWAY. YOU HAVE IT LOOK AT WHERE IS THE STATE IN THEIR ABILITY TO ADEQUATELY ADDRESS SOME OF OUR LOCAL ISSUES SUCH AS SPEEDING, NEW TRAFFIC SIGNALS, A CITYWALK CROSSWALK AND SO MANY ISSUES THAT ARE LOCAL CONCERNS, BUT AT THE HANDS OF THE CALTRANS MAKING THE FINAL DECISION. ON THE POSITIVE SIDE, HAVING LOCAL CONTROL. SAVES A TREMENDOUS AMOUNT OF WORK TO DO ANY KIND OF IMPROVEMENT. WE FOREGO THE PAINFUL PROCESS OF ENCROACHMENT PERMITS. WHENEVER WE WANT TO HAVE A SPECIAL EVENT, WE WILL NOT HAVE TO GET PARADE PERMITS. WHENEVER WE WANT TO CONSIDER A NEW SIGNAL, CROSSWALK OR JUST PUTTING IN PARK METERS, WE WILL NOT HAVE TO GO TO SUCH GREAT LENGTHS TO OBTAIN PERMISSION FOR THOSE LOCAL IMPROVEMENTS. WHEN YOU LOOK AT 82 COMING OFF THE 880 OFF OF ALAMEDA AND THE CONDITION OF THAT ROADWAY AND HOW OFTEN THAT IS SPOKEN OF AS ONE OF THE POOREST PAVED ROADS IN YOUR CITY, IT'S BECAUSE WE DON'T HAVE THE LOCAL CONTROL TO REALLY PRIORITIZE IT AS MUCH AS WE WOULD LIKE TO. AS 82 TURNS SOUTH IT GOES RIGHT BY THE ARENA, OUR FUTURE REVIGORATED WAY, POSSIBLY BY THE BALLPARK AND TURNING EAST, IT GOES BY THE CONVENTION CENTER AND MARKET AND ALL OF THESE STREETS ARE CONSTANTLY LOOKED AT FOR PARADES, FESTIVALS AND SPECIAL EVENTS AND REALLY THE STATE PLAYS A POLICEMAN MALL ROLE IN MAKING THOSE DECISIONS. IT'S NOT HIGH ON THEIR RADAR SCREEN. IT'S IMPORTANT ON OUR RADAR SCREEN THAT WE SERVE OUR COMMUNITY MORE EFFICIENTLY.

>> HOW MANY MILES OF ROAD WITHIN THE CITY BOUNDARIES, THAT ARE UNDER STATE CONTROL?

>> HOW MANY MILES OR WHICH ROADS? I DON'T HAVE THE EXACT MILEAGE BUT 10.5 MILES, BUT 82 JUST GOES DOWN THE ROUTE I DESCRIBED AND HIGHWAY 130 IS REALLY OUR HIGH-SPEED -- NOT HIGH-SPEED, OUR BUS RAPID TRANSIT. EXCUSE ME. BUS RAPID TRANSIT CORRIDOR AND THROUGH THE ALUM ROCK CORRIDOR, THE VERY, VERY IMPORTANT BUSINESS VILLAGE CORRIDOR THAT DOES NOT LOOK AND FEEL LIKE A STATE HIGHWAY AT THIS POINT. MANY, MANY YEARS AGO IT WAS A VERY IMPORTANT CONNECTION, BUT TODAY IT'S MORE OF AN IMPORTANT ARTERIAL TO OUR RESIDENTS AND BUSINESSES.

>> I WAS TRYING TO ASK IF THERE ARE OTHER ROADS, SUCH AS 82 AND OTHERS THAT ARE IMPORTANT TO THE CITY OF SAN JOSÉ THAT THE STATE STILL CONTROLS AND WE'RE NOT ASKING AT THIS TIME FOR?

>> I'M SORRY.

>> THAT WAS MY QUESTION.

>> NO, THERE ARE NOT. WE HAVE IDENTIFIED THE ONES WE'RE SEEKING TO RELINQUISH AND FOR THE REASONS THAT JIM IDENTIFY WE WOULD LIKE TO GET ALL OF THEM UNDER OUR CONTROL FOR THE MANY ACTIVITIES THAT WE'RE ENGAGED IN ON THOSE ROUTES.

>> OKAY. THANK YOU.

>> THANK YOU, COUNCIL MEMBER HERRERA.

>> THANK YOU, CHAIR. GREAT REPORT. LOTS OF VERY POSITIVE THINGS HAPPENING AND LOOKING FORWARD TO THESE PROJECTS KICKING OFF AND MOVING FORWARD. I HAD A COUPLE OF QUESTIONS. LOOKING AT THE EAST RIDGE TRANSIT IMPROVEMENTS, I'M GLAD TO HEAR, AGAIN, THE SECOND BUSIEST TRANSIT AREA IN THE COUNTY AND I THINK WORTHY OF ALL THE IMPROVEMENTS THAT WE'RE WORKING TO MAKE HAPPEN THERE. AND I WANTED

TO -- I GUESS I WANTED YOU TO TALK ABOUT HOW THE IMPROVEMENTS THAT ARE GOING ALONG CAPITAL EXPRESSWAY, I UNDERSTAND THAT B.A.R.T. IS COMING THAT ROUTE, BUT I WAS PART OF THE EFFORT TO MAKE SURE THAT WE GOT FUNDING AS PART OF THE LIGHT RAIL PROJECT. I JUST WANTED TO CLARIFY SO PEOPLE WHO MIGHT LISTEN TO THIS MIGHT NOT THINK THAT THE LIGHT RAIL IMPROVEMENTS DON'T EXIST ANYMORE, BUT THEY HAPPEN TO BE IN SYNCHRONICITY. SO WE'RE VERY EXCITED ABOUT GETTING THESE IMPROVEMENTS AND MAKING IT MORE PEDESTRIAN-FRIENDLY AND A LOT SAFER FOR OUR RESIDENTS WHO HAVE TO COMMUTE AND BIKE AND WALK DOWN THAT AREA.

>> YES, WE DO THINK THAT IT'S A VERY IMPORTANT PROJECT TO BE ABLE TO PROVIDE THE PEDESTRIAN AND BICYCLE CIRCULATION INTO AND THROUGH THAT PARTICULAR CORRIDOR, ESPECIALLY NOW THAT WE'RE GOING TO BE LOOKING AT THE INTERIM B.A.R.T. PROJECT LONG THAT CORRIDOR IN ANTICIPATION OF LIGHT RAIL IN THE FUTURE. WE TOO SEE THAT AS A VERY GOOD FIRST EFFORT IN BRINGING CAPITAL EXPRESSWAY UP TO SOMETHING THAT IS A LITTLE BIT MORE IN LINE WITH THE COMMUNITY OUT THERE.

>> WONDERFUL. AND WHEN WILL THAT PROJECT GO OUT TO BID FOR THE PEDESTRIAN IMPROVEMENTS? 2011-2012 IT WILL START CONSTRUCTION, SO WHEN DO WE ACTUALLY GO OUT AND START THE PROCESS TO FIND SOMEONE TO DO THE WORK?

>> THAT PROCESS WILL LIKELY START TOWARDS THE END OF 2010. IT'S WITHIN JUST ABOUT A YEAR AWAY.

>> GREAT. AND I WANTED TO ASK ANOTHER QUESTION ABOUT THE HIGHWAY IMPROVEMENTS AND AGAIN, IT'S GREAT NEWS THAT WE'RE FINALLY GOING TO GET THIS PROJECT TO TULLY AND IT'S CALLED THE 280 TO CAPITAL. SO COULD YOU COMMENT ON THE CAPITAL PIECE OF THAT. IS IT \$63 MILLION? I DON'T HAVE ALL THE NUMBERS IN MY HEAD. I'M THINKING THAT THAT DOESN'T INCLUDE EVERYTHING TO CAPITAL TO YERBA BUENA AND DO YOU THINK THE NEW AUTHORIZATION BILL WILL BE THE SOURCE TO GET THAT FINISHED?

>> LOOKING BACKWARDS, I THINK THE REAUTHORIZATION IS A GOOD START TOWARDS MAKING THE APPLICATION TO TAKE AND GET THAT PROJECT GOING FORWARD. ONE OF THE STRATEGIES TAKEN IN THE IDEA THAT THE 101 IMPROVEMENT PROJECT, WHICH DOES START FROM ESSENTIALLY, SPECIFICALLY, JUST, I THINK JUST SOUTH OF STORY ROAD TO JUST BEYOND TULLY. ONE OF THE IDEAS IS TO TAKE SAVINGS FROM THE CONSTRUCTION BIDS FOR THAT PARTICULAR PROJECT. ACTUALLY THEN TO GET TRANSFERRED OVER TO BEGINNING THE DESIGN AND SOME OF THE ENVIRONMENTAL WORK FOR WHAT WE CALL "THE PHRASE II PORTION" OF THE PROJECT, WHICH LOOKS AT THE REPLACEMENT OF CAPITAL EXPRESSWAY AND YERBA BUENA IMPROVEMENTS AND OTHER IMPROVEMENTS ALONG 101.

>> WHAT IS THE TOTAL PRICETAG, DO YOU THINK, ADDITIONAL MONEY BEYOND THE \$63 MILLION?

>> THE TOTAL PRICE FOR JUST THE PROJECT THAT IS GOING ON RIGHT NOW IS ABOUT \$63 MILLION. FOR THE OTHER SIDE, I BELIEVE, IT WAS IN THE NEIGHBORHOOD OF ABOUT \$35 MILLION.

>> ADDITIONAL?

>> ADDITIONAL.

>> OKAY.

>> I REMEMBER THE TOTAL PRICE OF THE PROJECT WAS IN THE HUNDRED-MILLION-DOLLAR RANGE. SO THAT STARTS TO ADD UP PRETTY QUICKLY.

>> THANK YOU.

>> I JUST HAD A FEW QUESTIONS ABOUT HIGH SPEED RAIL. AND ONE WAS FOR ALL OF US WAITING WHILE THE JUDGE IS DECIDING ABOUT REMEDIAL ACTION. MY UNDERSTANDING IS THAT THEY ARE ACCEPTING BRIEFING NOW AND FOR ANOTHER 30 DAYS AND MY QUESTION IS THAT HAVE WE STARTED TO CUSTODY REGIONALLY WITH OTHER CITIES ABOUT FILING AMICUS? I DON'T KNOW IF IT'S FOR SUPERIOR COURT LEVEL, BUT TO KNOW THAT THESE ISSUES CAN BE RESOLVED. I'M NOT SURE WHAT THE PROPER TERM, BUT REVISING THE EIR TO GET IN LINE FOR FEDERAL MONEY THAT I UNDERSTAND WILL BE RELEASED IN OCTOBER, IF I'M NOT MISTAKEN.

>> SOME OF THE ALTERNATIVES WILL BE IDENTIFIED AS EARLY AS OCTOBER.

>> OKAY.

>> WE'RE LOOKING INTO NEXT YEAR BEFORE THERE ARE ANY DRAFTS TO THE DOCUMENT ITSELF. I WILL TELL YOU, MR. CHAIR, THAT WE HAVE BEEN ENGAGED WITH THE AUTHORITY AND WE ARE, IN FACT, MEETING THIS WEEK WITH REPRESENTATIVES OF OUR OWN SILICON VALLEY HIGH SPEED RAIL COALITION TO TALK ABOUT HOW WE AS PARTNERS CAN ASSIST THE PROCESS AND ASSIST THE AUTHORITY IN MOVING FORWARD. IN TERMS OF THE LEGALITY FOR THE PROCESS AND DOING SOMETHING LIKE FILING AN AMICUS, THE AUTHORITY IS NOT EXPECTED TO APPEAL THE DECISION IN ANY WAY. THEY DON'T WANT TO APPEAL A DECISION THAT IS REALLY A GOOD ONE FOR THEM, AS THEY HAVE DESCRIBED. THEY HAVE JUST SENT OUT A LETTER DATED SEPTEMBER 9TH, WHICH WE'RE HAPPY TO PROVIDE YOU A COPY OF THAT DESCRIBES WHAT THEIR EXPECTATIONS OF THE COURT'S PROCESS AND THEIR COUNSEL AS WELL AS THE ATTORNEY GENERAL'S OFFICE IS INVOLVED IN GETTING AT WHAT THE JUDGE WAS GETTING AT AND CLARIFYING WHAT THE NEXT STEPS WILL BE. I'M SURE YOU HAVE SEEN THAT IT THE PETITIONERS HAVE STATED THE BELIEF THAT THE PROJECT, THAT THE EIR HAS BEEN THROWN OUT AND THE PROJECT IS DEAD. THAT IS NOT WHAT THE COURT SAID. SO OUR ADVOCACY EFFORTS ARE IN A LITTLE BIT AT BAY AWAITING THE OUTCOME OF THE PROCESS.

>> I AGREE THAT WE DON'T WANT TO APPEAL THE DECISION, BUT MAYBE THERE IS A QUESTION WE CAN TAKE OFFLINE AND I LEFT A MESSAGE, ACTUALLY WITH RICH DOYLE TO SEE IF THERE IS SOMETHING THAT WE CAN DO TO GET INTO THE FIGHT BEFORE THE JUDGE ISSUES A FINAL RULING ON REMEDIAL EFFORTS. I UNDERSTAND THAT IT HAS A LOT OF IMPACT. I KNOW THAT ORANGE COUNTY IS GOING TO BE AHEAD OF US IN LINE AND I EXPECT THAT, BUT THE PROSPECT OF GETTING NOTHING VERSUS SOMETHING, I THINK IS SIGNIFICANT.

>> AS I MENTIONED, THE DEVELOPMENT OF THEIR ENVIRONMENTAL VOMIT AS IF THE COURT HAD REAFFIRMED THEIR POSITION. AT THE SAME TIME THEY ARE PREPARING TO ADDRESS THAT WAS LAID OUT SPECIFICALLY, RESPONDING TO UNION PACIFIC AND THEIR CONCERNS ABOUT THEIR CORRIDOR AND LIABILITY ISSUES RELATED TO THE CORRIDOR AND DETERMINE THAT TO-DO LIST PORTION IS DETERMINING WHETHER IT'S AS SIMPLE AS A RECIRCULATION OF THE DOCUMENT OR SOMETHING THAT IS A LITTLE MORE EXTENSIVE THAN THAT. THEY DON'T EXPECT AND EVERY CONVERSATION WE HAVE HAD WITH THEM, THEY DON'T EXPECT ANYTHING BEYOND THAT. THEY CERTAINLY DON'T EXPECT THE JUDGE TO THROW IT OUT IN A WAY THAT WOULD CAUSE A SIGNIFICANT DELAY TO THEIR PROGRAM.

>> OKAY.

>> I THINK OUR OFFICE CAN WORK WITH STAFF TO SEE WHETHER OR NOT THERE IS ANY ROLE AT THIS STAGE. IT'S A BIT UNUSUAL FOR THERE TO BE A FORMAL ROLE TAKEN BY ANY THIRD PARTY AT THIS STAGE. WE CAN WORK WITH STAFF TO SEE IF THERE IS SOMETHING, BUT THE HIGH SPEED RAIL AUTHORITY THINKS WE COULD BE HELPFUL, BUT I THINK YOU HAVE TO BE KIND OF CAREFUL WHEN IT'S STILL AT THE TRIAL COURT.

>> OKAY. THANK YOU FOR THAT. WHEN I LOOKED AT THE INVESTMENT STRATEGY PLAN PHASE I, COULDN'T HELP, BUT NOTICE THAT THE FUNDING IS OVERWHELMING WEIGHTED TO THE NORTH, AND I HATE TO GET PAROCHIAL ABOUT THIS, BUT WHEN I LOOK AT PROJECTS WITH \$1.4 BILLION BOX IN SAN FRANCISCO AND I THINK WHAT THEY MIGHT BE ABLE SO ACCOMMODATE IN HIGH SPEED RAIL WITH FAR LESS MONEY, IT LEADS ME TO WONDER AS THE REGION AND PARTICULARLY THE CITY IN THE SOUTH, DO WE WANT TO JUMP ON BOARD WITH A PHASE I ALLOCATION STRATEGY THAT REALLY PUSHES WHAT LOOKS LIKE THE MAJORITY OF THE MONEY VERY FAR TO THE NORTH ON PROJECTS THAT MAY NOT BE, IN MY UNDERSTANDING, HIGH SPEED RAIL MAY NOT BE A CRITICAL PATH FOR GETTING A TRAIN UP AND DOWN THE PENINSULA. AND SO, I AM WONDERING TO WHAT EXTENT HAS THIS BATTLE BEEN FOUGHT AND LOST? HAS THIS BEEN DISCUSSED WITH VTA OR IT TOO EARLY ON?

>> IT HAS BEEN DISCUSSED AND, IN FACT, IT WASN'T WHAT I WOULD CHARACTERIZE AS A EYE BATTLE." THE STRATEGY WAS PUT TOGETHER AS A PARTNERSHIP AND CERTAINLY THE MAYOR'S OFFICE IN COOPERATION WITH MAYOR NEWSOM'S OFFICE SOUGHT TO LEAD A DIRECTION SO WE WERE AS WELL-POSITIONED THAT WE COULD BE FOR EARLY INVESTMENT IN THE PROGRAM. WHILE YOU ARE CORRECT THAT THE INITIAL INVESTMENTS THAT ARE IDENTIFIED ARE HEAVILY WEIGHTED TOWARDS THE TRANSBAY TERMINAL, THEY ARE ALSO A YEAR OR SO AHEAD OF US IN THE PLANNING PART OF THEIR PROGRAM. THEY HAVE

INVESTED A GREAT DEAL IN DEVELOPING A PROGRAM. THEY HAVE ALREADY ACHIEVE ENVIRONMENTAL CLEARANCE FOR THEIR STATION AREA. THEY HAVE IDENTIFIED IMPROVEMENTS THAT PUT THEM IN THAT POSITION FOR EARLY INVESTMENT. HAVING SAID THAT, WE BELIEVE THAT THE \$100, REALLY \$150 MILLION INVESTMENT WE HAVE IDENTIFIED IN THIS STRATEGY WILL ALLOW US TO CATCH UP FAIRLY QUICKLY TO WHERE TRANSBAY IS AND TO PUT US IN A POSITION WHERE SUBSEQUENT PHRASES AND I SHOULD MENTION THAT THERE HAS BEEN AN ADDITIONAL \$5 BILLION IDENTIFIED BY THE ADMINISTRATION FOR FUTURE HIGH SPEED RAIL INVESTMENT AT THE FEDERAL LEVEL AND WILL POSITION US QUITE WELL FOR BOND MONEY FROM THE 1A BOND AS PROVED LAST YEAR. SO WE'RE LOOKING AT AN ADDITIONAL \$500 MILLION INVESTMENT FOR THE COMPLETION OF DIRIDON STATION. SO WHILE SAN FRANCISCO MAY GET IT NOW, WE'RE CERTAINLY IN LINE AND THE INVESTMENT THAT IS IDENTIFIED IN THE STRATEGY WILL PUT US IN A POSITION TO GET THAT INVESTMENT LATER AND IN A TIMELY FASHION WHERE WE ARE WITH THE DECISION DESIGN OF THE FACILITY. WE JUST DON'T HAVE THE HEAD START THAT TRANSBAY HAS AT THE MOMENT AND THAT PROJECTS IDENTIFIED AND THE INVESTMENTS ARE ONE THAT MOVE THE ENTIRE CORRIDOR FORWARD FROM A NATIONAL STANDPOINT, SO IT PUTS US IN A PLACE THAT IT THE SAN FRANCISCO TO SAN JOSÉ LIKELY L.A. TO ANAHEIM, YOU CORRECTLY IDENTIFY AND CENTRAL VALLEY PORTION ARE THE FIRST INVESTMENTS OUT OF THE CHUTE FOR HIGH SPEED RAIL IN CALIFORNIA.

>> THANK YOU, AND I CERTAINLY DIDN'T MEAN TO GET INTO A MUD SLINGING WITH SAN FRANCISCO OVER MONEY. FOR ME, IT WAS MORE A QUESTION OF KNOWING THAT MY UNDERSTANDING IS THAT 4TH AND KING OR 4TH AND TOWNSEND, WHATEVER THAT STATION IS IN SAN FRANCISCO IS ESSENTIALLY GOING TO BE -- I WON'T SAY "SUPERFLUOUS," THAT IS NOT THE RIGHT TERM, BUT IT WAS A POTENTIAL END STATION. I JUST WONDER ABOUT THE EXTRAORDINARY AMOUNT OF MONEY TO THE TRANSBAY TERMINAL THAT DOESN'T SEEM TO BE A CRITICAL PATH. WE CAN TAKE THAT UP OFFLINE. THE THIRD QUESTION I HAD AT THE END OF PHASE I DO WE HAVE HIGH SPEED RAIL THAT TRAVELS BETWEEN SAN FRANCISCO AND SAN JOSÉ?

>> YES.

>> AND PHASE II, THAT IS LOTS OF BELLS AND WHISTLES AND EXTENDING TO GILROY, IS THAT THE IDEA?

>> THE EXPECTATION AND THE HAPPY COINCIDENCE FOR SAN JOSÉ IS THAT DIRIDON STATION IS PART OF TWO SEGMENTS OF HIGH SPEED RAIL PROJECT, BOTH SAN FRANCISCO TO SAN JOSÉ AND SAN JOSÉ TO SAN JOSÉ MERCED:THE AUTHORITY NEEDS TO IDENTIFY A CENTRAL VALLEY PORTION TO PUT TOGETHER TECHNOLOGY THAT TRAVELS AT 200 MILES PER HOUR PLUS. THAT IS WHERE THE CURRENT DISCUSSIONS ARE FOCUSED AND THEN THE L.A. TO ANAHEIM FOR THAT HIGHLY URBAN SECTION. PHRASE II WOULD BE CONNECTING THOSE DOTS. THAT AT THAT POINT, BECAUSE THE MERCED, THE SAN JOSÉ TO MERCED PORTION IS JUST A LITTLE BIT BEHIND THE SAN FRANCISCO TO SAN JOSÉ PORTION, THEY WOULD BE IN A POSITION AND BE PREPARED TO MOVE ONLINE FOR CONNECTING THOSE DOTS.

>> GREAT, THANK YOU VERY MUCH. AT THIS TIME, IF THERE ARE OTHER QUESTIONS, WE HAVE TIME FOR PUBLIC COMMENT. I HAVE NO CARDS. AT THIS POINT ARE YOU LOOKING FOR ACTION? [INAUDIBLE]

>> THAT IS THE ACCEPTED REPORT AND COUNCIL RECOMMENDATION TO ADOPT THE STRATEGY?

>> SECOND.

>> ALL IN FAVOR?

>> AYE. AYE.

>> NONE OPPOSED. MOVING ON TO NO. 2, THE STORMWATER PERMIT IMPLEMENTATION. THANK YOU GENTLEMEN.

>> THANK YOU CHAIR LICCARDO AND MEMBERS OF THE COMMITTEE. WE GO FROM TRAIN AND TREES AND EQUALLY IMPORTANT IN YOUR COMMUNITY. THE REPORT BEFORE YOU TODAY IN THE RECOMMENDATION, IT ACTUALLY RECOMMENDED FOR YOUR REVIEW AND DIRECTION. WE WOULD LIKE TO AMEND THAT TO SAY FOR "YOUR REVIEW AND COMMENTS," SINCE WE'RE NOT CROSS REFERENCING THIS TO CITY COUNCIL. SO WE WOULD LIKE THAT

MINOR CHANGE IN THE RECOMMENDATION LINE. RHONDA IS WITH US AND DIANE MILOWICKI IN THE INFRASTRUCTURE MAINTENANCE AND RALPH MIZE. THESE THREE WILL PRESENT THE STATUS REPORT ON THE SAN JOSÉ COMMUNITY FOREST PLAN. YOU HAVE HEARD THE TERM "URBAN FOREST," AND WE SPEAK OF THEM INTERCHANGEABLY, BUT GOING FORWARD WITH THE DEVELOPMENT OF GENERAL PLAN AND GREEN VISION, IT'S REALLY BECOMING THE COMMUNITY'S URBAN FOREST PLAN. WE'RE GOING TO SHARE WITH YOU TODAY SOME OF THE POLICY ELEMENTS THAT WE'RE LOOK AT, GOALS, VISIONS, STATEMENTS AND SOME STRATEGIC AREAS, LIKE OUR URBAN FOREST OUR COMMUNITY FOREST MASTER PLAN EFFORTS. WE'LL TALK ABOUT A LITTLE BIT ABOUT THE INVENTORY AND ASSET MANAGEMENT PROGRAM THAT IS UNDERWAY; HOW WE'RE COLLECTING DATA AND WHAT OUR NEXT STEPS ARE. SO WITH THAT I WILL TURN IT OVER TO DIANE MILOWICKI.

>> GOOD AFTERNOON AND WE'RE REPRESENTING THE INTERDEPARTMENTAL COMMUNITY FOREST MANAGEMENT TEAM AND TO REPORT ON THE STATUS OF THE COMMUNITY FOREST MASTER PLAN EFFORT. BEFORE WE GO ON WE WOULD LIKE TO TAKE A MOMENT TO ADDRESS THE CHANGE THAT HAS BEEN MADE FROM URBAN FOREST TO COMMUNITY FOREST. THE NEW TERM "COMMUNITY FOREST," MUCH BETTER REFLECTS THE DIVERSITY OF OUR CITY AND CERTAINLY ALIGNS WITH THE CITY'S PHILOSOPHY AND PRACTICE OF ENGAGING THE COMMUNITY IN THE DELIVERY OF ALL CITY SERVICES. ALL TREES, WHETHER THEY ARE STREET TREES OR PARK TREES OR PRIVATE PROPERTY TREES, BENEFIT THE ENTIRE COMMUNITY AND ARE SHARED BY THE COMMUNITY. SO WE FELT THAT THIS TERM MUCH BETTER REFLECTS HOW WE WANT TO REFER TO OUR FOREST. WE HAVE COME TO SEEK YOUR DIRECTION ON A SUSTAINABLE FOREST AND IN THESE DIFFICULT FISCAL TIMES SOME MIGHT QUESTION ANY EFFORT TO ADVANCE THIS WORK, BUT IT'S IMPORTANT TO REMEMBER AND CONSIDER THE BENEFITS OF A THRIVING COMMUNITY FOREST AS YOU ARE ENGAGING IN THE PRIORITIZATION WORK THAT MUST BE DONE IN THIS YEAR AS WELL AS THE COMING YEARS TO ALLOCATE ANY AVAILABLE RESOURCES. YOU SEE UP HERE FOUR PRIMARY CATEGORIES OF BENEFITS THAT ARE DERIVED FROM A SUSTAINABLE FOREST. THE GREENING OF OUR COMMUNITIES CAN MAKE POSITIVE CHANGES. IT INCREASES NEIGHBORHOOD PRIDE AND THE SENSE OF COMMUNITY THAT PEOPLE HAVE, BECAUSE TREES PROVIDE SOCIAL GATHERING PLACES, AND THEY PROVIDE THE INCENTIVE TO MAKE SOME HEALTHY LIFESTYLE CHOICES IN TERMS OF GETTING OUT THERE AND RIDING YOUR BICYCLE, OR WALKING THE TRAILS. AND CERTAINLY TREES AROUND ANY TRANSIT OPTIONS, LIKE YOU SEE THE PICTURE HERE OF OUR TRANSIT MALL, MAKE FOR A MORE PLEASANT TRANSIT CHOICE. THE NEXT CATEGORY IS REFERRING TO COST-SAVINGS FOR THE CITY AND RESIDENTS. WE KNOW THAT AN EXPANSIVE TREE CANOPY WILL PROVIDE SHADE TO OUR PAVEMENT, AND SO WHAT THAT DOES IS PROLONGS THE USEFUL LIFE OF THE STREETS. AND IF THE USEFUL LIFE OF THE STREETS IS PROLONGED, ULTIMATELY PAVEMENT MAINTENANCE COSTS ARE REDUCED AND THAT IS CERTAINLY CRITICAL GIVEN OUR MONUMENT DEFERRED MAINTENANCE COSTS IN THE AREA OF PAVEMENT MAINTENANCE. IN ADDITION WE ARE EXPLORING THE OPTION OF ALTERNATIVE FUNDING SOURCES FOR TREE-PLANTING AND TREE-MAINTENANCE SUCH AS A USER-FEE. IF WE'RE ABLE TO GET SOMETHING LIKE THAT ESTABLISHED, THE POOLED TREE MAINTENANCE AND PLANTING COSTS WILL ULTIMATELY BE LOWER IF WE CAN POOL THOSE COSTS. SO THE WORK THAT WE'RE DOING TO TRY TO EXPLORE AND ULTIMATELY ESTABLISH THAT FEE WILL RESULT IN COST SAVINGS TO OUR RESIDENTS. AND THERE IS NO QUESTION THAT AN EXPANSIVE TREE CANOPY HAS A VARIETY OF POSITIVE ENVIRONMENTAL IMPACTS, AND THE MOST FREQUENTLY DISCUSSED CERTAINLY IS THE STORMWATER RUNOFF THAT HAS SLOWED DOWN BECAUSE THE TREES WILL HOLD SOME OF THAT STORMWATER AND DELAY THE CONVOYANCE OF THAT STORMWATER TO THE STORMWATER DRAINAGE SYSTEM. IN ADDITION THERE ARE SOME OTHER ENVIRONMENTAL IMPACTS WE WANTED TO DISCUSS AND ONE IS THE MITIGATION OF THE HEAT ISLAND EFFECT, WHICH IS THE PHENOMENON THAT OCCURS AS PAVEMENT ASPHALT AND OTHER HARD SURFACES ABSORBS THE HEAT OF THE SUN AND THAT INCREASES THE AMBIENT TEMPERATURE. AS THE TEMPERATURES INCREASE, PARTICULARLY IN THE HOTTEST PERIODS OF OUR SEASONS, THEN PEOPLE WILL USE ENERGY TO COOL. SO WE CAN BLOCK SOME OF THAT SOLAR RADIATION BEING ABSORBED INTO THE SURROUNDING PAVEMENT AND BUILDINGS AND ULTIMATELY REDUCE

THE TEMPERATURES THAT WILL LEAD TO REDUCED COOLING COSTS. SORRY. THERE IS POTENTIALLY -- IT IS ESTIMATED THAT 5 TO 10% OF THE ENERGY CONSUMPTION IN PEAK TIMES CAN BE ATTRIBUTED TO THIS HEAT-ISLAND EFFECT. THAT IS THE MOST EXPENSIVE ENERGY THAT WE BUY. SO IF WE CAN IMPACT THE HEAT-ISLAND EFFECT WE CAN REDUCE ENERGY COSTS. WE CAN SEQUESTER CARBON, WHICH CLEANS OUR AIR AND THE ABILITY TO PARTICIPATE IN THE CARBON MARKET WHERE WE CAN TRADE CARBON CREDITS FOR ENERGY. IN ORDER TO DO THIS, THERE IS QUANTIFICATION WORK THAT MUST BE DONE. WE MUST UNDERSTAND THE SIZE AND SCOPE OF OUR TREE CANOPY AND TREE MASS IN ORDER TO ACCURATELY TRADE THOSE CARBON CREDITS. AN ADDITIONAL CATEGORY OF BENEFITS IS AN ENHANCED PROPERTY VALUES AND ECONOMIC VITALITY IN YOUR COMMUNITY. YOU SEE THERE ARE TWO PICTURES. ONE OF A NEIGHBORHOOD THAT HAS VIRTUALLY NO STREET TREES, AND ONE THAT HAS A FULLY TREELINED STREET. AND THE REALITY IS THAT THE AESTHETICS OF THE TREELINED STREET IS MUCH MORE APPEALING TO MANY MORE PEOPLE AND THAT DOES HAVE A POSITIVE IMPACT ON THE PROPERTY VALUES ASSOCIATED WITH THE PROPERTIES IN THOSE AREAS. IF WE HAVE INCREASED PROPERTY VALUE, THEN WE WILL SEE SOME INCREASED PROPERTY TAX REVENUES, WHICH ULTIMATELY MEAN MORE SERVICES THAT CAN BE PROVIDED TO OUR COMMUNITY. SO QUITE A BIT OF WORK HAS BEEN DONE ALREADY. AS YOU ARE AWARE FROM THE LAST TIME THAT A TREE SERVICES REPORT WAS BROUGHT TO THE COUNCIL, THERE WAS AN EXTENSIVE COMMUNITY OUTREACH THAT WAS DONE A COUPLE OF YEARS AGO. FOR MANY PURPOSES, ONE OF WHICH WAS TO ESTABLISH THE VISION FOR THE COMMUNITY FOREST PROGRAM. AND THAT IS A VISION OF A THRIVING COMMUNITY FOREST THAT IS EFFECTIVELY MANAGED TO IMPROVE QUALITY OF LIFE AND MAXIMIZE ALL THE BENEFITS THAT WE HAVE JUST BEEN TALKING ABOUT FOR ALL OF SAN JOSÉ' RESIDENTS. THREE PRIMARY GOALS HAVE BEEN ESTABLISHED FOR THIS PROGRAM AND THEY ARE SUMMARIZED BY THE KEY WORDS. WE WANT TO GROW OUR FOREST AND ENGAGE OUR COMMUNITY AND MAKE THEM AWARE AND EDUCATE THEM ON THEIR RESPONSIBILITIES AS WELL AS THE BENEFITS THAT THEY WILL REALIZE FROM THEIR EFFORTS TO MAINTAIN AND CARE FOR THE TREES IN THE COMMUNITY FOREST. AND AND WE WANT TO MAKE SURE THAT WE ARE APPROPRIATELY ALLOCATING AVAILABLE RESOURCES, SO THAT THERE IS AN EQUITABLE DISTRIBUTION OF THOSE RESOURCES THROUGHOUT THE ENTIRE CITY. SO IN ORDER TO REALIZE THOSE GOALS, WE BELIEVE THAT THE FIRST STEP THAT MUST BE TAKEN IS FORMALIZING THE CITIES COMMITMENT TO A GROWING AND SUSTAINABLE FOREST THROUGH THE ADOPTION OF A COMMUNITY FORESTRY POLICY. IN THE REPORT YOU RECEIVED, YOU WILL SEE DRAFT POLICY CONTENT THAT WE'RE PROVIDING FOR YOUR REVIEW AND COMMENT. THESE ARE OUR SUGGESTIONS. THEY INCLUDE TEN POLICY STATEMENTS THAT NECESSARY DIRECTION FOR ANYONE WHO HAS TO MAKE ANY DECISIONS RELATED TO TREE SERVICES OR TREE-RELATED ACTIVITIES. THERE ARE STATEMENTS ABOUT CREATING AND MAINTAINING A ROBUST COMMUNITY FOREST AND CREATING GOOD GOVERNANCE POLICIES AND ENSURING THAT WE HAVE SPECIES THAT ARE APPROPRIATE TO OUR CLIMATE AND ARE APPROPRIATELY DIVERSIFIED, SO WE PROTECT AGAINST ANY HEALTH ISSUES RELATED TO THE TREES. SO THAT WE DON'T WIPE OUT A SIGNIFICANT PORTION OF OUR COMMUNITY FOREST AS A RESULT OF DISEASE OR INSECT INFESTATIONS. MAINTAINING RELATIONSHIPS WITH STATE AND FEDERAL AND LOCAL AGENCIES AND CERTAINLY ENFWAINLING THE PUBLIC IN THE EXPANSION AND CARE OF COMMUNITY FOREST AND MAXIMIZING ALL OF THE ENVIRONMENTAL BENEFITS THAT WE HAVE DISCUSSED. AND TO SUPPORT THE IMPLEMENTATION OF THESE POLICIES THROUGH THE MASTER PLAN EFFORT AS WELL AS OTHER PLANNING EFFORTS AS APPROPRIATE. SO WHY DO WE NEED A MASTER PLAN? WHAT VALUE DO WE HAVE FROM GETTING A MASTER PLAN FOR THE COMMUNITY FOREST? THE FIRST THING THAT IT DOES IS THAT IT PROVIDES THE ROAD MAP TOWARD ACHIEVING THE VISION AND IT CLARIFIES THE GENERAL GOALS AND POLICIES AS THEY RELATE TO TREES. THE GOAL STATEMENTS ARE GENERAL IN NATURE, SO THAT THEY CAN BE LONG-LASTING, BUT THEY REQUIRE CLARIFICATION FOR THOSE PEOPLE WHO NEED TO TAKE ACTION ON THOSE THINGS. THE MASTER PLAN PROVIDES THAT DIRECTION. IN ADDITION THE MASTER PLAN WOULD HELP THE CITY TO IMPROVE COORDINATION AND SUPPORT FOR OTHER ADOPTED CITY PLANS. THERE ARE MANY. SOME EXAMPLES ARE THE MASTER PLAN, THE GUADALUPE RIVER PARK MASTER PLAN, THE

DOWNTOWN STREETScape MASTER PLAN AND PLANS RELATED TO THE STORMWATER AND STREET LIGHTS AND CURBS AND GUTTERS AND VIRTUALLY EVERYTHING AND HAVING THE MASTER PLAN WITH ALL THE DETAIL THAT IS CONTAINED WITHIN IT WILL ENABLE THOSE DEPARTMENTS AND STAFF AND ANYONE WHO IS ENGAGED, AGAIN, IN MAKING PLANNING DECISIONS AND ENGAGE IN MANAGEMENT ACTIVITIES RELATED TO THOSE DIFFERENT AREAS WILL HAVE THE GUIDANCE NEEDED TO INCORPORATE COMMUNITY FORESTRY PRINCIPLES AND DIRECTIVES INTO THEIR PLANS. OF COURSE THE MASTER PLAN PROVIDES IMPLEMENTATION WORKPLANS, TIMELINES AND DETAILS AND WHO IS GOING TO DO WHAT? WHO IS RESPONSIBILITY FOR WHAT? HOW WE'LL ACTUALLY GET THE WORK DONE. AND IT IDENTIFIED THE RESOURCES THAT WILL BE NEEDED TO DO THAT AS WELL AS THE PLAN FOR SECURING THE FUNDING SOURCES THAT ARE NEEDED TO DO THAT. THERE ARE MANY ELEMENTS HERE AND THE CRITICAL ONES ARE HIGHLIGHTED AND THE OTHERS ARE REFERRED TO IN YOUR REPORT. IT'S AN EXTENSIVE BODY OF WORK. THERE ARE MANY, MANY THINGS THAT NEED TO BE DETERMINED AND ASSESSED IN ORDER TO COME UP WITH ALL OF THE PIECES OF THIS PLAN. AND THE ONE THAT WE REALLY WANT TO HIGHLIGHT RIGHT NOW FOR YOU IS THE INVENTORY PIECE. IT'S VERY IMPORTANT THAT EVERYONE UNDERSTANDS THE CRITICAL NATURE OF HAVING A COMPLETE STREET TREE INVENTORY. THE STREET TREE INVENTORY REALLY MUST BE IN PLACE BEFORE MASTER PLAN CAN BE DEVELOPED, BECAUSE WE CAN'T PLAN AROUND AN ASSET WE HAVEN'T IDENTIFIED. SPECIES DISTRIBUTION, PLANTING, THE PLANTING LOCATIONS AND ALSO THE MISSING STREET TREE LOCATION. AS YOU ALL KNOW, WE'RE TRYING TO DEVELOP THE EFFECTIVE PLAN OF REACHING THE GOAL OF THE MAYOR'S PLAN AND WE NEED TO KNOW BEFORE WE CAN PLANT IN THOSE LOCATIONS. IT ADDRESSES CANOPY COVERAGE, WHICH IS SUCH AN IMPORTANT ASPECT OF UNDERSTANDING OUR INVENTORY. IT'S NOT ENOUGH TO KNOW THE NUMBER OF TREES AND EVEN WHERE THEY ARE, BUT IT'S MOST IMPORTANT THAT WE KNOW THE EXPANSE OF TREE CANOPY. IN ORDER TO CALCULATE ALL OF THOSE OTHER THINGS THAT WE REFERRED TO EARLIER. THE MASTER PLAN, AS I MENTIONED, REALLY CAN'T BE DEVELOPED UNTIL WE HAVE THAT INVENTORY. AND, IN FACT, IT IS NEEDED AS A PREREQUISITE FOR STATE GRANT FUNDING FOR THE THE MASTER PLAN EFFORT. THE CALIFORNIA STATE DEPARTMENT OF FORESTRY, CAL FIRE, DOES MAKE GRANTS AVAILABLE TO JURISDICTIONS WHO WANT TO ENGAGE IN A MASTER PLAN EFFORT, BUT NEED A COMPLETE STREET TREE INVENTORY IN PLACE BEFORE THEY ARE ELIGIBLE FOR FUNDING. SO THAT IS CERTAINLY A CRITICAL PART FOR US, BECAUSE WE MUST LOOK TO THE STATE TO SUPPORT THIS EFFORT. IN ADDITION THE INVENTORY PROVIDES THE NECESSARY DETAIL THAT IS REQUIRED IN ORDER FOR US TO CONTINUE OUR EXPLORATION OF THE ALTERNATE FUNDING SOURCES SUCH AS A USER-FEE FOR TREE SERVICES. BECAUSE WE HAVE TO LINK SPECIFIC INFORMATION ABOUT THE QUANTITY OF TREES, THE CONDITION OF TREES, THE LOCATION OF TREES TO INDIVIDUAL PARCELS IN ORDER TO DETERMINE THE AMOUNT OF MONEY THAT PROPERTY OWNERS WOULD PAY FOR TREE SERVICES. WE CAN'T THERE WITHOUT THAT INVENTORY. SO THIS IS A VERY, VERY IMPORTANT ASPECT OF THE WORK THAT IS BEING DONE. WE HAVE THE COMBINATION OF STATE GRANT MONEY, GREEN-VISION MONEY AND CAPITAL MONEY THAT HAS BEEN POOLED TOGETHER TO ADDRESS THIS VERY IMPORTANT NEED. IN ADDITION TO THE SPECIFIC INDIVIDUAL TREE INVENTORY THAT WE'RE DOING, WE'RE ALSO ENGAGED IN A STRATUM INVENTORY EFFORT AND STRATUM NEEDS FOR STREET TREE RESOURCE FOOL FOR URBAN MANAGEMENT. IT'S A RANDOM SAMPLING THAT IS STATISTICALLY INDIVIDUAL AND ENABLES THE CITY OR JURISDICTIONS THAT ARE USING THIS METHODOLOGY TO EXTRAPOLATE DATA THAT IS TAKEN FROM THE SAMPLE TO APPLY TOWARDS THE ENTIRE CITY. SO FROM THE STRATUM EFFORT, WE'LL BE ABLE TO GET SOME REAL GOOD DATA ON OUR CURRENT CANOPY COVERAGE, AS WELL AS THE VALUATION OF OUR INVENTORY AND THE DIVERSITY OF THE SPECIES THAT WE CURRENTLY HAVE AND THE PLANTING LOCATIONS AND MISSING PLANTING LOCATIONS. ALTHOUGH THAT WILL NOT SATISFY THE REQUIREMENTS FOR THE CAL FIRE GRANT FOR FURTHER MASTER PLAN WORK OR FOR THE USER-FEE EFFORT, IT DOES GIVE US A LOT OF VERY VALUABLE INFORMATION WE CAN USE IN OTHER WAYS. SO WHAT WE HAVE AT THIS POINT IN ADDITION TO OUR VISION AND GOALS AND DRAFT POLICY STATEMENTS IS A STRATEGIC FRAMEWORK FOR OUR MASTER PLAN AND FOR GROWING AND SUSTAINING OUR COMMUNITY FOREST. THIS

STRATEGIC FRAMEWORK PROVIDES THE FOUNDATION FOR A COMPREHENSIVE MASTER PLAN THAT TRANSLATES SAN JOSÉ'S FORESTRY GOALS INTO POLICIES, DELIVERABLES AND THE WORKPLANS THAT WE MENTIONED BEFORE. AND WE HAVE SIX PRIMARY STRATEGIES FOR ACHIEVING THIS GROWING AND SUSTAINABLE COMMUNITY FOREST. THE FIRST IS THAT WE NEED TO SECURE THE NECESSARY HUMAN AND FINANCIAL RESOURCES IN ORDER TO MAKE ALL OF THIS HAPPEN. AND THE SECOND IS THAT WE MUST EFFECTIVELY PARTNER WITH OUR CITY FOREST, OUR STRATEGIC PARTNER, LONGSTANDING STRATEGIC PARTNER WITH THE CITY AS WELL AS OTHER PARTNERS TO MAXIMIZE AND LEVERAGE AVAILABLE RESOURCES. WE NEED TO ESTABLISH THE MEASURES OF SUCCESS. HOW WILL WE DETERMINE IF WE'RE MAKING PROGRESS? AND HOW WILL WE COMMUNICATE THAT INFORMATION AND REPORT IT BACK TO THE PEOPLE THAT HAVE A STAKE IN IN THE PROGRESS THAT WE'RE MAKING RELATED TO THE COMMUNITY FOREST? WE MUST STREAMLINE ALL OF OUR INTERNAL PROCESSES THAT WE ARE ABLE TO ADDRESS WITH CURRENT RESOURCES SO THAT THOSE PROCESSES ARE EFFICIENT AND EFFECTIVE AND EASILY ACCESSIBLE TO MEMBERS OF OUR COMMUNITY. AND WE MUST HEAR BACK FROM THE COMMUNITY AND THE STAKEHOLDERS ON THE WORK THAT IS BEING DONE AND THE PROGRESS THAT IS BEING MADE. IF WE HAVE ALL OF THOSE THINGS IN PLACE, IF WE ACHIEVE ALL OF THOSE THINGS, THEN WE WILL HAVE A GROWING AND SUSTAINABLE COMMUNITY FOREST. SO YOU MAY HAVE NOTICED ON THE PREVIOUS SIDE THAT TWO OF THOSE STRATEGIES WERE HIGHLIGHTED. THE PARTNERSHIP AND THE COMMUNITY ELEMENT. THE COMMUNITY IS CRITICAL. WE MUST INFORM AND ENGAGE THEM AND AGAIN, ENSURE THAT THEY HAVE EASY ACCESS TO INFORMATION RELATED TO TREE CARE AND THEIR RESPONSIBILITIES FOR THE COMMUNITY FOREST. AND WE WANT TO LINK PARTNERSHIPS WITH THE COMMUNITY, BECAUSE OF OUR LONGSTANDING RELATIONSHIP WITH OUR CITY FOREST. FOR 15 YEARS OUR CITY FOREST HAS BEEN THE CITY'S DIRECT LINK TO THE COMMUNITY, AND HAS BEEN ENGAGED IN A VARIETY OF DIFFERENT KINDS OF WORK AND THEY UNDERSTAND AND KNOW THAT THE WORK THAT THEY DO NOW IMPACTS NOT ONLY OUR CURRENT SAN JOSÉ COMMUNITY, BUT SAN JOSÉ COMMUNITY FOR GENERATIONS TO COME. SO THEY ARE THE FUTURE OF OUR COMMUNITY FOREST. AND AS THEY FOCUS ON THE FUTURE THROUGH THEIR PARTNERSHIP WITH THE COMMUNITY, THEY HAVE DONE AN EXTENSIVE AMOUNT OF WORK IN THE AREA OF THE INVENTORY EFFORT, BEST MANAGEMENT PRACTICES, TREE PLANTING AND YOUNG TREE CARE, OUTREACH AND EDUCATION FOR THE COMMUNITY, AND MOST RECENTLY SUPPORT OF THE CITY'S GREEN VISION GOAL TO PLANT OVER 100,000 TREES AND OUR CITY FOREST IN THE PAST 15 YEARS HAS PLANTED OVER 50,000 TREES THROUGHOUT THE CITY. IT HAS RAISED OVER \$5 MILLION IN THIS EFFORT. SO THEY HAVE BROUGHT SIGNIFICANT AMOUNT OF RESOURCES TO THIS COMMUNITY FOREST EFFORT. SO YOU CAN SEE BY THIS PICTURE A 1975 PHOTOGRAPH OF THE 1ST STREET AND SAN FERNANDO. NOT VERY MANY TREES. HAVING TREES IN YOUR CITY MAKES A HUGE DIFFERENCE. LET'S GO BACK AND LOOK AT THAT PRE-PICTURE ONE MORE TIME. THAT IS WHAT WE TYPICALLY LOOK LIKE IN THE DOWNTOWN AREA FOR VERY, VERY LONG TIME AND THIS IS MORE LIKE WHAT WE'RE STRIVING FOR. CLEARLY ENHANCES THE LIVABILITY OF OUR CITY, AND THE IMPACT THAT IT CAN HAVE ON SO MANY THINGS. SO WE'RE AT THE POINT NOW WHERE WE HAVE DONE ALL OF THE STUDY. WE KNOW WHAT WORK NEEDS TO BE DONE, AND IT'S TIME TO TAKE ACTION. AND THE ACTIONS THAT WE BELIEVE WE CAN TAKE FEASIBLY AT THIS POINT IN TIME ARE TO ADOPT A COMMUNITY FORESTRY POLICY. AGAIN, TO FORMALIZE THE CITY'S COMMITMENT TO A GROWING AND SUSTAINABLE COMMUNITY FOREST. WE WANT THE COUNCIL TO CALL FOR THE INTEGRATION OF COMMUNITY FORESTRY INTO ALL RELEVANT CITY PLANS, SO AS PLANNING EFFORTS AND PROJECTS ARE BROUGHT BEFORE YOU, WE WANT YOU TO CONSIDER WHETHER OR NOT THE COMMUNITY FORESTRY ASPECT HAS BEEN ADDRESSED IN THOSE PLANNING EFFORTS. WE WOULD LIKE YOU TO CONTINUE TO SUPPORT THE STREET TREE INVENTORY EFFORT IN ANY WAY THAT YOU CAN. AS WE ARE ABLE TO IDENTIFY ANY POSSIBLE FUNDING SOURCES, WE ASK THAT YOU SUPPORT THOSE DECISIONS AND PRIORITIZE THAT IN ORDER FOR US TO MOVE FORWARD. AND OBVIOUSLY, WE WANT TO HAVE YOU ENCOURAGE THE FORMULATION OF A COMMUNITY FOREST MASTER PLAN ONCE WE HAVE THAT INVENTORY IN PLACE, WE'LL BE ABLE TO CONTINUE TO MAKE PROGRESS IN THIS AREA. THERE ARE SOMETHINGS THAT

WE CAN DO EVEN IN ADVANCE OF COMPLETING THAT INVENTORY EFFORT AND WE'LL DO WHAT WE CAN, BUT THERE WILL BE A NEED FOR BOTH STAFFING AND FINANCIAL RESOURCES IN ORDER TO FURTHER THE MASTER PLAN EFFORT. WE WILL TAKE IT AS FAR AS POSSIBLE, BUT WE WILL BE LIMITED IN WHAT WE CAN DO WITHOUT ANY ADDITIONAL RESOURCES. WE WANT YOU TO CONTINUE TO AUTHORIZE US TO SEEK A CITYWIDE FUNDING MECHANISM FOR TREE PLANTING AND MAINTENANCE. WE HAVE TALKED ABOUT THE POSSIBILITY OF A USER-FEE. THERE IS A LOT OF WORK THAT NEEDS TO BE DONE TO DETERMINE THE FEASIBILITY OF THAT, BUT WE BELIEVE THAT IS THE BEST PATH TO FUND IT. WE WOULD ENCOURAGE COUNCIL TO PURSUE INNOVATIVE PILOT PROJECTS THAT WILL HELP US EXPLORE THE IMPACTS ON THE INFRASTRUCTURE ASSET IS THATS WE HAVE. IN CONCLUSION, THIS REPORT IS A CALL TO ACTION. THE WORK THAT NEEDS TO BE DONE HAS BEEN IDENTIFIED AND IT'S TIME TO ACT AND TODAY WE LOOK FOR YOUR GENERAL DIRECTION ON THE DRAFT POLICY CONTENT THAT WE HAVE PROVIDED TO YOU. AND WE ENCOURAGE YOU TO DIRECT US TO MOVE FORWARD WITH THE FORMAL COUNCIL POLICY ADOPTION PROCESS. AND AS WE MOVE THROUGH THAT, IT WILL TAKE A LITTLE BIT OF TIME TO MOVE THROUGH THAT, BUT WE HOPE YOU WILL PROVIDE US WITH SPECIFIC FEEDBACK THAT YOU ARE ABLE TO COMMENT ON RELATED TO THAT DRAFT POLICY CONTENT. ON BEHALF THE FOREST MANAGEMENT TEAM, I WOULD LIKE TO THANK THE TEAM FOR THEIR HARD WORK AND TAKING TIME OUT OF THEIR REGULAR JOBS TO JOIN THIS AD-HOC COMMITTEE AND FOR THEIR CREATION IN THIS REPORT AND I WOULD LIKE TO TURN IT OVER TO RHONDA BERRY, THE EXECUTIVE DIRECTOR. TO COMPLIMENT OUR PRESENTATION, SHE WOULD LIKE TO PROVIDE ADDITIONAL PERSPECTIVE ON THE COMMUNITY FOREST.

>> THANK YOU, DIANE. THANKS FOR THIS OPPORTUNITY TO SHARE. I ALSO APPRECIATE THE WORK OF THE URBAN FOREST STRATEGY STAFF TEAM, AND THOUGHT THAT WAS AN EXCELLENT PRESENTATION. WE SHARE A VISION AND IF WE CAN MOVE FORWARD, WHICH I THINK WE'RE GETTING A LITTLE CLOSER TO MOVING FORWARD, WE CAN MAKE SAN JOSÉ A NATURAL LEADER IN URBAN FORESTRY AND I THINK THAT IS THE VISION THAT WE ALL SHARE. DIANE COVERED A LOT OF OUR PLANNING EFFORTS HAVE GRACIOUSLY, BUT I WANTED TO BRING YOU UP-TO-DATE ON A COUPLE OF QUICK THINGS THAT I THINK ARE RELATED TO WHAT WE'RE TALKING ABOUT TODAY AND IN LIGHT OF THE BUDGET ISSUES THAT WE'RE HAVING, THERE IS GOOD NEWS IN THE LAST COUPLE OF YEARS. WE HAVE BEEN ABLE TO EXPAND OUR CAPACITY AND TO BE BUSY. WE'RE PLANTING AND WE'RE PRUNING. WE ARE DOING ALL OF THESE GREAT THINGS, BUT ALSO WITH THE RECOVERY ACT WE WERE ABLE TO ADD ANOTHER 36 PART-TIME SERVICE MEMBERS AND PUT SOME OF THEM THOSE TO WORK ON THE INVENTORY. SO THAT IS A VERY EXCITING ADVANCEMENT FOR US. WE HAVE BEEN TALKING ABOUT INVENTORY WORK FOR SO LONG AND A REALLY GOOD PARTNERSHIP WITH D.O.T.. IN TERMS OF THE GREEN VISION, THE COUNCIL ADOPTED THE GOAL OF 100,000 TREES AND I MET WITH THE MAYOR'S OFFICE AND THEY WERE VERY GRACIOUS IN DISCUSSING STRATEGIES WITH ME. I PROPOSED THAT WE INSIDE NURSERY TO MAKE IT FINANCIALLY FEASIBLE TO PLANT 15078,000 TREES, WE BETTER GET GROWING, BECAUSE THEY ARE TOO EXPENSIVE TO BUY OR EVEN TO ATTEMPT TO GET THROUGH STATE GRANTS. THERE JUST AREN'T THAT MANY STATE GRANTS AROUND. SO WE'RE ABOUT TO SIGN OFF ON A \$350,000 STATE GRANT. SO THAT IS EXCITING. WHAT I WANTED JUST TO DO QUICKLY IS I DO THINK WE HAVE A UNIQUE PERSPECTIVE, KIND OF HAVING BREATHED THE URBAN FOREST DAY IN AND DAY OUT AND TO HELP CONTRAST WITH A WE SEE AS OUR PERVIEW, VERSUS SPECIFIC THINGS THAT ARE THE CITY'S PERVIEW, THAT WE CAN'T DO AND THAT WE REALLY WANT TO SEE SOME ADVANCEMENT ON AND MANY OF WHICH DIANE HAS OUTLINED VERY THOROUGHLY. SO I WILL BE QUITE BRIEF. THESE ARE ACTIVITIES, OF COURSE, THAT OUR CITY FOREST DOES DAY IN, DAY OUT. WE PLANT, WE PRUNE, WE COUNT TREES AND WE TEACH, WE RECRUIT VOLUNTEERS. WE TRAIN THEM. WE DO RESEARCH STUDIED. WE'RE BUSY, BUSY. ON THE OTHER HAND THERE IS A LOT OF THINGS THAT WE CAN'T DO THAT ARE NOT IN OUR PERVIEW AND WHICH ARE SO MUCH MORE IMPORTANTLY ULTIMATELY THAN THE THING OUR CITY FOREST DOES. THESE ARE JUST SOME EXAMPLES, AND I AM JUST PUTTING OUT THE HARD QUESTIONS THAT I THINK A MASTER PLAN ULTIMATELY CAN HELP US ANSWER. I DON'T NEED TO GO THROUGH EACH OF THESE, BUT HOW MUCH ROOM ARE WE GOING TO MAKE FOR TREES? WE'RE ACTUALLY RUNNING OUT OF

ROOM FOR TREE-PLANTING SITES THAT ARE EASY TO PLANT, BECAUSE THEY ARE NOT GOING TO BE STEWARDED. WE DON'T HAVE PEOPLE TO ADOPT THOSE TREES. ARE WE GOING TO MAKE ROOM FOR TREES? ARE WE GOING ENSURE THAT TREES WILL EVER HAVE LEGAL STANDING? ARE WE READY TO GET ON BOARD WITH MORE PROGRESSIVE LAWS? ARE WE GOING TO STOP UTILITY PRUNERS FROM BUTCHERING MASSES OF TREES AT A TIME? I DO HAVE THIS ABILITY TO SAY SOME THINGS, FRANKLY, THAT AS COMING FROM OUTSIDE THE CITY, BUT YOU KNOW, THIS IS A BIG PROBLEM FOR SAN JOSÉ' URBAN FOREST. WITH THE TREES, WE HAVE LOST THE INVESTMENT ONCE THEY ARE BUTCHERED. I UNFORTUNATELY HAD TO WITNESS ONE RIGHT OUTSIDE OF MY OFFICE GET BUTCHERED A FEW MONTHS AGO. IS SUSTAINABLE STREET DESIGN IN THE CARDS? ARE FLEXIBLE SIDEWALKS IN OUR FUTURE? THAT IS WHAT WE NEED. I JUST WANT TO KIND OF REITERATE THAT THE THE DEFINITION OF THE "URBAN FOREST," IS INHERENTLY INTERDISCIPLINARY IN NATURE AND INTEGRATIVE AND IT'S IMPACTED BY EVERY OTHER ASPECT OF THE URBAN INFRASTRUCTURE AND IT IS ALSO IT IMPACTS AND IS IMPACTED BY EVERY SINGLE PLAN THAT THE CITY COUNCIL ADOPTS. AND SO, AGAIN, AS DIANE POINTED OUT, IT'S IMPORTANT THAT WE INTEGRATE ALL OF THOSE PLANS. IT'S RELATED TO THE ENERGY, OUR SUSTAINABLE PLANS RELATED TO NEIGHBORHOODS. IT'S RELATED AND IT'S ALL INTEGRATED. THERE IS A LOT OF EXCITING TECHNOLOGY OUT THERE, IN ADDITION. SO THERE IS THE POLICY SIDE OF IT. THERE IS THE TECHNICAL ENGINEERING SIDE AND THE TOPIC OF THE INVENTORY, THERE ARE THINGS, AS STAFF MENTIONED THAT WE CAN BEGIN ON AND WE CAN AND WE DEFINITELY NEED TO CONTINUE WITH THE INVENTORY AND I'M OPTIMISTIC THAT WE WILL. AND THE INVENTORY IS ABSOLUTELY ESSENTIAL TO MAKE THE MASTER PLAN THE MOST USABLE IT CAN BE. SO THAT WE CAN QUANTIFY WHAT THIS GREAT CAPITAL ASSET IS ALL ABOUT AND WHAT SOME OF THE INFRASTRUCTURE BENEFITS ARE. SO I REFLECTED A LOT ON THIS FROM OUR PERSPECTIVE. WHEN I THINK ABOUT THE WORK THAT WE DO DAY IN AND DAY OUT, AND I THINK ABOUT THE CHALLENGES OVERALL FOR THE URBAN FOREST, AND I KIND OF WILL BOIL IT DOWN TO THIS ONE QUESTION AND THAT IS ARE WE READY TO BECOME A TREE-FRIENDLY CITY? THE THINGS THAT I AM MENTIONING ABOUT THESE, LIKE MAKING SURE IT'S INTEGRATED INTO THE PLAN AND SOME OF THE HARDER DECISIONS ABOUT ORDINANCES AND ABOUT LAWS, ABOUT THINKING OUTSIDE THE BOX AND RETHINKING HOW WE COULD DO SIDEWALKS AND STREETS. THOSE ARE THE ACTIONS THAT YOU TAKE ONCE YOU DECIDE THAT WE'RE GOING TO BE A TREE-FRIENDLY CITY. SO TO PUT IT THE BLUNTLY, OUR CITY FOREST, WE CAN KEEP PLANTING AND PRUNING AND BLAH BLAH BLAH UNTIL WE BLUE IN THE FACE, BUT WE NEED YOU TO DO THE TOUGHEST WORK AND THAT IS TO DECIDE WHETHER SAN JOSÉ WILL BE A TREE-FRIENDLY, SUSTAINABLE CITY AND WHEN WE'RE GOING TO START TO DO THAT? THANK YOU.

>> SO WE'RE HAPPY NOW TO HEAR YOUR COMMENTS AND TAKE ANY QUESTIONS THAT YOU MIGHT HAVE.

>> THANK YOU DIANE. THANK YOU RHONDA. QUESTIONS? COUNCIL MEMBER CAMPOS?

>> THANK YOU. FIRST OF ALL, I WAS GOING TO ASK YOU TO PUT THAT PICTURE WHERE IT SHOWS THE NEIGHBORHOOD IF IT HAS NO TREES AND THE NEIGHBORHOOD THAT HAS THE TREES. I GREW UP IN THE NEIGHBORHOOD THAT HAS NO TREES. SO THIS ISSUE IS PROBABLY VERY PERSONAL FOR ME, BECAUSE GROWING UP IN A NEIGHBORHOOD AND ALL OF THE REASONS WHY YOU GAVE IT'S IMPORTANT TO HAVE CANOPY, THE HEAT AND ALL OF THE OTHER THINGS, IT'S VERY CLEAR THAT IT ALSO IMPROVES THE PROPERTY VALUES, BUT I ALSO THINK IT IMPROVES THE QUALITY OF LIFE FOR SOME OF OUR YOUNG CHILDREN THAT ARE PLAYING OUT IN THEIR FRONT YARDS AND WHEN IT'S A HOT SUMMER AFTERNOON, YOU KNOW, IT'S VERY CHALLENGING TO PLAY OUT IN YOUR FRONT YARD WHEN THERE ARE NO CANOPIES. SO I APPRECIATE THAT PICTURE, BECAUSE THAT GIVES YOU A TRUE PERSPECTIVE OF WHAT A LOT OF OUR COMMUNITIES LOOK LIKE AND FEEL LIKE IN THE CITY OF SAN JOSÉ. SO I APPRECIATE THE OTHER THREE THINGS THAT YOU TALKED ABOUT, WHICH WAS GROW, ENGAGE AND EQUITY, BECAUSE I THINK ONE OF THE THINGS THAT WE REALLY HAVEN'T BEEN ABLE TO MASTER IS EQUITY WITHIN THE CITY OF SAN JOSÉ ACROSS ALL NEIGHBORHOODS. I'M HOPING THAT EVENTUALLY WE'LL GET THERE AT SOME POINT AND RHONDA, I REALLY APPRECIATE YOUR PRESENTATION AND THE BOLD QUESTIONS THAT YOU HAVE PUT OUT THERE AND HAVE CHALLENGED THE COUNCIL TO REALLY LOOK AT, BECAUSE

YOU ARE ABSOLUTELY RIGHT. WE NEED TO BE ASKING OURSELVES THOSE QUESTIONS WHEN WE'RE CREATING POLICY AND WE'RE LOOKING AT DIFFERENT THINGS IN GROWING THIS CITY. SO I REALLY APPRECIATE THAT. BUT I WANTED TO ASK A FEW QUESTIONS ABOUT THE INVENTORY AND COMPLETING THAT. SO TO THIS DATE WE DON'T KNOW IF THERE IS A COMPLETION DATE ON WHAT THAT WILL BE DONE, BECAUSE OF FUNDING AND RESOURCES? IS THAT WHAT I'M HEARING?

>> THE AVAILABLE FUNDING THAT WE HAVE WILL ONLY GET A ABOUT A THIRD OF THE WAY.

>> JIM, DO WE HAVE ANY IDEA, IF WE KEEP GOING AT THAT PACE?

>> IF WE WERE ABLE TO SECURE ADDITIONAL FUNDING WE WOULD BE ABLE TO COMPLETE THE TREE INVENTORY EFFORT IN TWO TO THREE YEARS. IT KIND OF HICKS WHETHER OR NOT WE'RE ABLE TO IDENTIFY ADDITIONAL FUNDING SOURCES TO SUPPORT THAT EFFORT.

>> I THINK ALSO WITH THE STRATUM EFFORT AND TO ANSWER THESE DIFFICULT QUESTIONS NOW IT HAS TO BE A PARALLEL EFFORT. NOT ONLY DO WE HAVE TO LOOK AT NEW MONIES, BUT WE HAVE TO CONTINUE TO LOOK AT TECHNOLOGIES AS WELL AS THE FINE WORK OUR CITY FOREST HAS DONE WITH AMERI CORP. AND OTHER PARTNERSHIPS AND EXPAND THAT WHERE POSSIBLE.

>> THANK YOU FOR THAT. REGARDING THE NURSERY AND WHAT DOES THAT LOOK LIKE.

>> WELL, THE CITY, WE STILL HAVE YET TO SIGN THE CONTRACT, BECAUSE IT WAS A BOND-FUNDED STATE GRANT, WHICH WAS FROZEN FOR A WHILE. WE'RE EXPECTING IT WITHIN A FEW WEEKS. SO IF WE CAN GET OVER THOSE TWO HURDLES, THEN WE'RE SLOWLY, BUT SURELY WORK ON SOME OF THE INFRASTRUCTURE ISSUES. WITH WE HAVE MAPPED OUT A PLAN AND THE GOAL WAS TO BE ABLE TO PRODUCE 4,000 TREES OR SO A YEAR AT THE NURSERY. PART OF THE STRATEGY IS TO BE FLEXIBLE ABOUT THE SIZE OF THE TREE. THE 50,000 WE HAVE PLANTED HAVE BEEN 99.9% 15-GALLON, AND THEY ARE QUITE EXPENSIVE, BECAUSE THEY ARE LARGE. WE DON'T HAVE TO PLANT 50,000 15-GALLON TREES TO GET EVERYBODY IN THE SPIRIT OF PLANTING AND MEET THE GOAL AND HAVE GOOD, POSITIVE IMPACT. SO WHAT THE NURSERY IS ABOUT IS BEING ABLE TO DEVELOP A COMMUNITY OUTREACH PROGRAM, WHERE PEOPLE CAN RECEIVE MORE TREES. OUR STATE GRANTS FOR TREES HAVE BEEN LIMITED TO 2,000 TREES A YEAR. THAT IS NOT GOING TO GET US TO 100,000. SO IT HAS TO GET UP TO 7,000. SO IF WE KEEP OUR STATE GRANTS IN AT 2,000 A YEAR AND GIVE OUT ANOTHER FEW THOUSAND AND THEN COORDINATE WITH THE HOMEOWNERS THROUGH AN INTERACTIVE REPORTING SYSTEM, WHERE THEY SAY HEY, I PLANTED MY TREE AND I'M PART OF THE GREEN VISION. SO THAT IS THE GOAL OF 7,000 TREES A YEAR TO REACH OUR GOAL.

>> THANK YOU. SO JIM, WHEN WE'RE TALKING ABOUT TREES, I KNOW THAT THE TREES THAT GO ALONG THE RIGHTAWAY IN FRONT OF HOMES, THE STRIPS THERE, THEY HAVE TO BE A CERTAIN TREE. THERE ARE STRICT GUIDELINES WHAT THAT TREES NEEDS TO LOOK LIKE. IS THERE POSSIBILITY TO HAVE FLEXIBILITY IN OTHER AREAS BESIDES THE SIDEWALK/CURB AREA? WHAT IS THE POLICY TO HAVE FLEXIBILITY IN THAT?

>> I THINK CLEARLY THAT FLEXIBILITY SHOULD BE CALLED OUT IN THE MASTER PLAN AS THAT WILL BE OUR GUIDING DOCUMENT TO PLANTING THE TREES AND CARING FOR THOSE TREES. I WOULD PROBABLY ASK RALPH TO COMMENT ON AND GIVE ME A BETTER UNDERSTANDING HOW TO TALK ABOUT THAT FLEXIBILITY.

>> THANK YOU, COUNCIL MEMBER. FOR STREET TREES THERE IS A LIMITED PALLETT OF TREES TO GROW WELL INTEREST IN THAT AREA. CERTAINLY WHERE WE ARE ADDITIONAL SPACE, EITHER ON PRIVATE PROPERTY OR IN AREAS WHERE THERE IS GREAT SPACE, WE COULD LOOK AT QUITE A BIT WIDER VARIETY OF DIFFERENT TREES. SO CERTAINLY WILLING TO WORK WITH INDIVIDUAL HOMEOWNERS OR GROUPS. WE HAVE A STREET-TREE PLANTING PROJECT. WE RECEIVED A CBG GRANT THAT WILL BE ON THE EASTSIDE OF THE SAN JOSÉ, WHERE WE'RE GOING TO PLANT 500 TREES AND WORKING WITH THE INDIVIDUAL HOMEOWNERS TO FIGURE OUT WHAT WOULD BE AN APPROPRIATE TREE FOR THEIR PARK STRIP AREA.

>> THANK YOU FOR MENTIONING THAT AND THIS IS ACTUALLY THE COMMUNITY I GREW UP. SO YOU KNOW THERE IS A NEED AND YOU JUST GLANCE AT IT AND KNOW THERE ARE NO TREES IN THAT AREA OR NOT A SUFFICIENT AMOUNT OF TREES FOR THE COMMUNITY. SO I WAS HAPPY TO SEE WITH THIS GRANT WENT THROUGH AND I'M SURE THE COMMUNITY WILL

BE VERY, VERY HAPPY. I THINK THOSE ARE ALL MY QUESTIONS RIGHT NOW. I JUST WANT TO CONGRATULATE ALL OF YOU FOR THE WORK THAT YOU DO AND THAT YOU CONTINUE TO DO, AND IF THERE ARE WAYS THAT WE AS A COUNCIL CAN CONTINUE TO MAKE THIS A TREE-FRIENDLY CITY, PLEASE DON'T HESITATE TO BRING THOSE TOUGH QUESTIONS FOR US TO ANSWER FORWARD. THANK YOU.

>> THANK YOU, COUNCIL MEMBER HERRERA.

>> THANK YOU, CHAIR. THANK YOU DIANE AND THANK YOU RHONDA FOR THE EXCELLENT PRESENTATION AND RHONDA FOR OUTLINING SOME POLICY CHALLENGES THAT WE NEED TO LOOK AT. I GUESS, FIRST OFF, I WAS CONCERNED TO NOTE THAT OUR STAFFING, WE'RE GOING TO BE LOSING SOME STAFF ON THIS FOR THIS PROJECT IN OCTOBER. HOW IS THAT GOING TO AFFECT MOVING FORWARD WITH SOME OF THE THINGS YOU WERE TALKING ABOUT ABOUT IN THIS PLAN?

>> IT DRAMATICALLY IMPACTS IT, BECAUSE WE NO LONGER WILL HAVE A POSITION. THE COMMUNITY FOREST MANAGER POSITION COMES TO AN END IN OCTOBER. SO WE WILL CONTINUE TO DO WHATEVER EFFORTS WE CAN RELATED TO OUR STREET TREE PROGRAM. SO THE WORK THAT WE'RE DOING ON ORDINANCE CHANGES AND STREAMLINING OUR INTERNAL PROCESSES, CONTINUING ON WITH THE INVENTORY EFFORT THAT WE'RE OVERSEEING FOR THE YEAR. WE WILL BE ABLE TO DO THAT. AND WE WILL CONTINUE THE WORK THAT IS BEING DONE IN FULFILLMENT OF THE OTHER CAL FIRE GRANT THAT WE HAVE FOR BEST MANAGEMENT PRACTICES. SO ALL OF THAT WORK WILL CONTINUE WITH THE CBDG MONEY THAT RALPH MENTIONED. BEYOND THAT, WE'RE NOT GOING TO BE ABLE TO GET INTO A LOT OF DETAILED WORK RELATED TO THE MASTER PLAN THAT WAS PRESENTED IN THE REPORT. WITHOUT ADDITIONAL STAFFING OR SOME OTHER WAY OF MAKING THAT HAPPEN. WE DON'T HAVE THE DEDICATED STAFF TO DO THAT.

>> I THINK THAT IS A CHALLENGE WE NEED TO WORK ON AS WE MOVE FORWARD WITH THIS. I JUST WANT TO SAY HOW IMPORTANT I FEEL YOUR WORK IS AND THE WORK TO MAINTAIN AND GROW OUR TREE CANOPY. WHATEVER WE'RE CALLING IT NOW, URBAN FOREST/COMMUNITY FOREST, IT'S ESTABLISH. I TOO GREW UP IN EAST SAN JOSÉ AND IT SEEMED LIKE WE HAD TREES TO START WITH AND THEN THEY DISAPPEARED. SO A LOT OF MY CONCERN ANECDOTALLY GROWING UP, HOW DID THEY DISAPPEAR? THEY DIDN'T HAVE THE KNOWLEDGE TO TAKE CARE OF THOSE TREES. WHEN SIDEWALKS GET CRACKED AND COMING UP AND EVEN KNOW, PEOPLE ARE ASKED TO PAY FOR THOSE. SO A LOT OF THINGS AROUND TREES MATURING THAT THERE AN EDUCATION EFFORT. AS I AM THINKING ABOUT THIS, I REALLY HOPE WE PUT AN EMPHASIS ON MAINTAINING THE MATURE TREES. I ALSO THINK WHEN I DRIVE INTO OTHER CITIES, PALO ALTO COMES TO MIND, THE LONG TREE-LINED STREETS AND THE HISTORY OF THOSE TREES BEING THERE AND HOW THEY ADD VALUE TO NEIGHBORHOODS, I THINK IT'S REALLY IMPORTANT. I DID HAVE A FEW QUESTIONS. AND I THINK MOST OF THEM ARE PROBABLY CONTAINED -- THE ANSWER IS THAT WE NEED TO CONTINUE TO DO THE TREE INVENTORY AND FINISH THAT UP. HOW MANY -- DO WE HAVE AN IDEA OF HOW MANY MATURE TREES VERSUS HOW MANY NEW TREES ARE OUT THERE? DO WE KNOW? ANY IDEA OF THE MATURE TREES THAT WE HAVE IN INVENTORY RIGHT NOW, THE PERCENTAGE?

>> WE HAVE NOT COMPILED THE DATA YET. WE SHOULD HAVE A PRETTY GOOD PICTURE OF THAT WITHIN A COUPLE OF MONTHS WHEN WE FINISH THE STRATUM STUDY. WE ARE COMPLETING THE STRATUM THROUGH SOME INTERNS THAT WE HAVE AND ALSO SOME OF THE AMERICORPS VOLUNTEERS. SO HOPEFULLY WITHIN A COUPLE OF MONTHS WE'LL HAVE THAT DATA THAT SHOWS THE SIZE -- THE SIZE OF OUR TREES AND WHAT PERCENTAGE IS IN DIFFERENT CATEGORIES. CERTAINLY WE KNOW THAT JUST FROM ANECDOTAL EVIDENCE THAT FOR MOST STREET TREES IF WITH GET 35 TO 40 YEARS, WE'RE DOING WELL. AND I DEFINITELY AM CONCERNED ABOUT THE LOSS OF TREES IN PARTICULAR NEIGHBORHOODS. SO THAT IS SOMETHING THAT WE'RE GOING TO NEED TO LOOK AT AS TO WHAT WAYS CAN WE BETTER BRING THE COMMUNITY INVESTMENT INVOLVE AND TRY TO HAVE THEM APPRECIATE THE TREE AND NOT GIVE UP ON IT, EVEN IF IT'S STARTING TO LIFT THEIR SIDEWALK OR DO OTHER DAMAGE, BUT IN THE LONG RUN, THEY WILL HAVE A MUCH NICER NEIGHBORHOOD, ACCORDINGLY.

>> I THINK EDUCATION IS REALLY IMPORTANT. BECAUSE WE CAN PLANT THESE SEEDLING TREES, BUT HOW MANY YEARS DOES IT TAKE FOR ONE OF THESE NEW TREES THAT WE PLANT TO BECOME THAT MATURE TREE THAT IS REALLY GOING TO MAKE A DIFFERENCE IN TERMS OF REDUCING HEAT AND HELPING US WITH GREENHOUSE GASES, HOW MANY YEARS ON AVERAGE?

>> THE LARGER TREES HAVE THE LARGEST ENVIRONMENTAL BENEFIT. WE TRIED TO FOLLOW COUNCIL'S DIRECTION A FEW YEARS AGO, THE INITIATIVE TO ENCOURAGE TO COMBAT THE HEAT ISLAND EFFECT AND PROVIDE SHADE AND NOT SO MUCH THE SMALLER ORNAMENTAL TREES. WE STILL USE THEM IF THERE IS NOT ENOUGH SPACE FOR A LARGER TREE, BUT WE TRY TO ENCOURAGE THE PLANTING OF SHADE TREES WHICH REALLY WILL MAKE THE BIGGEST BENEFIT AS FAR AS SHADE COOLING THE NEIGHBORHOOD AND IMPROVING PROPERTY VALUES.

>> ON AVERAGE, HOW LONG DOES IT TAKE FOR ONE TREES?

>> TYPICALLY THREE TO FIVE YEARS, DEPENDING ON THE SPECIE OF TREE. YOU NEED ABOUT THREE YEARS FOR MOST AND RHONDA CAN EXPAND ON THAT.

>> I WOULD SAY SHE IS RIGHT. THREE TO FIVE YEARS FOR THAT ESTABLISHMENT PERIOD, WATERING TWICE A WEEK, DEEP WATERING AND ALL THE TREES WE HAVE DONATED HAVE BEEN ADOPTED. THAT IS SOMETHING THAT HAS TO HAPPEN THEORETICALLY, BUT OF COURSE, PEOPLE MOVE AND THINGS HAPPEN. BUT IN TERMS OF BEING ABLE TO PROVIDE A FAIR AMOUNT OF ENVIRONMENTAL BENEFIT, DEPENDING ON THE SPECIES IT WOULD BE LIKE SEVEN TO TEN YEARS FOR YOUR AVERAGE SHADE RE.

>> I HAVE BEEN FORTUNATE TO BEEN ON PLANTINGS AT LAKE CUNNINGHAM AND EVERGREEN HIGH SCHOOL AND YOUR WORK IS IMPRESSIVE. AS FAR AS THE MATURE TREES IN NEIGHBORHOODS THAT MAY BE IN JEOPARDY, BECAUSE I HAVE SEEN IN MY OWN NEIGHBORHOOD, PEOPLE WILL STILL CHOP DOWN TREES, EVEN THOUGH THERE ARE ORDINANCES ON THE BOOKS THAT THEY ARE NOT SUPPOSED TO. I THINK THERE NEEDS TO BE AN EDUCATIONAL CAMPAIGN AND OUTREACH SO WE CAN PROTECT THE MATURE TREES OUT THERE. IS THERE AN EFFORT TO WORK WITH NEIGHBORHOOD ASSOCIATIONS AND NEIGHBORHOOD GROUPS AND I WOULD SAY AS A COUNCIL OFFICE, I WOULD CERTAINLY WELCOME THOSE KIND OF PARTNERSHIPS WORKING WITH YOU TO GET THE MESSAGE OUT AND TO FIND CREATIVE WAYS TO INVOLVE OUR CITIZENS IN PROTECTING THOSE TREES.

>> ABSOLUTELY, OUR OUTREACH FOR EDUCATIONAL MATERIAL IS CONSTANT. WE HAVE TREE MAINTENANCE, TREE LAW INFORMATION AVAILABLE IN SPANISH, VIETNAMESE AND ENGLISH AND WE'RE ALWAYS AVAILABLE TO GO OUT TO ANY NEIGHBORHOOD ASSOCIATION, ANY COMMUNITY EVENT, AND WE ARE WEEK IN AND WEEK OUT AT VARIOUS EVENTS PROVIDING THAT INFORMATION AND IT'S CRITICAL.

>> I KNOW YOU ARE. I GUESS I'M THINKING OF SOME OF THE INVENTORY BEING HELPED ALONG WITH VOLUNTEERS FROM COMMUNITY ORGANIZATIONS. I WANT TO SAY THAT I THINK IT'S MUCH BETTER TO TEACH SOMEONE THE VALUE OF THE TREE RATHER THAN THE PUNITIVE MEASURES OF FINING THEM AFTER THEY CUT IT DOWN. SO IF MORE PEOPLE UNDERSTAND THAT IT'S VALUABLE AND INCREASES THEIR PROPERTY VALUE AND THAT WOULD DECREASE THE CUTTING DOWN OF THESE TREES. I ALSO WONDERED DO YOU HAVE AREAS OF THE CITY THAT WE NOW HAVE THE ABILITY TO LOOK AT REDUCTION IN HEAT BECAUSE WE HAVE A GOOD CANOPY AND WE'RE ACTUALLY ABLE TO MEASURE THAT?

>> WE COULD. WE DON'T HAVE THE PRE-MEASUREMENTS, BUT THAT IS JUST SUCH A WELL-ESTABLISHED -- WHAT AM I SAYING? AN OUTCOME OF SHADE CANOPY TO KNOW THE TEMP REDUCTION. SO IF YOU THINK IT'S BEEN HOT, 95 DEGREES, IT WOULD BE 105 DEGREES WITHOUT OUR TREE CANOPY. HAVE WE DONE A SPECIFIC PILOT STUDY OF BEFORE-AND-AFTER? WE HAVE NOT. THAT IS A GOOD IDEA.

>> I WAS INTERESTED IN A DEMONSTRATION PROJECT THAT WOULD BE LINKED TO GETTING FUNDING AND ALSO LOOKING AT REDUCTION IN STREET MAINTENANCE. I THINK THAT IS REALLY INTRIGUING THESE IDEAS YOU BROUGHT UP ABOUT THE INCREDIBLE VALUE OF THE TREE CANOPY AND I WOULD THINK SOME KIND OF PROJECT WHERE WE COULD PUT THAT TOGETHER AND BE ABLE TO SHARE THAT MEASURE AND SEEK FUNDING BASED ON THAT. ANYWAY, YOU ARE DOING GREAT WORK AND THANK YOU SO MUCH AND I LOOK FORWARD TO

WORKING WITH OTHER COUNCIL MEMBERS TO SUPPORT THIS AND DEVELOP POLICIES THAT WILL SUPPORT OUR TREES.

>> THANK YOU, COUNCIL MEMBER. VICE-MAYOR.

>> RHONDA, YOU MENTIONED POLICIES THAT ARE SUPPORTIVE OF URBAN FORESTRY. ONE OF THE TYPES YOU TALKED ABOUT WAS UTILITY TRIMMING. ARE THERE POLICIES ON HOW UTILITIES CAN TRIM THE TREES SO IT DOESN'T KILL THEM?

>> IT'S REALLY AN ENFORCEMENT ISSUE, AND THAT IS TOUGH WHEN WE DON'T REALLY HAVE -- THE CITY DOESN'T HAVE THE STAFF TIME TO ENFORCE AND IT'S ALSO AN ONGOING EDUCATIONAL ISSUE. I THINK IT WOULD BE HAVING, SAY, A WORKSHOP TO GET PEOPLE OUT. I REMEMBER PG&E DID THIS YEARS AGO, YEARS AGO, LIKE, 15 YEARS AGO TO TALK ABOUT PRUNING AND HOW THAT WORKED, BUT THEY TURNED RIGHT AROUND AND THERE WAS THE USUAL OCCURRING BECAUSE THE PRUNERS ON THE JOB DIDN'T HAVE THE TRAINING. IT'S THE MATTER WHETHER OR NOT PEOPLE ARE NONABLE ABOUT WHAT IS SUPPOSED TO BE HAPPENING AND BEING IN THE POSITION TO OBSERVE IT. FORTUNATELY OR UNFORTUNATELY, I HAVE STOPPED MANY A UTILITY PRUNING HAPPENING ON THE SPOT BECAUSE I OBSERVED IT WASN'T EVEN BEING DOWN ACCORDING TO PG&E POLICY. THAT IS A TOUGH QUESTION, BUT I THINK IT'S AN IMPORTANT CONVERSATION FOR THE CITY TO HAVE WITH THE UTILITIES.

>>> I WOULD LIKE TO SEE THAT PRIORITIZED. WE HAD A HUGE TREE IN YOUR YARD AND THE UTILITY COMPANIES PERIODICALLY WOULD JUST DECIMATE IT. WE WERE GOING BACK AND HAVING TO PAY ADDITIONAL MONEY TO PULL IT IN LINE AND WE EVENTUALLY HAD TO TAKE IT OUT BECAUSE IT BECAME DISEASED, THE WAY IT WAS TRIMMED. I MEAN, WE HAVE ENOUGH PROBLEMS WITHOUT HAVING OUR UTILITY PARTNERS EXPEDITING THE DEMISE OF OUR TREES.

>> VICE-MAYOR, I WOULD LIKE TO ADD THAT UTILITY COMPANIES ARE USING THIRD PARTIES UNDER CONTRACT TO INCREASE THEIR, YOU MIGHT SAY, "PRODUCTION." AND I KNOW THE NATIONAL ARBOR FOUNDATION IS DEALING WITH THIS ON A NATIONAL LEVEL U , BECAUSE WHAT WE'RE HEARING IN SAN JOSÉ WITH THE TREE-TOPPING IS HAPPENING A LOT. SO OUR CITY POLICY NEEDS TO CONTINUE TO HAVE THAT AS A FOCUS.

>> THEN ANOTHER QUESTION THAT WE'RE LOOKING AT THE GENERAL PLAN UPDATE AND I KNOW WE'RE LOOKING AT THE GREEN VISION AND THE GREEN GOALS. WOULD IT BE APPROPRIATE TO ALSO LOOK AT PUTTING POLICIES IN PLACE REGARDING OUR TREE FOREST? URBAN FOREST? MAYBE I COULD DIRECT THAT QUESTION TO SAM AND I KNOW JOE ISN'T HERE AND HIS DEPARTMENT HAS BEEN STAFFING THAT. MAYBE THAT WOULD BE A PLACE TO LOOK AT POLICIES AS WE TRY TO IMPLEMENT THE NEXT STAGE OF OUR GROWTH AND DEVELOPMENT AS A COMMUNITY.

>> I AGREE. IT'S CERTAINLY SOMETHING WE SHOULD TAKE UP. WITHOUT SPEAKING FOR JOE, I THINK THAT IS CERTAINLY SOMETHING THAT WE COULD TAKE UP NEXT WEEK.

>> I WOULD LIKE TO SEE THAT HAPPEN, BECAUSE THIS IS SUCH AN IMPORTANT PART OF THE HEALTH AND VITALITY OF OUR COMMUNITY AS IT HAS BEEN PROVEN OVER AND OVER. SO THANK YOU ALL VERY MUCH AND KEEP UP THE GREAT WORK. I REMEMBERED WE TALKED ABOUT THE CENSUS OF OUR CITY FOREST AND IT WAS AT LEAST SEVEN YEARS AGO. THANK YOU.

>> VICE-MAYOR AND COUNCIL MEMBER LICCARDO, NEXT MONTH WE'RE GOING TO BE PRESENTING A REPORT TO YOU ON INNOVATIONS IN THE TRANSPORTATION AREA, BUT IF YOU COULD THINK OF WALKING ON OUR SIDEWALKS AS A MODE OF TRANSPORTATION, THIS REPORT WILL FOCUS ON DIFFERENT INNOVATIONS AND HOW TO INSCENT DEVELOPERS FOR OTHER MODES OF TRAVEL. AS WE BUILD IN AND UP MORE AS A CITY, WE'RE NOT GOING TO ADDING NEW MILES OF ROAD. WE'RE NOT GOING TO BE ADDING HUNDREDS OF STREET LIGHTS AND MILES OF SIDEWALKS. WE NEED TO FIX IT FIRST WHAT WE HAVE AND THE REPORT NEXT MONTH WILL TALK ABOUT TREES AS A WAY TO MITIGATE THE IMPACTS.

>> I THINK THOSE NEED TO BE PART OF THE POLICY RECOMMENDATIONS THAT THE GENERAL PLAN BRINGS FORWARD TO THE CITY COUNCIL?

>> THAT WILL BE A RECOMMENDATION IN YOUR REPORT.

>> THANK YOU.

>> GREAT, THANK YOU. AND THANKS AGAIN DIANE AND RHONDA. RHONDA, I HAVE SPENT SEVERAL MORNINGS AT THE TREE AMIGOS AND CERTAINLY HAVE A LOT OF RESPECT TO THE VOLUNTEERS AS WELL AS THE KNOWLEDGEABLE STAFF YOU. IT'S A WONDERFUL THING TO SEE, NOT JUST BECAUSE OF WHAT IT ADDS TO YOUR COMMUNITY IN TERMS OF THE LEGACY OF THE TREES, BUT GETTING PEOPLE TOGETHER TO DO IT IS JUST GREAT TO SEE. THE ONE QUESTION I HAD RELATES TO A FREQUENT QUESTION WE GET OF THE COST OF MAINTAINING THE TREES AND THAT IS PARTICULARLY THE TRIMMING. KNOWING THAT WE HAVE SOME PROBLEMS WITH CONTRACTORS IN TERMS OF HOW THEY DO THE TRIMMING AND KNOWING IT'S ALSO A BURDEN FOR RESIDENTS TO BE MAINTAINING THE TREES OUT IN THE PARK STRIPS, SHOULD WE BE GOING TO OUR CITY FOREST OR D.O.T. FOR INFORMATION ABOUT HOW NEIGHBORS CAN SORT OF CONSOLIDATE THEIR EFFORTS AND POOL RESOURCES TO BE ABLE TO DO TRIMMING ON AN ENTIRE BLOCK OR STREET TO SAVE SOME OF THE MARGINAL COSTS OF GOING ONE AT A TIME?

>> THERE HAVE BEEN CERTAIN NEIGHBORHOODS THAT HAVE BEEN VERY SUCCESSFUL BY POOLING THEIR RESOURCES, EVEN THOUGH THE INDIVIDUAL PROPERTY OWNERS ARE STILL RESPONSIBLE FOR THEIR TREE, IF YOU ARE CALLING OUT A TREE SERVICE TO COME AND PRUNE ONE TREE, YOU HAVE A LOT OF EXPENSE AND MILEAGE AND GETTING THE CREWS THERE AND THE EQUIPMENT AND THINGS LIKE THAT. IF THEY ARE GOING TO PRUNE 10 OR 20 TREES, EACH RESIDENT WILL REALLY HAVE A MUCH LESS COST PER UNIT TREE. AND SO, YES, WE HAVE BEEN VERY SUCCESSFUL IN WORKING WITH NEIGHBORHOOD ASSOCIATIONS AND TRYING TO ENCOURAGE THEM TO THAT. SO IF ANY OF THEM HAVE ANY CONCERNS, WE CAN CERTAINLY WORK WITH THEM TO TRY TO DEVELOP THAT. THAT WOULD BE A GREAT COST- SAVINGS.

>> WE ALSO HAVE MASTER CONTRACTS, CITYWIDE MASTER CONTRACTS THAT HAVE BEEN VERY COMPETITIVE THAT PROVIDE THE HIGH-QUALITY TREE-TRIMMING SERVICES THAT RESIDENTS NEED TO RECEIVE. SO WHEN THERE IS A QUESTION OF WHO TO CONTACT OR WHO TO PERFORM THAT SERVICE, WE PROVIDE INFORMATION AVAILABLE TO THE RESIDENT AS WELL.

>> WONDERFUL. THEY CONTACT RALPH?

>> THEY CAN, YES.

>> WONDERFUL.

>> WE'RE WILLING TO WORK WITH THEM TO EXTEND OUR CONTRACTORS OVER TO THEIR WORK. IT'S JUST A MATTER OF WORKING OUT THE DETAILS AS FAR AS WHO IS GOING PAY FOR WHAT.

>> THAT IS ALWAYS THE CONCERN.

>> RIGHT.

>> THANK YOU VERY MUCH. WITH THAT, ARE THERE ANY OTHER QUESTIONS? COUNCIL MEMBER CAMPOS?

>> I THINK THAT IT'S THE MOST APPROPRIATE PLACE AS WE START TO PLAN OUT THE CITY IN THE FUTURE AND I WOULD ENCOURAGE -- I DON'T KNOW IF YOU CAN SEND A STRONG MESSAGE THAT WE AS A BODY, COMMITTEE, DO SUPPORT THAT AND HOW YOU CAN GET THAT AS PART OF YOUR DISCUSSION AS YOUR PLANNING THE GENERAL PLAN?

>> WE HAVE TWO MEMBERS OF TASK FORCE HERE, SO WE'LL TAKE IT BACK TO THE REST OF THE FOLK.

>> AND A LOT OF SMILES.

>> THANK YOU, WITH THAT YOU NEED APPROVAL, IS THAT RIGHT? OF THE REPORT?

>> AND TO ACCEPT IT AND THANK YOU FOR YOUR COMMENTS.

>> SECOND.

>> ALL IN FAVOR?

>> AYE.

>> I'M SORRY, I HAVE NOT ASKED FOR PUBLIC COMMENT. I SEE NO HANDS. OKAY. WE HAVE TAKEN THE VOTE. [LAUGHTER] SO WE'RE MOVING ON. ITEM NO. 3.

>> STAFF ON THE ARCHITECTURAL DESIGN FOR LAS PLUMAS AND ENVIRONMENTAL INNOVATION CENTER.

>> WELCOME.

>> GOOD AFTERNOON, CARRIE, DIRECTOR OF ENVIRONMENTAL SERVICES AND WE'RE MOVE ON FROM TRAINS TO TREES TO BRANCHING OUT AT LAS PLUMAS ENVIRONMENTAL INNOVATION CENTER. I HAVE WAYNE WITH THE GROUP FOR ARCHITECTS AND LINDA STEWART WITH PUBLIC WORKS.

>> THANK YOU SO MUCH FOR LETTING US COME AND PRESENT ON AN EXCITING JUNCTURE WITH LAS PLUMAS. WE HAVE BEEN TO THE COMMITTEE ON A PROPOSAL TO DEVELOPMENT THE LAS PLUMAS ECOPARK AND NOW WE'RE COME BACK WITH DESIGN CONCEPTS FOR THE ACTUAL BUILDING. WITH ME, WE HAVE WAYNE GEHRKE, GROUP FOR DESIGNS AT ROOSEVELT COMMUNITY CENTER, JUST DOWN THE STREET FROM US. THEY HAVE ALSO WORKED ON THE CITY'S LIBRARY BOND PROGRAM MASTER PLAN AND WAYNE WILL BE WALKING YOU THROUGH THE DESIGN PROCESS TO DATE AND THEN I WILL BE TOUCHING ON SOME OF THE FUNDING INFORMATION AT THE END OF THE PRESENTATION.

>> GOOD AFTERNOON. THE ENVIRONMENTAL INNOVATION CENTER IS VERY IMPORTANT PROJECT FOR THE CITY OF SAN JOSÉ AND WE THINK A VERY EXCITING ONE. WE SEE IT AS A TRUE CENTER FOR THE COMMUNITY; SOMETHING THAT HAS SOMETHING ON THE ENVIRONMENTAL GREEN SIDE FOR REALLY EVERYONE. WE SEE IT AS A RESOURCE FOR INFORMATION ABOUT SUSTAINABILITY BUSINESS AND HOUSEHOLD PRACTICES. IT WOULD BE A PLACE FOR FACILITIES AND EMERGING GREEN BUSINESSES. PART OF THE ENVIRONMENTAL EDUCATION SYSTEM AND A RESOURCE FOR THE ENTIRE COMMUNITY. WE SEE IT AS A PLACE THAT WILL OFFER MORE THAN JUST A PLACE FOR INFORMATION ABOUT EDUCATION, EXHIBITS AND IT WILL BE SOMETHING THAT HAS AN IMPACT AND WILL RESONATE THROUGH THE CITY AND REGION AND HOPEFULLY, THE STATE. SO WE'RE VERY EXCITED ABOUT THE PROJECT AND I WANTED TO TALK A LITTLE BIT ABOUT THE PLANNING PROCESS. WE HAVE USED VERY INTERESTING INTERACTIVE PROCESS ON PLANNING, WORKING WITH BOTH DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES. ONE OF THE THINGS THAT WE DID WAS HOLD AN ON-SITE AT THE SITE THAT WE HAVE FOR OUR PROJECT, INCLUDING ESD, PUBLIC WORKS STAFF, PG&E, HABITAT FOR HUMANITY, CLEAN TECHNOLOGY DEVELOPMENT CENTER, THE CLUSTER DEVELOPMENT, NATIONAL MODELING INDUSTRIES AND MEMBERS OF COMMUNITY AS WELL. WE FOLLOWED THAT UP WITH THE SECOND MULTI-DAY DESIGN AND MET INDIVIDUALLY WITH THE COUNTY. AND IN ADDITION WE HAVE TOURED OTHER FACILITIES THAT THE PGA DESIGN CENTER, GREEN V IN SAN FRANCISCO AND HABITAT RESTORE IN OAKLAND, AND A COMMUNITY MEETING IS PLANNED FOR THE FALL. SO IT'S BEEN A VERY INTERACTIVE PROCESS AND IT HAS HELPED FIRM UP THE PARTNERSHIPS THAT WE HAVE BOTH IN THE USER SIDE AND THE FUNDING SIDE. THIS SLIDE ORIENTS YOU TO THE PROJECT AND THE HORIZONTAL ON THE LEFT SIDE IS LAS PLUMAS, NIPPER AVENUE IS ALONG THE RIGHT. IT'S CURRENTLY IN THE LIGHT INDUSTRIAL AREA, BUT IT'S ALSO A MIXED-USE AREA, WHERE THERE ARE A VARIETY OF USES. THE NEW B.A.R.T. STATION IS PLANNED TO THE NORTH OF THE PROJECT. THE PROJECT IS BEING DEVELOPED IN TWO PHASES, THE LOWER PART OF THIS SLIDE IS PHASE I, WHICH IS CURRENTLY UNDER CONSTRUCTION. PHASE II, WILL RENOVATE THE INDUSTRIAL BUILDING ON THE UPPER PORTION OF THE SLIDE AND ALSO BUILD NEW HOUSEHOLD HAZARDOUS WASTE FACILITY. THE SITE WILL INCLUDE DEMONSTRATION GARDENS, EDUCATIONAL DISPLAYS FOR THE PUBLIC AND FOR INDUSTRY OF DIFFERENT PHOTO VOLTAIC SYSTEMS. I WANTED TO MENTION AN IMPORTANT PART OF THE PROJECT IT'S DEEMED AN HISTORICALLY SIGNIFICANT PROJECT AND IT'S ELIGIBLE FOR THE STATE REGISTER. SO IT'S A PROJECT FROM THE MID-CENTURY, 1958 WAS THE ORIGINAL BUILDING AND WE DO HAVE TO RESPECT THAT. THE PROPOSED PLAN USES ARE, IF YOU LOOK AT THE UPPER PORTION OF THE SLIDE, THE LEFT SIDE, WE HAVE HABITAT FOR HUMANITY RESTORE IS PLANNED THERE. THE CENTER PORTION SIDE IN LIGHT BLUE IS A MEETING CENTER FOR EDUCATIONAL MEETINGS AND CONFERENCES ON ENVIRONMENTAL AND GREEN STRATEGIES. ABOVE THAT AREA WE HAVE OFFICE SPACE FOR EMERGING GREEN BUSINESS AS WELL AS FOR THE CITY. AND TO THE RIGHT WE HAVE THE FACILITIES FOR CTDC, WHICH ARE COMING ON TO THE SITE AND THEY ARE DEVELOPING SOME VERY, VERY EXCITING PROTOTYPE PROJECTS. AND IN VIOLET, THE HOUSEHOLD HAZARDOUS WASTE RECYCLING PROGRAM. SO IT'S INTERESTING. WE HAVE PEOPLE THAT COME FOR THEIR NORMAL RECYCLING, BUT WE HAVE EDUCATIONAL AND WE HAVE THE INDUSTRY DEVELOPING AND SPACES FOR

ENVIRONMENTAL BUSINESSES. SO A LOT IS GOING ON AT THE SITE. IT'S PLANNED TO BE A LEAD SILVER OR HIGHER RATING. WE WANTED TO MAKE THIS A DEMONSTRATE PROJECT. IN PLANNING THE CENTER WE WORKED WITH USERS AND STAFF TO THINK ABOUT WHAT VALUE THE BUILDING HAS AND WE LOOKED AT WHAT OTHER COMMUNITIS ARE DOING AND LOOKS AT THE ARCHITECTURE OF OTHER GREEN CENTERS AND THAT FORMED THE INSPIRATION FOR US. I WANTED TO SHARE THAT. ONE THING WE HAVE TO DO IS INTEGRATE, PRESERVE AND INTEGRATE THE NEW WITH IT. SO WE JUST LOOK AT A VARIETY OF DIFFERENT WAYS THAT HISTORIC BUILDINGS ARE INTEGRATED. UPPER LEFT IS THE LIBRARY, WHICH INCORPORATES THE 1920'S GRAMMAR SCHOOL INTO AN EXCITING NEW GREEN LIBRARY PROJECT. LOOK AT SOME OF THE WAYS THAT WE HAVE TAKEN THE OLD AND NEW, BECAUSE THIS BUILDING HAS TO RECOGNIZE ITS HISTORIC PAST, BUT ALSOS HAVE TO SPEAK TO FUTURE GENERATIONS. WE INCORPORATED INTO THE PROJECT THE SOLAR PANELS, FORMING SUN SHADES AND LOOKED AT DIFFERENT WAYS TO MAKE THE GREEN PARTS OF THE BUILDING BE A PART OF THE BUILDING. SO THIS SHOWS, I THINK THE MONDAVI CENTER AND EITHER PROJECTS WHERE THE GREEN FRONT HAS BEEN INCORPORATED INTO THE ARCHITECTURE. WE LOOKED AT USING COLOR AND BRINGING COLOR INTO THE PROJECT. SO IT REALLY HAS A VIBRANCY AND DYNAMICM. WE LOOKED AT GRAPHICS AS A GREEN WAY TO USE GRAPHICS TO IDENTIFY THE BUILDING AND WAYS THAT HAS BEEN ADAPTED. THE ROY CENTER IN SEATTLE IS ON THE LOWER LEFT AND ONE EXAMPLE WHERE THEY HAVE TAKEN THE BRIGHT EXPRESSION IN DISPLAYING THAT. WE LOOKED AT VISIBILITY AND CURRENTLY THE BUILDING IS A LITTLE HARD TO SEE. IT'S BEHIND FIRE STATION NO. 34 AND WE LOOKED AT INTRODUCING A VERTICAL ELEMENT AS A WAY TO MAKE IT BE SEEN. IT WILL PROBABLY BE SEEN FROM THE FREEWAY AS WELL. SO WE WANT TO BE A LANDMARK THAT IS RECOGNIZABLE FOR THE COMMUNITY. LOOKING AT THE RESINGLING AND SALVAGING ACTIVITIS, IN A NEAT AND TIDY WAY. EXAMPLES OF PUBLIC ART, TALKING ABOUT SUSTAINABLE. THESE ARE SOME EXAMPLES. THE ROOSEVELT COMMUNITY CENTER AND HOW WE HARVESTED ROOF WATER AND TURNED THAT INTO AN ART PIECE THAT HAS BEEN VERY, VERY SUCCESSFUL. THOSE ARE THE STRATEGIES THAT WE'RE LOOKING AT AS WELL WE WANT THE ENVIRONMENTAL FEATURES THE BUILDING TO SPEAK TO THE PUBLIC AS THEY ENTER THE BUILDING. WE DON'T WANT IT TO BE TOTALLY AN ACADEMIC EXERCISE WHERE YOU WALK UP TO I APLAQUE AND READ IT, BUT WE WANT IT TO BE INVITING AND ENGAIK TO THE PUBLIC. WE HAVE AN INDUSTRIAL BUILDING, BUT WE WANT TO USE COLOR AND NATURAL LIGHT TO BRING IT INTO THE BUILDING. SO WE HAVE IT NATURALLY DAYLIGHTED AND HARVESTING THE DAYLIGHT THAT COMES INTO THE BUILDING. SO WE'RE LOOKING AT THE INSIDE BEING VERY EXCITING, USING COLOR AND DAYLIGHT IN THE BUILDING AS WELL. INTERPRETATIVE ELEMENTS WE SHOW A GREEN WELL AND LOOKING AT THE DEMONSTRATION GARDENS AND RAINWATER HARVESTING AND PHOTO VOLTAIC SYSTEMS. THERE ARE A LOT OF STRATEGIES THAT WE WANT TO BE VERY VISIBLE TO THE PUBLIC AND TO BE SEEN AS AN EXCITING PART OF THE PROJECT. DESIGN CONCEPT, WE HAVE, AGAIN, IS TO LOOK AT INTRODUCING A TOWER ELEMENT TO THE CURRENT BUILDING. TAKING A CANOPY ELEMENT AND HAVING THAT DISPLAYED WITH THE PHOTO VOLTAIC SYSTEMS AS WELL. AGAIN, IT'S A BALANCING ACT WITH THE HISTORIC PRESERVATION, BUT WE WANT TO PRESERVE THE HISTORIC ASPECTS AND MAKE IT AN EXPRESSION OF THE COMMUNITY. FROM A SCHEDULE STANDPOINT WE'RE COMPLETING THE DESIGN NEXT MONTH AND BEGINNING ALMOST IMMEDIATELY ON THE CONSTRUCTION DOCUMENTS. WE EXPECT TO COMPLETE THE CONSTRUCTION DOCUMENTS IN THE SPRING. THE BIDDING AND AWARD OF THE CONTRACT WILL BE OVER THE SUMMER, SO WE CAN BEGIN CONSTRUCTION EARLY FALL OF NEXT YEAR. CONSTRUCTION IS PLANNED FOR EARLY 2012. THIS IS A GREAT PROJECT FOR THE CITY. IT'S A VERY EXCITING ONE AND IT DIRECTLY SUPPORTS THE GREEN VISION PROGRAM THAT THE COUNCIL AND MAYOR'S OFFICE HAVE SET OUT. SO WE'RE VERY EXCITED ABOUT THE PROJECT. STAFF HAS BEEN WORKING VERY, VERY HARD ON IT AND BACK TO YOU.

>> THANK YOU. SO THE PROPOSED PROJECT'S FOCUS WE TALK ABOUT A COUPLE OF TIMES THE LIVING LABORATORY FOR RENEWABLE ENERGY AND CLEAN TRANSPORTATION TECHNOLOGY COMPANIES AND WE'RE CALLING THAT OUR WORKFORCE INVESTMENT ACT DOLLARS AND PROGRAMS. AND THEN WE ARE PROPOSING A BUILDING TO SERVE AS

CONSTRUCTION MATERIAL REUSE CENTER AND HABITAT FOR HUMANITY IS HERE TO DISCUSS THEIR INTEREST IN THE PROJECT. THESE NEEDS BALANCE THE CITY'S NEEDS AND ALSO THESE BALANCE NEED AND SYNERGY AND THE FUNDING THAT WE HAVE BEEN ABLE TO IDENTIFY FOR THE PROJECT HAVING THE HABITAT OPERATION AND THE HOUSEHOLD HAZARDOUS WASTE FACILITY BRINGS THE PUBLIC TO THE FACILITY TO SHOWCASE SOME OF THE WORK THAT IS HAPPENING ON THE CLEAN TECHNOLOGY DEMONSTRATION AND INCUBATOR SIDE. FOR CAPITAL FUNDING, THESE ARE THE USES AND SOURCES THAT WE HAVE IDENTIFIED THUS FAR AND WE HAVE DISCUSSED THIS AT THE COUNCIL MEETING A FEW WEEKS AGO WHEN WE CAME FORWARD TO GET APPROVAL IN APPLYING FOR SOME GRANTS. IN ADDITION TO THE WORK THAT WE HAVE DONE ON THE CAPITAL SIDE, ESD HAS A FULL-TIME FACILITY MANAGER AT THE FACILITY NOW, DOING MAINTENANCE WORK NOW, AND WE HAVE GOT AN ONGOING MAINTENANCE BUDGET ALREADY APPROVED BY COUNCIL. IN ADDITION TO THAT, WE HAVE ENGAGED THE ENVIRONMENTAL BUSINESS CLUSTER AND THEY HAVE COME UP WITH AN OPERATIONAL FUNDING PLAN THAT WAS ATTACHED TO YOUR STAFF REPORT. THEY HAVE COME UP WITH A CONSERVATIVE OPERATIONS AND MAINTENANCE BUSINESS MODEL AND THIS DELINEATES THE PRINCIPLE ONGOING REVENUES THAT THEY PROJECTED. THE BCD IS HERE TO ANSWER ANY QUESTIONS THAT YOU HAVE. WE HAVE ALREADY SUBMITTED TWO STIMULUS PACKAGE GRANTS FOR THE PROJECT, ACTUALLY TWO STIMULUS PACKAGE GRANTS AND A THIRD EPA CLIMATE SHOWCASE GRANT AND WE HAVE OUR TEAM READY TO CONTINUE OUR GRANT-WRITING EFFORTS WITH THREE UPCOMING STIMULUS GRANTS THAT WILL BE RELEASED IN THE NEXT 60 DAYS. THESE WILL PROVIDE ADDITIONAL FEATURES AND FUNCTIONALITY TO THE FACILITY AND REALIZE THE SOLAR ENERGY GOALS THAT WE HAVE ENVISIONED FOR THE PROJECT. WITH THAT NEXT STEPS WE'RE COMPLETING THE DESIGN WORK AS WAYNE DISCUSSED IN 2010. WE'RE CURRENTLY COMPLETING CEQA AND THE NATIONAL EQUIVALENT OF THE CEQA AND THAT WILL BE READY FOR THE STIMULUS OPPORTUNITIES THAT WE'LL BE APPLYING FOR AND WE PLAN TO RETURN TO THE COMMITTEE IN THE SPRING WITH AN UPDATE, BOTH ON THE FUNDING AND DESIGN. WITH THAT, I WOULD LIKE TO OPEN IT UP TO QUESTIONS.

>> THANK YOU JOE AND WAYNE AND CARRIE AS WELL. ANY QUESTIONS AT THIS TIME? NO? OKAY. I HAVE ONE QUESTION, BUT I WANTED TO ACTUALLY MAKE A STATEMENT FIRST. I WANTED TO THANK JIM HELMER -- HE IS GONE. TOO BAD. I WANTED TO THANK THE FINE EFFORTS OF THE D.O.T. STAFF TO PERSUADE THEM TO MORE TO HAYWARD. I THINK IT'S WONDERFUL. WHAT I FOUND AMONG THE MANY VERY INTRIGUING THINGS ABOUT THIS IS THE OPPORTUNITY TO DO SOMETHING VERY VISIBLE FROM THE FREEWAY SEEMS TO BE AN IMPORTANT OPPORTUNITY FOR VISIBILITY. WE HAD A HOUSEHOLD HAZARDOUS WASTE FACILITY AND I KNOW ON TOMORROW'S CONSENT CALENDAR FOR COUNCIL WE HAVE A CONSENT ITEM RELATES TO PUBLIC ART. AND I THOUGHT, GEE, WOULDN'T IT BE NICE ON MANY OF THESE LARGE ENVIRONMENTAL SERVICES-TYPE PROJECTS WHERE WE HAVE A SIGNIFICANT AMOUNT OF PUBLIC MONEY IF WE COULD CONSOLIDATE AND GREAT SIGNAGE AND ARTWORK, GIVEN THE FACT THAT AS MUCH AS WE LOVE IT AND WE HAVE OCCASIONALLY TOUR AND I'M GRATEFUL FOR ALL THE HARD WORK JOHN HAS PUT IN TO GET THE PUBLIC. THERE IS NOT AN ENORMOUS AMOUNT OF PUBLIC CONTACT THAT WE MOPE WOULD BE WITH SOMETHING LIKE THIS. I WOULD LOVE TO SEE HOW WE COULD PULL SOME OF THE PUBLIC ART FUNDS TO DO SOMETHING REALLY ICONIC IN ONE, TWO, THREE LOCATIONS IN AREAS THAT WE KNOW WE NEED TO ATTRACTION ATTENTION. HOPEFULLY WE CAN CONTINUE THAT CONVERSATION O LINE.

>> WE CAN TALK ABOUT IT. IT'S A JOINT POWERS AUTHORITIES WITH OTHER AGENCIES

>> GOOD POINT. THERE IS ALWAYS SOMETHING IN THE WAY. SO WE'LL JUST TAKE THEIR MONEY AND APOLOGIZE LATER. [LAUGHTER]

>> I WOULD NOTICE THAT WE HAVE BEEN ENGAGING THE PUBLIC ART EXPORTS OF THE CITY IN THE ART AND THE LAS PLUMAS SITE. SO THEY ARE INTERESTED IN THE POSSIBILITIES AT BOTH PLACES, BUT CERTAINLY AT THIS LOCATION THEY HAVE BEEN INVOLVED. THERE IS STILL A FAIR AMOUNT OF MONEY FOR PUBLIC ART FROM THIS PROJECT AS WELL. SO WE THINK WE CAN DO SOME WOW-FACTOR ITEMS AS WELL.

>> UNLESS THERE ARE QUESTIONS OR COMMENTS, I HAVE TWO CARDS FROM THE PUBLIC. JIM WITH THE BUSINESS CLUSTER DEVELOPMENT.

>> GOOD AFTERNOON. MR. CHAIRMAN, MEMBERS OF COUNCIL, JOHN, JEFF, PLEASSED TO BE HERE AND SPEAK ON BEHALF OF THIS PLAN. AS JOE MENTIONED BUSINESS CLUSTER DEVELOPMENT IS A CONSULTANT THAT DOES INNOVATION STRATEGY AND CLEAN TECH CONSULTING AND WE HAVE BEEN WORKING WITH ENVIRONMENTAL SERVICES ON THESE REPORTS, BUT PROBABLY MORE IMPORTANTLY AND THE REASON I WOULD LIKE TO SPEAK IN SUPPORT OF THIS IS THAT THE 15 YEARS THAT I SPENT UNTIL THIS LAST JANUARY, RUNNING THE SAN JOSÉ ENVIRONMENTAL BUSINESS CLUSTER AND IN THAT TIME I SAW HUNDREDS OF COMPANIES THAT WERE LOOKING FOR A PLACE, NOT ONLY TO START THEIR COMPANY, BUT ALSO TO TRY OUT THEIR TECHNOLOGY. AND SAN JOSÉ HAS BEEN A LEADER IN THIS AREA AND YOU HAVE ALL OF THE PIECES, BUT ONE, NECESSARY TO BE THE NATIONAL LEADER IN THIS AREA. YOU HAVE A SET OF INCUBATORS, INCLUDING THE ENVIRONMENTAL BUSINESS CLUSTER TO ATTRACT START-UPS HERE. YOU HAVE A VERY PROGRESSIVE GREEN VISION SET OF POLICIES AND A COMMITMENT TO THE ENVIRONMENT, INCLUDING, I THINK, ONE OF THE MOST PROGRESSIVE CLEAN TECHNOLOGY POLICIES IN THE UNITED STATES, AND YOU HAVE THE COMMITMENT TO THE ENVIRONMENT IN SO MANY DIFFERENT WAYS BUT YOU DON'T HAVE THE PLACE FOR MANY OF THESE DIFFERENT COMPANIES TO TRY OUT THIS TECHNOLOGY AND IT'S SOMETHING THAT THEY ARE LOOKING FOR AND IT'S SOMETHING THAT EFFECTS THEIR DECISION ABOUT WHERE TO WORK AND WHERE TO GROW THEIR COMPANIES. SO THIS IS THE OPPORTUNITY TO PROVIDE THAT. WITH RESPECT TO SOLARER, I CAN THINK OF FOUR DIFFERENT COMPANIES THAT I WORKED WITH THAT EVENTUALLY MOVED TO OTHER CITY BECAUSE THOSE CITIES OFFERED THEM A PLACE TO SETUP AND DEMONSTRATE AND TEST THEIR TECHNOLOGY. SO THIS FACILITY WILL OFFER THAT KIND OF ASSISTANCE FOR SOLAR AND NOT ONLY CAN THEY SETUP AND TEST THEIR EQUIPMENT, AND YOU CAN MAKE SURE IT WORKS, BUT IT CAN BE USED UNDER THE DEMONSTRATION POLICY TO RUN SOME OF THE FACILITIS IN THAT BUILDING. WITH RESPECT TO TRANSPORTATION, WHERE I HAVE DONE A LOT OF WORK, 70 COMPANIES RESPONDED IT A LETTER FROM MAYOR REED ABOUT THEIR INTEREST IN TAKING THEIR TECHNOLOGY AND HAD APPLYING IT TO ADVANCED TRANSPORTATION. WE HAVE THAT CAPTURED IN A DATABASE FOR FUTURE USE. 18 COMPANIES PRESENTED TO CITY STAFF ON THEIR INTEREST IN DOING ADVANCE TRANSPORTATION WORK IN THIS FACILITY AND ON PROJECTS THAT WOULD ASSIST WITH CITY VEHICLES, AND OF THOSE 18, ALL OF THEM INDICATED AN INTEREST IN ACTUALLY DEVELOPING THEIR PROJECTS HERE IN SAN JOSÉ AND MORE THAN HALF INDICATED THEIR DESIRE TO TRY TO MANUFACTURE THOSE PRODUCTS HERE IN SAN JOSÉ AND THAT SITE, WHERE THEY CAN DO THAT FIRST PROTOTYPE MANUFACTURING OF THE VEHICLES, OFFERS THEM THE OPPORTUNITY TO GET STARTED WITH SAN JOSÉ AND FOR THEM TO SEE WHAT KIND OF A PLACE SAN JOSÉ IS. AND AFTER 15 YEARS OF WORKING AND COMMUTING HERE EVERYDAY, I CAN TELL YOU THAT I THINK ANYBODY WHAT THAT COMES TO SAN JOSÉ AND GETS THIS KIND OF SUPPORT CANNOT HELP, BUT UNDERSTAND WHAT A GREAT CITY IT IS, AND WHAT A GREAT PLACE PLACE IT IS TO GROW A COMPANY. SO I STRONGLY SUPPORT THE LAST LINK IN THE CONTINUUM OF CLEAN TECHNOLOGY THAT I THINK YOU NEED TO LEAD THE NATION.

>> THANK YOU, JAMES AND THANK YOU FOR YOUR LEADERSHIP WITH BCD. I FAILED TO POINT OUT THE TWO-MINUTE LIMIT.

>> MY NAME IS KATHY BRANT, AND I'M ALSO THE UNITED STATES PRESIDENT -- -- [SPEAKER NOT UNDERSTOOD]. NOTHING IS REALLY GOING TO BE PROMISING BECAUSE I NOTICED THE AREA, THE AREA IS RENO, NEVADA. THE PROBLEM IS MURDERING TOURISM AND WE HAD 30,000 TO 90,000 PEOPLE MURDERED WITH BULLET HOLES.

>> MISS BRAND HORSE, THE TOPIC OF CONVERSATION IS THE LAS PLUMAS ENVIRONMENTAL INNOVATION CENTER.

>> PLUMAS STREET IS IN RENO, NEVADA. IT'S NOT HERE IN SAN JOSÉ, CALIFORNIA. THANK YOU.

>> THANK YOU. WE WILL TAKE A MOTION NOW AT THIS TIME. I THINK WE'RE JUST LOOKING TO ACCEPT THE REPORT?

>> SO MOVED.

>> ALL IN FAVOR? AYE.

>> NONE OPPOSED. MOVING ON TO ITEM NO. 4.

>> VERBAL REPORT AND ENERGY-EFFICIENCY AND RENEWABLE ENERGY ACTIVITIES.
>> ARE YOU TAKING THIS ONE OR JOHN? OKAY, THANK YOU, KARRIE.
>> SO LAST MONTH, WE DID KIND OF A QUICK DOWNLOAD, MAYBE TOO QUICK DOWNLOAD OF A LOT OF FACTS OF WHAT HAPPENED WITH OUR ENERGY PROGRAM THE LAST COUPLE OF MONTHS. IT KIND OF FELT LIKE READING FROM THE ENCYCLOPEDIA. YOU ASKED FOR A HANDOUT, SO YOU COULD FOLLOW ALONG A LITTLE MORE READILY. YOU HAVE A HANDOUT AND WE HAVE SLIDES THIS TIME TO MOVE FROM JUST THE FACTS TO JUST THE FACTS AND SOME PHOTOS. SO I HAVE WITH ME MARY TUCKER, OUR ENERGY PROGRAM DIRECTOR AND MARY. WE HAVE GOT FOUR BUCKET AREAS TO TALK ABOUT. WE PRIMARILY DIVIDED OUR REPORT INTO CITY FACILITIES, ENERGY-EFFICIENCY, RENEWABLE ACTIVITIES, ET CETERA. YOU SEE THE PICTURES OF MAYBERRY AND CENTRAL SERVICE YARD AND WE TALKED ABOUT PUTTING OUT RFPS AND RFIS AND WE THOUGHT IT MIGHT BE INTERESTING IF YOU ACTUALLY SAW WHAT THEY LOOKED LIKE. WE DID RELEASE ON THE 2ND OF SEPTEMBER, THE RFP FOR THOSE TWO SITES. WE EXPECT TO HAVE PROPOSALS BACK BY SEPTEMBER 23RD AND WE'RE HOPEFUL THAT IN DECEMBER WE'LL COME BACK WITH A NEGOTIATED CONTRACT. THE DISCUSSIONS THAT WE HAD WITH THE SOLAR VENDORS AND THAT COMMUNITY AND ITS FOCUSED ON THE BUSINESS TERMS THAT WERE NOT AGREEABLE TO THE VENDORS AND THROUGH THAT COLLABORATION, WE THINK WE HAVE A MORE FLEXIBILITY DOCUMENTS THAT ALLOWS US TO LEVERAGE SOME OF THE TEMPLATS THAT THE COMPANIES USE. 1.5 TO 2 MEGAWATTS. IT WILL PROVIDE 25 TO 88% OF THE POWER AT THOSE FACILITIES DEPENDING ON THE TYPES OF PANELS AND THAT IS POST ENERGY-EFFICIENCY WORK THAT IS STILL IN PROGRESS. OUR SECOND ITEM IS A COMMUNITY-BASED EFFORT, WHICH IS SCHOLARSHIPS TO SAN JOSÉ TEACHERS. THIS IS PART OF OUR SOLAR AMERICA CITY GRANT AND WE'RE LEVERAGING OUR CITIES GO GREEN SCHOOL PROGRAM TO GET THE WORD OUT ABOUT THE PROGRAM AND TO CAP INTO OUR K-12 EDUCATORS. SO IT PROVIDES RESOURCES TO TEACHERS TO DEVELOP CURRICULUM AND ACTIVITIES AND INCREASE THEIR KNOWLEDGE BASE ON THE SOLAR OPPORTUNITIES AND HOW TO DEVELOP PROJECTS WITHIN THEIR SCHOOLS. THERE IS \$30,000 IN SCHOLARSHIPS AVAILABLE AND EACH SCHOLARSHIP RANGES FROM \$500 TO \$5,000 FOR THE ONE-WEEK TRAINING PROGRAM. PARTICIPANTS RECEIVE A VARIETY OF RESOURCES, INCLUDING DVDS, CURRICULUM GUIDES AND THEY GET TO BUILD THEIR OWN SOLAR COOKER FROM A PIZZA BOX. THAT WOULD HAVE BEEN VERY HELPFUL IN COLLEGE, I THINK. IN SPRING OF 2010, OUR ENERGY TEAM IS PLANNING A SOLAR EVENT AT CITY HALL TO HIGHLIGHT SOME OF THE PROJECTS THAT WERE PUT INTO THE PLAY AFTER THE SESSION. APPLICATIONS ARE DUE FROM PERSPECTIVE TEACHERS ON OCTOBER 15TH AND WE'LL MAKE THE SELECTIONS IN NOVEMBER. AGAIN, THE IDEA OF LEVERAGING USED TO EMBRACE AND CREATE CHANGE WITHIN THE COMMUNITY HAS PROVEN SUCCESSFUL IN OUR GOVERNING SCHOOLS PROGRAM AND WE EXPECT IT TO DO THE SAME IN THIS EFFORT. OUR THIRD ITEM IS THE CBDG PROGRAM. A ITEM, ENERGY-EFFICIENCY AND SOLAR PROJECTS. WE KNOW HAVE SOLAR ON CITY COMING UP FACILITIES AND WE'RE EXCITED ABOUT THAT. WE DID WORK AT TEN FACILITIES AND SIX THOSE FACILITIES GOT SOLAR ON THEM. WE'LL CELEBRATE THIS FRIDAY AT THE ELVISO LIBRARY -- SATURDAY. THAT IS PART OF MY WEEK. SATURDAY AND THE REASON WE PICKED THE ELVISO LIBRARY IS THAT THIS IS THE ONLY SITE THAT YOU CAN ACTUALLY SEE THE SOLAR FROM THE STREETS. SO THE OTHER ONES IT WOULDN'T HAVE NEARLY BEEN AS FUN TO CELEBRATE SOLAR YOU CAN'T SEE. THESE PROJECTS RESULT IN A TOTAL OF 20 KILOWATTS, THE EQUIVALENT OF TAKING SIX HOMES OFF THE GRID. SO THE COMMUNITY CENTER USES ABOUT THE ENERGY AS A TYPICAL HOME. WE'LL SAVE \$80,000 A YEAR AND REDUCE OUR CO2 BY 140 METRIC TONS, WHICH IS THE EQUIVALENT OF 3600 MATURE TREES, ALTHOUGH I DON'T THINK WE CAN COUNT THAT AS PART OF THE GREEN VISION, BUT IT'S STILL A NICE ANALOGY AND GOOD PERSPECTIVE, I THINK. LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN, I THINK YOU CAN SEE THE DIFFERENT AND QUALITY OF LIGHT GOING FROM LOW PRESSURE SODIUM TO LED AND D.O.T. DID THE PILOT PROJECT IN THIS AREA. IT'S A \$199,000, FUNDED THROUGH CBDG. CONVERTING LOW PRESSURE SODIUM STREET LIGHTS TO LED. THE WATTAGE WAS REDUCED BY 50%, FROM 55 WATTS TO 38. SO USE ABOUT HALF AS MUCH ENERGY AND I'M SURE, AS WE CONTINUE THESE

PROJECTS THROUGHOUT THE CITY, WHEN YOU KNOW FLY INTO SAN JOSÉ, IT WON'T BE QUITE AS ORANGE. NO. 4 -- --

>> PLEASE DRAW ATTENTION TO THE TWO PICTURES. THE PICTURES ARE EXTREMELY REVEALING. IT'S JUST AMAZING THAT DIFFERENCE THAT LED STREET LIGHTS MAKE?

>> IT'S AMAZING. IT'S A BETTER LIGHT AND USES LESS ENERGY. WHAT A GREAT COMBO. OUR SOLAR PRESENTATIONS LAST MONTH, A QUESTION CAME UP ABOUT HEY, HOW CAN WE GET MORE INFORMATION AROUND WHAT PRESENTATIONS ARE WE DOING IN THE SOLAR ENERGY-EFFICIENCY ARENA, SO THAT YOU GUYS COULD HELP GET THE WORD OUT TO PARTICIPANT? WE HAVE AT THE BOTTOM A LISTING OF UPCOMING PRESENTATIONS AS WELL AS FOLKS IN YOUR JURISDICTIONS THAT WOULD LIKE TO PARTICIPATE. SO WITH THAT, THAT IS OUR MONTHLY REPORT. ANY QUESTIONS?

>> THANK YOU, CARRIE. COUNCIL MEMBER CAMPOS.

>> I WANTED TO COMMEND STAFF FOR THE LED STREET LIGHTS IN THE SURROUNDING AREA AROUND THE LIBRARY, THE HILLVIEW LIBRARY AND PARK. THE COMMUNITY WAS VERY EXCITED ABOUT THIS PILOT PROGRAM COMING TO THEIR COMMUNITY. YOU ARE RIGHT, THE PICTURES ARE VERY TELLING AND I THINK THAT IS ONE OF THE THINGS THAT WE HAVE CONSTANTLY HEARD ABOUT THE OLD LIGHTING VERSUS THE NEW LIGHTING IS THAT IT'S MUCH CLEARER WHEN YOU LOOKING DOWN THE STREET, BECAUSE EVEN THOUGH WE'RE USING LESS WATTAGE. SO I WANTED YOU TO KNOW THAT WE'RE EXTREMELY EXCITED ABOUT THIS PILOT PROGRAM AND LOOK FORWARD TO MAKING THIS THE STANDARD VERSUS A PILOT. GREAT.

>> THANK YOU VERY MUCH FOR YOUR PRESENTATION. GREAT NEWS AND WONDERFUL PROGRESS BEING MADE, PARTICULARLY ON THE SOLAR FRONT AND THRILLED YOU GOT IT ON ONE PAGE. WE HAVE TIME NOW FOR PUBLIC COMMENT. MISS BRANDHORSE.

>> MY NAME IS KATHY BRAND HORSE, LISA MARIE PRESLEY, JOHN BENET RAMSEY AND JOHN STEELE AND I'M ALSO THE UNITED STATES PRESIDENT. I JUST WANTED TO GIVE YOU AN EXAMPLE OF SOME OF THE GRAFFITI THAT WE ARE EXPERIENCING, LIKE PC, OR CP. PATRICIA CUNNINGHAM. ALSO WE HAVE BOB CASHELL AND IT'S BC OR CB. SO I JUST WANTED TO LET YOU KNOW THAT THEY HAVE A K OR COULD PUT A C FOR KC OR THE MOORES COULD PUT THEIR M ON GRAFFITI. SO THESE ARE JUST A FEW FROM MEXICO THAT I LIKE TO, YOU KNOW, PRONOUNCE, THE GRAFFITI IS ALL OVER THE UNITED STATES. FROM HOLLISTER, ORIGINALLY FROM MEXICO AND THEY WERE TOLD TO GO BACK, BUT THEY ARE NOW IN SAN JOSÉ, CALIFORNIA. WE JUST GOT THROUGH WITH IT IN RENO, NEVADA AND WE COULD NOT DEAL WITH ANY MURDERS. SO WE'RE TRYING TO DEAL TO WITH IT HERE IN CALIFORNIA AND HOPEFULLY, WE WILL DO IT. WE NEED PROTECTION AT THE BORDER OF MEXICO AND NOBODY IS PROTECTING THAT BORDER AND SO WE ARE LOSING. ALSO, I JUST WANTED TO LET YOU KNOW THAT THE REASON FOR CLOSING DOWN RENO, I JUST ANNOUNCED BEFORE I CAME UP HERE, 30,000 TO 90,000 PEOPLE A DAY AND THEY ARE ALL U.S.-BORN.

>> I'M SORRY, YOUR TWO MINUTES HAS EXPIRED.

>> THANK YOU.

>> HAVE A GOOD DAY.

>> YOU TOO.

>> WITH THAT, THE MEETING IS ADJOURNED. HAVE A GREAT DAY.