



Regular Meeting  
Of the  
San José  
Transportation & Environment Committee  
Held  
March 3, 2008 at 1:30 P.M.

Roll Call

Present: Chair Forrest Williams; Vice Chair Sam Liccardo; Councilmember Judy Chiro;  
Councilmember Nora Campos

Guests: Chris Augenstein, Deputy Director, CMA Planning, Valley Transportation Authority

**a. Action on Items Recommended for Deferral**

Upon the motion of Vice Chair Sam Liccardo, and seconded by Councilmember Judy Chirco, the Committee voted to defer items 1 – 4 and drop item 5 listed in the table.

**b. Clean Bay Strategy Report and Permit Update (ESD)**

Environmental Services Department staff presented the report on the annual Clean Bay Strategy report and upcoming activities regarding the San José/Santa Clara Water Pollution Control Plant permit renewal. The Clean Bay Strategy is the City's integrated watershed protection approach to water quality. The Clean Bay Strategy considers all significant factors influencing water quality in the South Bay and seeks to address environmental problems in the most cost-effective manner. Highlighted in the report is the South Bay Action Plan and the Annual Pollution Prevention Report. The City's South Bay Action Plan describes approaches to managing flow issues within the Plant's service area. Monitoring the Plant's discharge flows and marsh habitat changes in the South Bay serve as effectiveness measures for this plan. Pollution Prevention (P2) efforts have been a part of the City's wastewater discharge requirements since 1990 and have evolved from small-scale waste minimization efforts to a comprehensive watershed-based approach to address pollutant issues. Education and Outreach is an important element of P2. The current National Pollutant Discharge Elimination System (NPDES) permit for the Plant will expire in September of this year. The current permit is automatically extended until a new permit is adopted by the Regional Water Board. Development of the permit renewal application calls for a number of required re-evaluations of treatment plant performance standards. These include a Reasonable Potential Analysis for pollutants of concern, updated toxicity screening to validate test organism, and feasibility analysis of anticipated new permit limits of pollutants. City staff will work with the

Watershed Management Initiative, the Bay Area Clean Water Agencies and the Regional Board staff during the permit reissuance process and will provide updates to T&E and the Treatment Plant Advisory Committee (TPAC) as appropriate. Councilmember Chirco reminded staff that State Senator Joe Simitian introduced a piece of legislation called the Prescription Take Back Program where the state would take back out of date or no longer needed prescription drugs and suggested that the City of San José continue to support the measure and keep the issue on the forefront as it relates to emerging contaminants. Upon the motion of Councilmember Judy Chirco, and seconded by Vice Chair Sam Liccardo, the Committee voted to accept the report.

**c. BART/VTA Issues Report (DOT)**

Department of Transportation staff presented the Valley Transportation Authority (VTA) activities report. Topics addressed in the report were the Bay Area Rapid Transit (BART) progress report, Diridon Station Area Planning Grant, VTP 2035, Transit and Highway projects and the Automated People Mover (APM) at the Mineta San José International Airport. Due to the recent filing of bankruptcy by the current owner of the Bank of America building, a financial agreement for developing the BART portal in the Bank of America building is not viable in the near-term. Staff proposes to retain the Bank of America building as the City's preferred location for the Downtown BART station portal and not consider the Western Dental location as a "fall back" option until full funding is identified for final design and construction of the BART project. The Committee was disappointed to hear about the recent filing of bankruptcy and asked that staff provide timely updates on its status. Staff is working with the VTA to have the previous Valley Transportation Plan (VTP 2030) updated to consider regionally significant transportation improvements identified as part of the current City planning efforts related to Downtown, North San José, Evergreen, Edenvale, and Coyote Valley. Staff is scheduled to present the recommended priority projects for the VTP 2035 30-year plan to the T&E Committee in June. A member of public, Marilyn Watson, spoke on the item. Ms. Watson frequently uses VTA to travel to airport. She inquired whether or not the proposed Automated People Mover would replace the current VTA bus schedule or if the two would work in conjunction. The Committee received the presentation with no action taken.

**d. Traffic Calming Policy Update (DOT/PD)**

Department of Transportation and Police Department staff presented the report on residential traffic calming community meetings. Council Policy 5-6 addresses Traffic Calming for Residential Neighborhoods and was adopted by the City Council in June 2001. Although the policy has served the City well in the past six years, there are factors that support revisiting the policy. Some of the tools provided for the existing policy are no longer available. There are also new technologies, such as solar-powered speed display signs, that were not readily available when the policy was initially established. During the Fall of 2007, Councilmember Pierluigi Oliverio facilitated a series of 10 Residential Traffic Calming Meetings, with one meeting occurring in each council district. The meetings were held to gather input from San José residents on the existing policy, to solicit feedback on potential changes to the policy and to recommend priorities for the City to consider in continuing to address neighborhood traffic concerns. Many of the approximate 350 residents who attended indicated that traffic conditions in their neighborhoods were unacceptable and improvements were needed. A common theme expressed at all meetings was that enforcement of traffic laws (especially speeding) in neighborhoods is inadequate. While some residents understood that coverage of high crash locations were important, they stressed the need to devote

some of these resources to neighborhoods and schools. Comparisons of the survey responses by meeting attendees and the Web surveys the community listed the following neighborhood priorities be reviewed:

- Increase police enforcement in neighborhoods (High Priority);
- Implement a red light running program at signalized intersection;
- Modify citation issuance threshold used in enforcement of speeding violations;
- Increase fines for traffic violations in neighborhoods;
- Expand the installation of physical traffic calming devices (High Priority);
- Modify the Traffic Calming Policy to consider cumulative impacts of speed, volume, crashes, pedestrian activity and proximity to schools or parks (High Priority);
- Modify the Traffic Calming Policy to include provisions for neighborhoods to self-fund physical traffic calming devices;
- Expand school focus;

In a memo to the T&E Committee, Councilmember Oliverio recommended that the City Council support the following recommendations and asked that staff research and requested back to the T&E Committee and full City Council in May 2008:

- Bring forth the cost of one-time and on-going funding necessary to hire more police officers for enforcement of traffic calming regulations in the neighborhoods;
- Research the feasibility of “red light running” systems for the purpose of possible consideration of a “RLR” pilot program;
- Research the viability of increasing fines for traffic violations.
- Update the current Traffic Calming Policy with the recommendations proposed from the staff report to include expanding the installation of physical and electronic devices and to update the policy to allow for cumulative impacts of speed, volume, crashes, pedestrian activity and proximity to schools and/or parks to be used when gathering information;
- Bring recommendations back to the City Council that would allow for provisions for neighborhoods to self-fund physical traffic calming devices;
- Investigate a partnership with the school districts as a way of using bond monies for radar signs and other traffic calming devices near schools;
- Implement Assembly Bill 321 which allows municipalities to lower speed limits to 15 mph in qualifying school zones after analysis by the City Attorney’s Office is completed.

Upon the motion of Councilmember Judy Chirco, and seconded by Vice Chair Sam Liccardo, the Committee voted to accept the report and forward the recommendations in the staff memo and Councilmember Oliverio’s memo to the full City Council for discussion and consideration as a part of the City Council budget deliberations.

**e. Report on Clean Air Vehicle Program (DOT) – Deferred from February**

Department of Transportation staff presented the report that recommends not to expand the Clean Air Vehicle Parking Validation Program to include hybrid vehicles purchased outside the City of San José. The City’s Clean Air Vehicle Parking Validation Program states that the vehicle must be purchased after January 1, 2000 from a licensed auto dealership in San José. The original program was developed with two goals in mind:

- 1) Derive economic and tax benefits in San José
- 2) Reduce vehicle emissions and environmental impact

Expanding the program to include all hybrid vehicles registered in San José regardless if the Vehicle was purchased in San José would likely substantially increase program participation and would divert paying customers from private parking facilities into City parking facilities, which will cause some level of concern from private parking facility owners, and not produce economic benefits or net environmental benefit. Upon the motion of Vice Chair Sam Liccardo, and seconded by Councilmember Nora Campos, the Committee voted to accept the report.

**f. Status Report on the Terminal Area Improvement Plan (TAIP) (AIRPORT)**

Airport and Public Works staff presented the Airport Capital Improvement Program Quarterly report. During this quarter the Terminal Area Improvement Program (TAIP) continued to make good progress. Highlighted in the presentation were the following milestones and issues relevant to the TAIP:

- Design of various projects in the program reached the 60% mark;
- Significant construction started on Terminal A improvements and Terminal C and roadways modifications;
- The North Concourse project reached 65% construction completion, is on schedule and slightly ahead of budget;
- Council approved the amendment to the Hensel Phelps contract for the expansion of the consolidated rental car garage;
- The TAIP budget has improved from the projected deficit of \$34 million reported in the Q307 to less than \$8 million this reporting period;

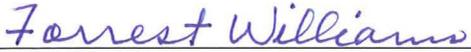
Katy Allen, Director of Public Works, and staff updated the Committee on the City's Safety Program for construction sites. The Safety Program is the number one priority for both the City and Contractors. It is important that everyone work as a team to provide a safe working environment and that safety is addressed on a daily basis. Upon the motion of Councilmember Judy Chirco, and seconded by Vice Chair Sam Liccardo, the Committee voted to accept the report.

**g. Oral Petition**

There were no Oral Petitions

**h. Adjournment**

The Committee adjourned at 3:55 p.m.

  
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Councilmember Forrest Williams, Chair  
Transportation & Environment Committee