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>> Mayor Reed: (gavel strike) Good afternoon. I'd like to call the San José city council meeting to order for March 27th, 2012. We will start with an invocation. Councilmember Liccardo will introduce the invocator.

>> Councilmember Liccardo: Thank you, mayor. I would like to invite the Wesley Ukulele Band of Wesley United Methodist Church, and I think I can say this is the first ukulele band we've had in an invocation in City Hall. And appropriately so. Please come on up. The Wesley United Methodist Church of course has been serving our city and our community since 1895. They are a caring intergenerational, inclusive faith community committed to helping people develop and deepen their relationship with God through Jesus Christ for loving service in the world. And the ukulele band has not been around quite so long. They've been here since 2004. And their mission is simply fun and fellowship. And they fill Japantown and the whole entire city with wonderful music. And we see them at functions like Nikai matsuri, the Mission Lao Luau, the Christmas hanging of the greens, the Wesley church picnic, and many other events. And we are thrilled to have them here in Japantown. They are led by Smiley Kai, who of course is the owner along with his wife Janet of the Ukulele Source store which just opened in Japantown, what, I guess in 2008, and he decided to give up his life as an engineer at Lockheed to sell ukuleles, which I think is probably a little less stressful. We're thrilled to have you here smiley with what I think is half of the Wesley ukulele band. Welcome. ∂ ∂ O God in heaven our children ∂ ∂ [∂ Singing ∂] [applause]

>> Mayor Reed: Thank you very much. What a great way to start our meeting. We'll now turn to the pledge of allegiance. We'll be helped today by students from Lynbrook school in -- Lynhaven school, sorry. [pledge of allegiance]

>> Mayor Reed: Thank you, students from Lynhaven. I know that the students are being guided by Dan and Harriet Roy and they're likely to leave in a minute or two. But I would like Dan and Harriet to hang around for at least the first ceremonial item. Our first item is orders of the day, any changes of the printed agenda? I have no requests. Motion to approve orders of the day. All in favor, opposed, none opposed, those are approved. Closed session report.

>> City Attorney Doyle: We have no closed session report mayor.

>> Mayor Reed: First ceremonial item, we have Dan and Harriet, come on down and join us for this ceremonial item. Today we're going to commend Dan and Harriet Roy, two outstanding volunteers for the dedication to encouraging civic engagement and education of our residents in the City of San José. Councilmember Constant has the details.

>> Councilmember Constant: Well, I just want to make sure everybody knows my two favorite people at City Hall, Dan and Harriet. We see them all over the place, we see them here every Tuesday and they have been donating thousands of hours to the City of San José and its residents. In fact, each of them has donated over 3,000 hours of volunteer time. And you may have saw today, we have Lynhaven elementary school up here, some of our third graders. Dan and Harriet have been host to over 4294 third grade students from District 1 alone that they have taken the time to give them tours of City Hall, to bring them to really help them understand the government that they're learning about in school. You know, Dan and Harriet I think ended up here a little bit by chance. They came and took a tour of City Hall back before the building opened in 2005. And I'm not sure what it was, really, that inspired them in particular. But whatever it is, I'm very thankful for it because it was that inspiration that brought them here almost every Tuesday, I think, since except for a couple of well-earned vacations. They are in high demand. Their calendar books up six to nine months in advance. Because they are the fountain of knowledge for City Hall. If you want to know something about City Hall, you ask one of the two of these folks right here. Dan or Harriet. Even though I call Dan Harry ever once in a while, that's a whole 'nother story. If you want to know how many panes of glass there are in the rotunda, they'll tell you. If you want to know how fast the elevator travels in City Hall, they'll tell you. Every little detail. Every time I go ton the tour with the kids from District 1 I learn more. We appreciate every single day that they're here, every hour that they're here and I'm so thankful they've touched the lives of so many of my students in District 1, including four of the five of my kids, including one coming soon. Thank you so much! [applause]

>> Councilmember Constant: I know you have something --

>> I do when I have a tour. I -- the reason Dan and I do this is to give back to our city. But also, we get great respect from each and every one of the employees here, our councilpeople, and our mayor. And it makes a joy to come and volunteer, when we receive such great respect. Thank you.

>> Mayor Reed: We're going to recognize the month of March as national women's history month in the City of San José. We've made some history in the City of San José, with some of the women who have been councilmembers and mayor. So I'm going to invite Councilmember Herrera and Councilmember Pyle to be here. Vice Mayor Nguyen is off on leave. I'm going to invite former mayor Janet Gray Hayes to join me at the podium along with her colleagues and councilmembers from previous years: Pat Saucedo, Charlotte Powers, Shirley Lewis, Pat Dando, Judy Chirco and Trixie Johnson are here with us. And that's not all of the women that have served on the council, but it's a good chunk of them.

>> Councilmember Herrera: Thank you, mayor. Today we celebrate women's history month in honor of the achievements of women in the past, present and future. In 1987, a United States congressional resolution was passed designating March as women's history month. Dr. Myra Pollack Sedker, a pioneering researcher of gender bias in education once wrote: Each time a girl opens a book, and reads a womanless history, she learns she is worth less. So part of this is to make sure that women are included in history, and that young girls and young boys growing up learn about the accomplishments of women. Today we are looking at our local elected leaders in the history and therein, but before I go there I want to talk about what it looks like nationwide. Because I think it even -- once we look at that we can even be more proud of the history of San José. Our country has a long way to go. We must ask ourselves when we look at Congress and the senate in our country, where are the women? Since 1789, only 2% of Congress has been female. The U.S. currently ranks 78th in the world for representation of women behind Afghanistan and China. Despite the fact that we are 51% of the population, women today are only 20% of Congress. 17 women in the senate, and only 76 in the house. The states of Vermont, Delaware, Mississippi and aye Wachovia have no female Congress people. This year in 2012 we have 50% fewer women running for Congress than we did in the previous year. Since 1992, declared the year of the women, when we had a watershed year of women running for office, so we have to ask ourselves: Why this is so? A lot of answers have been brought forward, study at Rutgers university talks about women finding it difficult

to ask for money and raising money to run, which we all know is the mother's milk of politics. The loss of privacy because as we know with the Internet, the advent of the Internet there is less privacy for all of us especially those who run for office. And then the old strategies and attacks that go on in politics. In our last major election we saw two major females running for office. Hillary Clinton and Sarah Palin. We have to look at them, do we look at them as role models now, or do young women see that as a cautionary tale in terms of the struggles they went through. I hope that people are still excited about running, and not the other. The 2012 national women's history month theme is focused on women's education and women's empowerment to emphasize the power of education to safeguard democracy. This is a great opportunity to learn about and recognize significant women who have made a positive impact in the world. Today we're taking another step to ensure that the history of San José reflects the contributions of women. San José, unlike the sad tale I've been talking about, has been a leader in electing women to office. In 1981, San José moved to district elections which led to a city council that included more women and better reflected the makeup of the City of San José. With us today I'm very proud to say, we have former female councilmembers, local political leaders who have shaped the politics and history of San José. Today we honor them for their contributions to our city and for bringing the female voice to the policy-making process and as the mayor has said, but I will say their names begin, we have Charlotte Powers, Judy Chirco, Pat Dando, Pat Saucedo, Shirley Lewis, and Trixie Johnson. And many of these women have also been vice mayors. These women have inspired women of every race, class and ethnic background to participate in the community, government, economics and political arena in Santa Clara County. And we have also had a very special and important member who is with us who is a role model Janet Gray Hayes. In 1974, January it Gray Hayes became mayor of San José, California and the first female elected not office of mayor of a large American city. She was overwhelmingly elected to a second term and served as mayor in 1982. Prior to her groundbreaking election in 1974 she won a seat on the San José city council and also served as Vice Mayor. During her tenure as mayor she focused on urban development issues, smart growth planning, and was very responsive to increased citizens access to the mayor's office. Hayes' success in government represented a watershed for politically motivated women of the region, and the Santa Clara Valley became known as the feminist capital of the world. With that said, I am very proud and happy to proclaim March 2012 as women's history month in the City of San José, to celebrate the contributions that women have made to our local community and economy and

inspirations for future generations of women, and I would ask the mayor now to present the proclamation to former mayor Janet Gray Hayes, and we would like to have Janet come up and say a few words.

>> Well, thank you very much. It's interesting to be here again. I can only say as the first woman mayor, that it was quite a challenge because people would come to the podium and look at me and say Mr. Mayor, and members of the council and I'd look down and say, sir, you can't speak. They'd say madam mayor, and they'd go on. There were just a lot of things that happened during my tenure, one of them, the most memorable was, when someone came to the council chambers and pointed a gun at me and he was mad about the increase in the garbage rates. And I learned forward and said, Mr. So-and-so, put that gun down. Put that gun down. Then the City Attorney and I went the same way under -- and ever since then they've had a policeman at the time city council chambers. City council policeman here.

>> Mayor Reed: We have two.

>> They have two, oh! So in were just a lot of things that happened. But it's wonderful to celebrate women's history month because we did become the feminist capital of the country. Of that I was very, very proud, but I have to give a lot of credit to my husband and my four children. Except at the time, my son was not too happy about that. Because he wanted his mother home. But we had four children, and with a wonderful husband of 62 years now, we are -- [applause]

>> So I'm -- thank you very, very much for this proclamation, and it means a lot to me. Thank you.

>> Mayor Reed: Let's go back up and get a picture here. [applause]

>> Mayor Reed: For our next semiannual, I'd like to invite Councilmember Campos and representatives of the National Hispanic University to join me at the podium as we commemorate the national hispanic university for its 30th anniversary providing students with access to quality higher education. Councilmember Campos will have the details.

>> Councilmember Campos: Thank you, mayor. Today I have the privilege to recognize a university that is first of its kind, and located here in San José. That is the national Hispanic university. You know, I got that from the Ohio state university. So this is the national Hispanic university. Founded in 1981, in Oakland, California, the national Hispanic university that is now located in our great city, provides a nurturing multicultural learning experience through a Familia approach that emphasizes mutual assistance between faculty students and community partners in a personal, culturally aware and bilingual environment. For 30 years NHU has provided Latino students with access to quality higher education for its students. NHU offers a diverse portfolio of undergraduate, graduate and certificate programs in business, teacher education, child development, and computer sciences. That is delivered in a multicultural collaborative and supportive learning environment. In 2008, NHU gained national attention when the university's ethics debate team was the first national undergraduate bioethics debate champions. NHU has also been visited by high-profile visitors in recent years, including world renown musician Carlos Santana, former NASA astronaut José Hernandez, Mexican poet and writer Elena Ponatowska, Luis Valdez, a playwright filmmaker and director who is often referred to as the father of Chicano theater, and most recently, joining NHU in celebrating their 30th anniversary is the honorable mayor Antonio Villaraigosa from Los Angeles. I now want to take a moment and acknowledge the founder of NHU who was Dr. Roberto Cruz. Dr. Cruz had a vision and an objective in creating an institution that aims in providing young progressive Latinos what they deserve, and that is, an education. A college education. Dr. Cruz dedicated his life to making educational opportunities available to Latinos and members of other underrepresented groups. Grounded in cultural respect NHU fosters a learning environment that reflects the rich heritage and diversity of the Latino community. Today, that same vision and objective give Hispanic students the opportunity to thrive and succeed, continues to be carried out by the president, of the university, Dr. David Lopez. NHU is grateful to have a president who pushes to keep NHU innovative and up to speed with Silicon Valley. Recently, Dr. Lopez announced the university's plans to offer online degree programs giving students another avenue in obtaining a degree. NHU students are fortunate to have leaders like Dr. Lopez and Ariana Ayala who lead and take pride in what they do. With that I ask mayor Chuck Reed to present this commendation to Dr. Lopez and national Hispanic university.

>> Mayor Chuck Reed, honorable councilmembers, councilmember Xavier Campos, it is with greatly pride and gratitude that I accept this commendation on behalf of the national Hispanic university and more importantly for our students and families that are receiving an education and support in their quest to become part, contributing members of our society. I'd like to introduce a couple of students that I brought with me that I think really reflect the kind of work we're doing here in San José, and that we would like to continue to do, not only in this region but throughout the state of California, and perhaps the nation. Thalia, would you come up here and stand close. Thalia Zapata and Ignacio Morales, they both are graduates of our charter high school. They started at ninth grade at the university and they went through the high school. And the whole idea to have the high school associated with the university is to demystify the university experience. Now Thalia is majoring in liberal studies with an emphasis in social science. And Ignacio, we call him nacho, is majoring in political science at our university. He wants to be a police officer, she wants to be an attorney. So we are really creating those opportunities for our students to excel and be part of it. The way we do it also is what we call La Familia concept where we reach out and support each other. That Familia concept does not just exist on the NHU campus, folks. All of your members up here, our members, have been to the university, including the mayor and to a lot of events. We can't do it alone. That Familia spirit has to go throughout the city, throughout the region, throughout the state, and throughout the nation. We've got to make that happen. Thank you all and thank this council for recognizing us. [applause]

>> Mayor Reed: Our next item of business is the consent calendar. Are there any requests to speak on the consent calendar? We have a motion to approve the consent calendar. All in favor? Opposed? None opposed, that is approved. Going to take up item 6.1 first, actions related to the proposed maintenance district 24. Which is on the Alameda. It is not the first time we've considered this but we have a little script we have to follow because this is a creation of a maintenance district assessment. And involves voting by the people affected. So this is a public hearing, and assessment ballot proceeding on the levy of special assessments within maintenance district number 24 on the Alameda. Open up the public testimony regarding the formation of the district so we can hear, consider all testimony by interested parties and people related to the formation of the district. And we'll also collect any ballots that anybody has brought down at a haven't already been submit but all ballots must be submitted by the close of the public hearing. So let me first see if there is anybody who wishes to speak on this, do you have

any cards submitted? No cards have been submitted. Anybody in the audience want to speak on maintenance district number 24? I see none. So I'm going to close the public hearing. And are there any ballot -- property owners who want to submit a ballot that hasn't submitted it? None. All right City Clerk, this is the time to tabulate the ballots received for ballot proceedings. We're not going to receive any more ballots. Mr. Clerk, do you need to tabulate the ballots?

>> Dennis Hawkins: Yes, Mr. Mayor, we'll tabulate and bring it back to the council shortly .

>> Mayor Reed: Next item on the agenda will be 3.one. Report of the City Manager.

>> Debra Figone: Thank you, Mr. Mayor. I do have two items to report on today. First of all yesterday Moody's rating service announced a down grade of San José's general obligation rating one notch from triple A to double A but approximately there will be a more info memo out later on this rated lark city moody's actioning reflects the significant economic challenges that cities throughout the nation are facing especially in regard to the slow economy and managing retirement costs. Fortunately, our financial forecast for next year shows that we will have a small surplus which is the result of the painful decisions that the council and the administration have had to make in recent years. Still we have a long way to go to reach the level of financial stability that is needed. However moody's said this about retirement cost. The city is also being significantly challenged to manage retirement cost and obligations. Moody's commended the City's efforts to manage and retirement costs, in their words this is particularly noteworthy given that so few cities have taken a direct approach and address the challenge of retirement costs. I would like to note that moody's did powerPoint to moody's policy we were allowed a very brief period of time, an hour to be exact to review for any factual errors or inadvertent information. In order for Moody's ops editorial control of the form and contents of all of its publications. not accepted. Unfortunately, the action by Moody's will reflect the letter of credit outstanding revenue rate, lease revenue bonds we estimate that the increase will be approximately \$350,000 on an annualized basis. And so the finance department will work with the budget office to determine the impact on our current year budget and whether we need to make any adjustments for the next year's proposed budget. The second is an acknowledgment of a very special person. Jane Light. And so I did want to take the opportunity to recognize and thank our library director, Jane

Light, for all that she's done for San José, our libraries, her profession and our community. Today is Jane's last council meeting. And Thursday is her last day before she retires after 15 years of excellent service to the people of San José. The past 15 years has been a period of incredible change for our libraries. Here are some of Jane's many accomplishments. She has led the unique collaboration between the city and San José State university to create the joint Dr. Martin Luther King Jr. library. This required vision and diplomas to create something no one else had attempted before. Following the passage of the library bond measure in 2000 Jane oversaw the building of six new branch libraries and the renovation and expansion of 14 other branches. She saw San José voters give a strong vote of confidence for our libraries when they renewed the library parcel tax in 2006 which did require a two thirds vote so that was quite an accomplishment. And under Jane April leadership our San José library ashame has achieved national recognition. This museum museum and libraries. And even with our cutbacks, Jane provided outstanding leadership, and made some very, very difficult decisions which took a lot of thought and courage, as she did her best to continue to provide excellent library services with the resources that the city had. She greatly values her employees, her management team is here with her and she's just done remarkably to advance management labor relations in her department. We can see Jane's legacy certainly by looking at our libraries, our buildings throughout our city, and knowing that our wonderful system will continue to enrich the lives of our community for generations to come. Jane, I think I can safely say we will all miss you. Thank you for your 15 years of outstanding service and I know that we know that your book isn't closed and we do wish you the best on your next chapter. All the best to you, Jane, thank you. [applause]

>> Mayor Reed: Councilmember Oliverio.

>> Councilmember Oliverio: Thank you, mayor Reed. I did want to add on the down great of the bonds by Moody's. One to spend down the reserves even further. But that does have a problem in the marketplace, and our credit rating so just hope we can acknowledge that during the budget process, thank you.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: I just wanted to join the praise and thanks to Jane for her innovative leadership, and particularly for her showing us all how we can still have a meaningful impact in the life of our community despite these times of scarcity. So thank you, Jane. And I just wanted to note. She sounded a little too happy when the mayor pointed out, this was her last council meeting. That left me a little disappointed. But thank you Jon.

>> Mayor Reed: Councilmember Herrera.

>> Councilmember Herrera: I too want to join in praising Jane Light. So Jane you still live downtown, even though she won't be officially working for the city she will be involved in supporting great pleasure working with you and the number of projects that she's helped and directly in District 8, the library that will be coming is a direct tribute to Jane Light's leadership and the fantastic national award that the library won this year, the first time ever we won it, again, Jane just has exercised incredible leadership and it's a real tribute to you Jane. Enjoy your fire department but again, we know where you live so --

>> Mayor Reed: Councilmember Pyle.

>> Councilmember Pyle: Jane, you turned our libraries into a city treasure and the readership is out of sight. They're enjoyed by all, and you've turned them into something that is more than a library it's a coming-together place and a place to exchange intellectual pursuits. I thank you for your innovation and the wonderful caring you brought to our city. Thank you.

>> Mayor Reed: Let me conclude this with something I have said many times. Every Jane's leadership circulation went up, and staffing was flat. It took a lot of work by a lot of people but Jane obviously was the leader. A great job building us a great library system. I think that's the end of the City Manager's report so we will move to item 3.3. Report on request for proposal for landscape and maintenance service for General Fund and special districts. Councilmember Rocha.

>> Councilmember Rocha: Thank you, mayor. Let me first thank you for your support and consideration of some of the work that I've been doing on this. And some of the issues that I've been pursuing and trying to get some modification in the way we go about this. I, rather than go into this with a long die tribe, I'd rather move approval of staff's recommendation and their memo with the modifications included in the memo from myself and the mayor.

>> Councilmember Pyle: Second.

>> Mayor Reed: We have a motion to approve. Councilmember Rocha, do you want to speak to the motion?

>> Councilmember Rocha: Let me just, there is a small modification, the reference to 30 days I'd like to move to 60 days based on staff discussion, I'd like to thank the City Manager and the City Manager's office as it relates to prevailing wage and living wage. And so my colleagues may be getting the benefit of that discussion, if I could ask Ed Shikada to speak to staff's perception of how this would go for.

>> Ed Shikada: Thank you, Councilmember Rocha, members of city council, Ed Shikada assistant City Manager. Perhaps to given a brief perspective. This particular contract includes both prevailing wage requirements as well as living wage requirements. As we briefed the councilmember, the prevailing wage actually incorporates certain elements of health and welfare benefits, as well as time off. And so as a result, the prevailing wage component is actually significantly more complex issue than we had previously discussed and presented to the Rules Committee. On the living wage side, councilmember, mayor's memo makes reference to prior analysis that the foundation of policy asking, so we'd be happy to pull that together, into presenting for the city council discussion of some office options there. Most simply would be to establish a minimum number of days off, that would be required as a component of the living wage policy.

>> Councilmember Rocha: Thank you.

>> Mayor Reed: Okay, so the motion has one modification to the 60 days, otherwise it's following the memo and the staff recommendations then. Councilmember Kalra.

>> Councilmember Kalra: Thank you, mayor. I just wanted to thank Councilmember Rocha for continuing to make this an important part of city priorities when it comes to outsourcing some our duties. I know that's been an important component of the City Manager's role in trying to find ways for cost cutting. I think we have a baseline ethical obligation to make sure those doing work on behalf of the residents of San José and behalf of us are treated with some kind of baseline sense of dignity as well as benefits that and particularly when it comes to whether they have time off at all or not. And I appreciate Mr. Shikada clarifying that there's something to be looked at in terms of the overall living wage policy but I want to thank Councilmember Rocha and thank the mayor for bringing this memo forward. I'll support it and I'm glad that we'll be looking at this prior to further extensions going forward. Thank you.

>> Mayor Reed: Councilmember Campos.

>> Councilmember Campos: Thank you, mayor. Just a quick question. On page 5, second paragraph, where it reads, Flora Tera estimates that 50% of the labor extended on this would be subject to minimum wage. Could you please explain that?

>> Ed Shikada: Certainly, I'll be glad to give elaboration and there might be because there are a number of different trades that are involved with the work. The office of equality assurance did an estimate and also, in the consultation with the contractor estimating which trades would be subject to prevailing wage rates which are set by the state Department of Industrial relations. Which more baseline perhaps unskilled work entry level work that would be subject to living wage.

>> Councilmember Campos: So for example, let's say on one of these park strips a tree has to be removed. That would be done by someone different than let's say it's just general maintenance of the -- you know, of the park strip.

>> Ed Shikada: I believe the specific trade that was identified as subject to living wage or the specific scope of duties are primarily cleanup. So anything involving power tools or the like would be subject to the prevailing wage, and with specific classifications that would be involved with that.

>> Councilmember Campos: So that would be a different person?

>> Ed Shikada: Right, correct.

>> Councilmember Campos: Okay so it wouldn't be someone that is also certified in using a power tool that could also do cleanup?

>> Ed Shikada: Correct that would be a different person.

>> Councilmember Campos: It wouldn't be the same person. I have another question regarding the special districts. I know that there are special districts in districts 8, 1 and 12. Just food for thought, as we're going to be tallying a ballot here where it really does start to look like if there's any way that we can try to start moving that direction, to maybe incorporating these General Fund areas, and I know it would probably take that sort of -- that sort of action having to, you know, have a vote of the -- you know of the residents or the business owners to move everything into special districts. Because one, it ensures that we're going to you know, that these are going to get or have resources to be able to service them. You know, have we thought about that?

>> Ed Shikada: Well, certainly, councilmember. In fact, in both the discussion brier discussion around maintenance districts as well as to a certain extent as we talk about some of our citywide transportation infrastructure needs there have been a number of efforts in trying to push the envelope on the use of assessment districts or special benefit districts within this city. I believe that our Department of Transportation has been very innovative in trying to push that along at the same time really needing to recognize that there needs to be a special benefit that the participants in the district feel that they're receiving.

>> Councilmember Campos: Okay. And could that benefit be you know you've got a nice median? You know, I mean -- so I'm just -- you know food for thought that as we move forward that we should be trying to do this citywide. And again I know that it would be -- we'd have to put it to the voters in the area. And that's easier said than done. I'm very anxious to see how this turns out because if voters or property owners there are willing to assess their properties, you know for the benefit of having their neighborhoods look nicer, then you know, I think that that's some hope for the rest of the city. And then lastly, I just wanted to -- well, I'm going to support the motion. But it goes back to I know that in our priority-setting session that you know, something similar was put on as -- you know as an opportunity to actually do this, have staff go back and look at what we're already doing, how we're rating RFPs and bidders, just so that we're not going through this every time a contract comes before us. And you know we've missed an opportunity back then. And I hope that in our council discussion, that it bears fruit, that's going to actually once and for all, resolve this issue. You know because if not we're going to have this conversation again and again. Thank you.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: Thanks, mayor. I also wanted to commend Councilmember Rocha for his advocacy on this issue. For the many folks who will be working under this contract. I just had a quick question about a state in the analysis about -- that we have an interest in ensuring that contract levels are closer to the private industry norms. It is a question for either Ed or for Councilmember Rocha. I see what the paid time off is on page 5 for this particular company but I don't know what the private industry norms are. Do we have a sense?

>> Councilmember Rocha: Well, we had that in the original memo that I did, I think back in December, that established just looking at the bureau of labor and what the averages were for that particular trade or profession. That I mean the equality -- office of equality assurance I think has some references as well but I'll leave that to the City Manager's office.

>> Ed Shikada: That's correct, councilmember. In terms of some of the other cities that have established living wage programs, they have also included minimum numbers of days off and variations of how that would be

administered. So that would be provided as a baseline. Again it is not industry specific but it is among those agencies that have established living wage programs.

>> Councilmember Liccardo: That sounds like a slightly different answer though right? I mean there's certainly an industry norm and what cities are doing within an industry context. Do we have reason to believe they're similar?

>> Ed Shikada: Well it may be more a choice of how to pick a baseline.

>> Councilmember Liccardo: Right.

>> Ed Shikada: Given that in terms of industry-specific information, that would significantly add to the complexity if we were to administer a program on that basis. So I think we'd provide some options trying to keep it as simple as possible.

>> Councilmember Rocha: And I've intentionally voted from December to the Rules committee to today, of picking numbers because I'd prefer to leave staff the opportunity to identify what they think is competitive and appropriate to prefer what the living wage memo would look like. I've intentionally stayed away from that. I'd rather staff have the flexibility of doing that themselves.

>> Councilmember Liccardo: Fair enough, thanks.

>> Mayor Reed: Councilmember Constant.

>> Councilmember Constant: Thanks. You know I'm willing to support the memo today since it's deferring if discussion. But I really think that we need to look at what's happening in our city, and what our residents who are paying the bills, you know, the rules they live by at their work. And if we're going to outsource for the about the of taxpayers I think we need to make sure that we're doing it in a way that decreases cost and increases service. I just find it striking that you know while other cities around us like Palo Alto which is not necessarily known for its

conservative bent, has done away doing things that will increase costs in our contract. And I think we have to be very cautious of increasing the costs and look at what our tax paying residents who are paying for this service, the benefits they get. Because I think we often become very insulated from reality at City Hall when we only look at what governments are doing. Whether I talk to my residents out there, their work is much more like what Flora Tera does. And I think we need to keep that discussion as we move forward.

>> Mayor Reed: Councilmember Oliverio.

>> Councilmember Oliverio: Thank you, mayor Reed. I as well will support the memo knowing the decision will come forward sometime in the future. I appreciate the passionate work of Councilmember Rocha. However I don't see the need to increase the cost to Councilmember Constant's comments, to increase the cost of services that we would be providing to the residents. Because if we really want to provide more maintenance districts, the number one obstacle from those private property owners will be the cost. Having been involved in one I can tell you that the was the major bone of cop tension for people to support, is why does it have to be that much higher than the private market price? And I think we need to be cognizant of that because if we are looking at that as a solution for medians yet we're increasing the cost, it is not going to work. We already have living wage, we have prevailing wage but in the end we'll look for how this discussion ends up but I don't want to create more obstacles to maintenance districts nor do I want to raise the cost. We had the testimony from the gentleman from bay scape and went into their vacation policy and been thoroughly through it and I thought he did a very good job in explaining how it works in a private sector so thank you very much.

>> Mayor Reed: Councilmember Herrera.

>> Councilmember Herrera: Yeah, I appreciate my colleague's passionate support of this issue and I'm interested in the discussion as it moves forward. As others have said I think we have to be very careful as we add regulations on these private bits going forward. I was very moved by the owner of the business who came and talked to us the other time understand what goes on, in those -- in that business. At the same time I do want to

look at this, look at how these companies, what kinds of benefits they are providing. And so I do look forward to a discussion. I will be supporting the motion.

>> Mayor Reed: I think that concludes the discussion. We have a motion. On the motion, all in favor? Opposed, none opposed, motion is approved. Concluding our work on that item. City Clerk are you ready to report back on the balloting?

>> Dennis Hawkins: My staff is still doing tabulation.

>> Mayor Reed: We'll move on to 4.1, action related to support the annexation of territory previously designate Cambrian number 36 to the City of Campbell. .

>> Mayor Reed: Councilmember Constant.

>> Councilmember Constant: The first time we had a vote on this was 10-1 with everybody opposing the action that we're taking today. But through the work that's been done through our Planning Department and the negotiations with the City of Campbell through the district 9 office it's made a huge change in the sentiment. And I've had the opportunity to talk to a number of the residents and the Campbell officials and everyone is happy with where we ended up. So just thank you for the progress we've made.

>> Mayor Reed: Councilmember Kalra.

>> Councilmember Kalra: Thank you. I want to thank staff. I know the staff put a lot of time into making this happen and it was also staff on the Campbell side, city of Campbell side as well. I really want to thank the neighbors, the people that came out, the community that came out. They didn't let it go and they shouldn't have. I think at the end of the day, it is a result that we all can be happy with and I also want to thank at the time mayor Evan Lowe, current councilmember, who I know worked close with Councilmember Constant, other people in our staff and his staff as well as the neighbors to make this happen. Thank you.

>> Mayor Reed: We have a motion on the floor. On the motion, all in favor, opposed, one opposed, Councilmember Oliverio. Motion carries. Item 4.2, hearing on substantial amendment to the 2011-12 consolidated annual plan to preserve home investment partnership program funds. We have a motion to approve. Councilmember Liccardo.

>> Councilmember Liccardo: Forgive me, I'm sorry, just catching up to the numbers. I just had a quick question about sort of the strategy and restrictions that we made have under the NSP 2 program and whether we are constrained to spend the federal money on rehabilitation of existing single family homes. And the reason I ask here is we are sorting playing the role of Knut recognizing back to sea in which we are in a world where home ownership is going to continue to decline because of real financial obstacles that are out there and a number of other factors that are driving this and we expect multifamily rental households to really be very much the wave of the next decade in terms of where future housing demand is going to be. But here we're investing federal money and preserving the single family housing when that may not be the place where we can best house the most people in a way that's accessible to transit and jobs and all those things that we want people to have access to. And so I'm wondering is this a pretty strict requirement under the NSP 2 money? In terms of how we spend it?

>> Leslye Corsiglia: Thank you, Councilmember Liccardo, Leslye Corsiglia director of housing. This is what was approved for the city for this particular round of funding. And so we have a proposal where part of it is that we would acquire and rehab existing single family houses. And the other is nor a piece that's for rental housing construction. So we have a small piece that's available for that. But we do have these houses that we need to acquire and rehab under our existing contract. Were we to have new money that might come forward in an NSP 4 program for example I think we can look at what kind of program within the parameters we can do that more closely meets our needs. This is what they really pushed us into this round.

>> Councilmember Liccardo: Yeah, I can appreciate that. I mean certainly if the money is there you don't turn it down. And the 3.7 million that we hope will be returned to the home program that is the price we get on sale is that dependent on what we get --

>> Leslye Corsiglia: That's correct, that's correct but we'll certainly be shooting for that so we can reuse those funds and recycle them again for a rental project.

>> Councilmember Liccardo: All right, thank you.

>> Mayor Reed: There are no requests from the public to speak on this item. We have a motion to approve. Anything additional, City Attorney?

>> City Attorney Doyle: Just to note for the record, Councilmember Kalra's recusing himself because the housing trust is part of the consortium.

>> Mayor Reed: Okay. Anything else? We have a motion, on the motion, all in favor? Opposed? None opposed, let me make sure I got -- count to six, one two three four yes we have more than six here. And approve with Councilmember Kalra abstaining. That then is approved. We'll move to item 9.1, effectuate housing transfer asset transfer. We got to do 9.1 first, 9.1 is a joint item, has to get out of the way before we can move ahead. 9.1 I don't think there's a staff presentation. 9.1 is to approve the housing asset transfer. I'd like to reflect that the oversight board did consider this at the oversight board meeting this last week and has approved this action. On the motion, all in favor, opposed, no opposed, so that is approved. Now action 4.4, actions related to the Mayfair court apartments.

>> Councilmember Campos: Motion to approve.

>> Mayor Reed: We have a motion to approve. On the motion, all in favor? Opposed? None opposed, that's approved. Pavement maintenance, item 6.2.

>> Councilmember Liccardo: Mayor, I think we may have skipped 4.3. It's been deferred, okay.

>> Mayor Reed: I'm not sure when it's deferred to. Let's just verify that. April 3rd.

>> Councilmember Liccardo: Sorry mayor.

>> Mayor Reed: April 3rd, whenever that was. Good old 4.3. I'll never forget 4.3. Rosemary garden, that was deferred. Pavement maintenance. If you don't have pavement you can't get to these apartments. There's a connection here. Hans Larsen will start this presentation here.

>> Hans Larsen: Mr. Mayor, members of council, I'm Hans Larsen, director of transportation. Earlier this month we provided a report to the transportation and environment committee open our pavement maintenance conditions, the issues related to it. Primarily regarding the condition, limited funding resources and one of the actions that we have before you is a recommendation to set priorities on how we apply our limited pavement maintenance funds. I'm going to provide a brief overview of the report and we're available to take any questions. As the council knows, taking good care of our pavement infrastructure is a large challenge. We have a very large local road network, 2400 miles. Much of it was built three, four, five, six decades ago and it is aging and now requires more expensive treatment for rehabilitation. At the same time, many of the revenues that we've counted on to take care of our system have been in decline for various reasons. This is a topic that the city council has discussed very significantly. It is a serious issue and has gotten serious attention. In October of 2010, we had a full -- half-day council study session on the topic and then we followed up with a report last year. And through the report from last year, there was a recommendation to pursue a strategic allocation of our limited resources, and looking at how we set our priorities on limited pavement maintenance opportunities. We set a topic earlier this month with the transportation and environment committee and have recommendations for you this afternoon. Overall as I mentioned we have a 2400 mile system of streets. It is rated in an overall fair condition. Using a rating system of pavement condition index, PCI, zero to 100 scale our overall system is rated as a 64. You can look at our system in two pieces. We have our major street network which carries most of the traffic serving our job centers and our neighborhoods. About a third of our system are major streets. It's in a bit better condition. It's rated as a 74. But that's primarily because many of the state and federal grants that we get are dedicated towards the major street system. Our local system of neighborhood and local streets is in a worse

overall condition. It has a PCI rating of 59. And that represents about two-thirds of the total of our streets. As we discussed in the study session, we need about \$100 million a year to have our street system be this an overall good condition. That's a bit better than where it is today. Unfortunately, the amount of funding that we have available in the next five years averages about 18 million. So that's about 18% of the funds that we need to have our streets be in good condition. As a consequence of limited funding, our street system is in a state of decline. And today, 21% of our streets are rated in poor condition. This slide is one you're familiar with. It shows the history of funding. This is a 20-year snapshot. Looking back 15 and ahead the next five. And you can see over this 20-year period, the most funds we have had annually for pavement maintenance has been a little bit over \$40 million. So we've had, you know, several decades of underinvestment in the system. You can see the sources of funding that we have, just to point out a couple of them, the red represents the City's investment in pavement maintenance. And unfortunately, due to the economic situation, the city's budget, we have decreased the amount of money we have had for pavement maintenance. And the federal moneys, the grants that we get, they're not reliable. Move in programs like the stimulus program and other things and then they dry up. One of the fortunate things is that the voters in Santa Clara County approved a \$10 vehicle registration fee, measure B, represented in blue on this chart and we'll begin receiving those moneys starting next year. The slide indicates kind of the message that tile is not on our side on this issue. -- time is not on our side on this issue. We currently have a backlog of deferred maintenance on our streets. The total is \$295 million 21% of our streets in poor condition. If we continue to have the level of investment we have today by the year 2020, over 50% of our streets will be in poor condition and we'll have a backlog of deferred maintenance of \$860 million. One of the things that we're recommending is that with the funds that we have, the \$18 million, applying those to the streets that we consider to be most important to the San José community, and we're recommending what we're just calling a priority street network, it's shown on this slide, I've also provided to you, in front of you this map here, which indicates approximately 400 miles of streets that make up that priority street network. And based on input that we received from the transportation and environment committee, what we're reflect approximating in this network are streets that are identified as priorities for the city as part of the envision 2040 process. Streets that are recommended or identified as grand boulevards and main streets we're giving priorities to key circulation streets in our job centers to support economic development goals, we're giving a nod to our sustainability congestion and giving priority to major street corridors that support high frequency bus services and bike routes. And then we are providing some

level of overall citywide balance in selecting the streets that carry the most traffic, particularly within our residential zones. And so the T&E committee reviewed this list and has forwarded the recommendation of approval of this as being the area in which we focus on providing a good state of repair for this limited section of our street system. This exhibit here indicates graphically where we are in terms of how we apply the funds that we have for payment maintenance. And we absolutely want to assure that people are safe as they travel on our streets. And so if there are potholes on our street that are a safety issue, we will ensure that we are providing 48 hour service to fill potholes that are safety-related. So we have safe streets but not necessarily smooth streets. And so the rest of our funding -- our funding allocations are focused on these other three buckets. And so what we're recommending to fill is the highest priority streets on our major street network, the priority street network, and that represents only about half of the 800 miles of major streets. And as you can see here, that we have out of the 18 million, we're putting 4 million in pothole repair and other program needs. 14 out of the 16 covers the private street network. One of the recommendations that the council approved as part of the Mayor's Budget Message is to fully fill the bucket that fully covers the priority street network. And so we'll be following up on that as we get through the budget process. So the other two buckets, though, are the areas in which we want to focus on trying to find resources to deal with them. And that's the second half of our major street system, as well as our local neighborhood streets. We have in the report a recommendation of focus for additional funding. This is consistent with city council legislative priorities to the large degree. The first one is to look at opportunities in the near term where we can increase city funding. And that's been a direction you provided to us as part of the Mayor's Budget Message. The second is a way to look at increasing into the city, there is also council direction on that, parcel tax, G.O. bond. One is to work with the VTA over time probably not this year, or probably not you know in the immediate future but to look at ways in which we can expand the use of the half-cent sales tax that we have in this county for transportation. We are the only self-help county in California that doesn't provide funds for local transportation needs. We've allocated our needs for transit, getting BART to San José clearly is a big priority. But other counties within California are providing funds for these kinds of programs to meet local needs and we think that this is something that we would look at, too, as potential extensions or expansions of that program. The other one that we are closely advocating for is an additional federal investment for transportation. The federal government has not increased funding for transportation since 1993. So it's almost 20 years in which we've been relying on an 18 cent gas tax. And there's a lot of advocacy to try to increase funding at that level. Just to reiterate

the council direction from February. Looking at potential November 2012 tax measures, and we'll be following up as part of the administrative team, there's a group that Deb and Ed have put together to focus on this issue. We'll be coming back to the city council in April as part of a follow-up report, looking at the City's overall infrastructure backlog. And likely we'll be coming back in June with some specific actions for council to consider as potential ballot measures. So in summary, the report that we have that recommends acceptance of this report, approval of a priority street network, and continuing to pursue a new funding opportunity, just wanted to close with a quick look ahead. While we have limited moneys that we will have a pavement maintenance program this summer, we will be coming to the city council with three contracts related to this. The first one you'll see in April which recommends street maintenance on some key downtown streets where we're planning to add bike lanes. The next recommendations will be in May regarding our use of state gas tax funds for a sealing and resurfacing program. And if you approve our recommendations those will be focused on the priority street network. And then we have received some federal grants will you the gas tax program, about \$6 million for some resurfacing and that contract will be coming to council in June. That completes my presentation. Be happy to take any questions.

>> Mayor Reed: Thank you. I'm sure we're going to have some questions. We do have one request from the public to speak. I'm going to take that testimony now before we get into council discussion. Jerry Mungai.

>> Thank you Mayor. The pension reform measure proposed for the June ballot is a good first step to help free up money for road repair but much more is needed before any tax measure is put before the voters. We need first, a return to a city that offers basic services like police and fire protection, parks and libraries and infrastructure maintenance all administered at significantly lower cost than we experience today. That means major labor reform that includes restricting union collective bargaining rights to workplace safety issues only. Merit instead of seniority based employee pay, selecting candidates based on employee performance instead of seniority, eliminate moving administrative functions to least costly geographic locations, private sector does this every day in order to compete globally. The city can't do this because of the monopoly that unionized workers have over the city. In fact one could conclude that the workers are in charge of the city and not the administration. Eliminating social programs that encourage government dependency and discourages personal responsibility. With the above being done maybe my current level 4 residential street might get fixed. Years ago, we expanded the city with

streets and roads and other infrastructure with low sales and other tax rates. But today because of rules and regulations and prevailing or living wages we have higher taxes and expensive but poor government services. So before we consider taxes, we get those things done, and then, we'll be on the road to a financially safe city. Thank you.

>> Mayor Reed: That concludes the public testimony. Councilmember Pyle.

>> Councilmember Pyle: Thank you. Hans I did have a couple of questions, if you don't mind. In order to get anywhere with this we're going to have to get to the 55% approval. And I understand there is something in Sacramento that's being considered or something that's already out there. In order to do that. Are you aware of that?

>> Hans Larsen: Yes. There's actually currently two pieces of legislation that address the issue of the voter approval threshold for special taxes. And so right now, we would require two-thirds approval. School bond measures have the ability to have approval at a 55% level. And so there are two bills currently under consideration that would lower them for -- one is for kind of broader infrastructure needs and another one is focused on transportation. That's something that the city council has supported as part of its legislative priorities and would continue to advocate for that as a way to make it easier to generate needed revenues for things like pavement maintenance.

>> Councilmember Pyle: Well, there's some of us who are going to be going up to Sacramento tomorrow and this is one of the messages we will be carrying. We certainly are not as eloquent as you, so we will be predominantly leaving information that they can be looking at. So whatever they could look at would be tremendously valuable. Thanks.

>> Hans Larsen: Absolutely.

>> Mayor Reed: Councilmember Constant.

>> Councilmember Constant: Thanks. I've spoke about the infrastructure a million times since being in office. And the projected cost to recover slide, I think that was the name of it, can you flip that back on? I think it had the nice big bright red line going up. Yes. The biggest concern that I've mentioned over and over again is, the fact that we get to this point where the cost increases so significantly, and quickly, that one there. And the funding level we're putting into pavement maintenance we're rapidly accelerating up that line. And we have to really continue to keep in the forefront of our minds that basic roadway infrastructure is one of those core essential services that cities are supposed to provide. And I think that we need to do a better job of allocating money on an annual basis. Because every year that we don't, that \$100 million a year figure goes up because we get further and further behind. And it's kind of like approaching a little whirlpool going down. There comes a point when you cabinetten recover because you're spinning around that hole so quickly. And I fear that we're going to get there far too soon because our roadways especially, not only in our priority lanes, and I agree that the priority street network is something we need to move forward with but the neighborhood streets where our residents live and see in front of their house every single day, we've got to come up with the funding for you Hans so you can get this work done. I'm going to continue to push through the budget process to continue how we can maintain and improve our infrastructure because it's so important . Hans you point out how quickly you get out there, I want to commend you, I brought a dangerous situation to your attention a couple of weeks ago, I drove by and there were already cones out and it was a pretty significant issue and it got celt dealt with quickly. I just appreciate the work you're doing with the minimal amount of money we give to you do it. Prioritizing these core services on all the contraction and potholes that riddle our cities. When you give the miles of roadway, is that linear miles or lane miles?

>> Hans Larsen: We use a 30-mile equivalent so it's a little bit different than that. So it takes into account the additional mileage of our four and six-lane arterial streets.

>> Councilmember Constant: Thanks.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: Thanks mayor. Hans, thank you for your work and for the value of your team. I recognize these are very hard choices we're making but I do prefer the approach of us being very deliberate about where we're going to spend our very scarce resources rather than just pouring more water in the soup which I know ultimately doesn't help our infrastructure very much at all. Away I was hoping to explore a bit more what you had in mind are you referring to the 76 measure or the 2000 measure A?

>> Hans Larsen: The 2000 measure A program.

>> Councilmember Liccardo: Okay. I should give you some caution about that one. I think we're going to have some challenges both at a regional level and in terms of who might lead that measure about whether or not there's likely to be support for spending measure A dollars on road maintenance. I think there's a pretty broad recognition we've got some critical roadways transit wise that are to be funded out of measure A that currently there is not enough money for talking about Eastridge light rail and BART and many other key priorities we've got there. So I think it's going to be a very heavy lift to persuade our friends on that to be going forward with that approach. So I think our time is really best spent predominantly on item B-1, recognizing, hopefully we'll find a successful way of getting this bond measure across the goal line flexibility to do that in the law. And I know what happens in D.C. is largely beyond our control but I really think that doing it internally in the City of San José is going to be a much more protective path for us than trying to push something county wide. I'd like to make a motion to approve the recommendations, though.

>> Mayor Reed: All right we have a motion on the floor to approve staff's recommendation. Councilmember Herrera.

>> Councilmember Herrera: Thank you, mayor. I also want to thank Hans. I'm amazing with the limited budget we have how much we can get done and I highly support the prioritization. We have to pick when you have a limited amount of money where you're going to get the most reward for spending that money. And so I really do agree with your prioritization. I had a question. On the last slide that you showed with some additional funds

coming in is that part of the 18 million or is that additional money, the last slide you had up at the end of your presence presentation? You talked about there was 6 million and 5 million, there was a couple more opportunities. Is that additional money then, in addition to the 18 million --

>> Hans Larsen: No that's not additional money. That's within the projections of the --

>> Councilmember Herrera: One can hope. Okay then in terms of what Councilmember Liccardo just mentioned as someone who is a strong advocate for light rail from capitol to Eastridge and has watched voters over and again vote for these projects, and expecting them to come forward, I think it's a real heavy lift to try to take that money and use it for maintenance. I do have a question, another question, about passing, if we did pass the bond measure. Could we use that money for maintenance or would that have to be capitol improvements? In other words would we have to wait until the roads -- we only use that for the roads that are in very poor condition, we had to actually reconstruct them or could we use them to address the 100 million a year maintenance backlog we have?

>> Hans Larsen: Yes, Councilmember Herrera, that's a good question. Yes, with G.O. bond funds and perhaps Rick might want to chime in, as well, that we're restricted for using that for regular maintenance. Sealing type treatments that you something you would do every eight or ten years. But we could certainly use it for major street rehabilitation. A lot of the backlog of the \$293 million backlog, the streets that are in the worst conditions we could address that as part of a G.O. bond measure. If I might add just sort of the comments from you Councilmember Herrera and Councilmember Liccardo, on the -- your points are well taken in terms of the sensitivity with the half-cent sales tax program. Our intent was not to take away from anything in the existing program, but to look at opportunities which other counties are on actually extending the life of those programs. So it really brings in more money and then making it more flexible. But I think the point you know that we've heard is that certainly, we need to show to the public that we're using the funds that they've already approved well and having the BART project well into construction or at least complete, assuring that other projects like light rail and Eastridge would have to be in place before we consider something like that.

>> Councilmember Herrera: I heartily support the item of expanding it if we could look at creative ways or we could expand funding beyond that I certainly wrote support that. And I think we're going to talk about a creative project we're working on with VTA. So those kind of creative ideas I definitely support, thank you.

>> Mayor Reed: Councilmember Oliverio.

>> Councilmember Oliverio: Thank you, Hans and let's see here, looking at the map. So all these were by staff's measurement and streets that basically carries a lot of cars? For the most part? And outside of the other things you're saying, being close to employment areas and things like that?

>> Hans Larsen: That's correct.

>> Councilmember Oliverio: So if I look at the map and I just see streets that I perceive to be very busy streets omitted, ones you may know, knew Hal Naglee Pine Minnesota, the assumption is that they don't carry as much volume as the other streets you've identified?

>> Hans Larsen: I would say it's a combination of a number of other factors, that we have included, volume is certainly a major factor, streets that are gateways on and off of the freeway system. But we did give added priority to our job centers, as well as routes that have high frequency bus service or that are also part of the adopted priority bike lane network. So it's not entirely -- I would say largely it represents the streets with the most traffic. So the ones that you mentioned have generally lower traffic volumes, than some of the streets but sort of the only caveat is bus -- bus, bike and some level of geographic equity.

>> Councilmember Oliverio: But inherently you had to choose just for the understanding.

>> Hans Larsen: Yes.

>> Councilmember Oliverio: One example on the map would be for example bird avenue which is ranked at a priority but then it stops at a certain intersection. Is that because the volume of traffic in that direction just becomes less? That would be like at bird and willow. And I wouldn't expect you to-d you know you can answer in generalities, although I don't expect you to know each street although you do, I just want to ask you that question.

>> Hans Larsen: It may be a function of the change distinction between how buses are routed through the streets. We have as I mentioned 800 miles of recent streets the 50% of that view that best strategically align with council policies as well as carrying the most traffic volumes.

>> Councilmember Oliverio: Okay. And I'm I'll like forward to the discussions as we go forward on potential revenue sources for more road paving, as mentioned obviously for saving more money later. I would be interested in just to voice an opinion if the opportunity is to have 1% less roads but the balance of the 99% roads that we all pave all have a bike lane or a narrowed stripe I think would be added value. I don't think it necessarily has to be a white line, but two lanes that buffer for bicyclists I think would be a good thing. And I don't know if that would be a -- I know we have a bicycle master plan buys cam master plan but also simply if it's a council policy that everywhere time we paint a road in this city we're going to use some paint to narrow it for the benefits I described. So --

>> Hans Larsen: One of the opportunities we have where we do do pavement maintenance is an opportunity to look at restriping the street and meeting some of our multimodal transportation goals like adding bike lanes at the same time.

>> Councilmember Oliverio: Okay, thank you.

>> Mayor Reed: Councilmember Kalra.

>> Councilmember Kalra: Thank you. Looking at these set council policies, in my view D.O.T. has a 77 including white striping which I think has been effective certainly for neighborhood streets in slowing down traffic. As far as

revenue I would agree with Councilmember Liccardo that looking at something dedicated to San José, the B-1 strategy at some point is more effective. I think measure A and going that route and if that's really intended and I think would generally throughout the county be felt a higher priority for public transit or for major kind of highway nodes and so on. And I just don't know if that's an avenue that we can count on or should even go down, there's still so much we have in terms of public transportation, as well as highway infrastructure that I just -- I think it's -- I think our time and frankly the likelihood of getting funding for this purpose is more likely to come from B-1 than from B-2 or those avenues. Although I appreciate the fact that it still may need to be discussed or part of the -- you know on the table. But my sense, given the measure A priorities, that it may not car center as much support or as much resource, as many resources as the B-1 route. I just want to thank you, Hans, I really appreciate the priority street network strategy, intelligent well thought out, where the majorities of the traffic is occurring. I want to commend you for maintaining the streets and the roads as they are, as-is the sponges from D.O.T. and the level of quality that's being done I think is something that is appreciated. I've gotten good feedback from the community when there are emergency or urgent issues that need to be taken care of. And just for a matter of perfect, looking at attachment 2 we have over twice as many lane miles of road than Oakland, San Francisco, we have a huge network that's unmatched in the Bay Area. It's also an important perfected, the number of lane miles expected, you can drive from here to Washington, D.C, to Capitol Hill all the way back to Dallas, Texas with the number of lane miles that we have. It's enormous, certainly will support the council going forward and finding ways to responsibly add to the amount of resources you have to maintain our roads.

>> Mayor Reed: Councilmember Rocha.

>> Councilmember Rocha: Thank you, mayor. I also want to thank Mr. Larsen and your work on this and also for your attention to the direction from really the committee level and incorporating that as you went forward. I think it's fantastic. I'm going to ask a question similar to Councilmember Oliverio in terms of looking at the streets and which ones are or aren't and I'm not going to advocate for any in the area that I represent. Just going to use some of the examples the Minnesota pine Curtner and in terms of being strategic also stagger, you want to do every street and then you end up losing out in some other part of the city. But then I have to look at the grid that you

have downtown, and ask why there's no stagger there and why you have every individual street in that one section.

>> Hans Larsen: Well I think yeah one of the -- for the downtown area clearly has the most dense network of streets that are included on the list and I think it is kind of a reflection of the importance of downtown and the density of development, the pretty much every street in downtown carries bus traffic. And so looking at the council's strategic priorities, what we wanted to accommodate, it does show a very tight network of streets that are covered under the priority network in the downtown. I think we also have a larger concentration of streets in North San José and the Edenvale industrial area that was part of a nod towards giving priority to our economic development centers.

>> Councilmember Rocha: Okay, thank you.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: I just want to respond. I was aware, Hans, that you were looking to extend and amend on measure A. The concern I have is that to extend and amend as you know, you need to lifting with us. And I can tell you unequivocally they're not going to be there on a pavement measure. So I encourage you to you know, by all means, engage in dialogue with some of the folks who my might be helping us on something like this and I think that will focus us on other priorities.

>> Hans Larsen: Understood.

>> Councilmember Liccardo: Okay.

>> Mayor Reed: Councilmember Campos.

>> Councilmember Campos: Thank you, mayor. And again thank you Hans for all the work you all have done. Just everything else that has been said. But just for clarification. On Mabury from I guess it would be King rode to first street or even to -- as it goes past the BART station, the future BART station, why wouldn't that have been looked at as, you know, that's going to get a heavy load of traffic. Is BART, is that traffic going to bring in its own money?

>> Hans Larsen: Well, I think, looking at this, given that BART isn't there today, I think we primary sized this based on the current needs, and where bus services are. Clearly when the BART station is there at Berryessa, hopefully, by 2016, 2017, there will be some new services that come in there. My hope is that we will have new moneys coming into our pavement maintenance program and certainly be happy to add more streets to this network that we can take good care of. But yes, so given current volumes, and bus traffic, that Mabury road didn't sort of make the cut on this first round of priority street network.

>> Councilmember Campos: Okay, and I'm just bringing it up because you know, there are streets that, you know, everyone that lives East of 101 from district 4 to district 8 knows that there are some east-West routes that you know, that instead of getting on 280 those are the routes you're going to take. And I know that Mabury's one, McKee and Julian's another and so forth. So just wanted to bring that to your attention, that again, when I was talking about this in committee, that you know, there is some un-intend -- roads that were not meant to carry the loads that they carry, those are deteriorating faster. And I know you're pulling rabbits out of your hat all the time and I commend you for that. But just to be a little bit you know conscious of that.

>> Hans Larsen: Absolutely. Yeah I think one of the directions that we received from the transportation and environment committee as we come back with future reports is looking at what is the next step beyond this. And if we do have additional moneys, where would those priorities be. And even on the neighborhood side, start to frame out some policy options in terms of if we do receive more money, how would we apply those. So we certainly would be following up with transportation and environment committee on that. I just wanted to also -- I appreciate the compliments from council for D.O.T.'s maintenance staff for the work that we do with the limited moneys that we do have. We do take a very serious look at using the resources that we have in the most efficient

way possible. And we're very pleased with the innovative work that we're able to do on -- with the recycled asphalt in Councilmember Kalra's district on Monterey highway project. We were able to save 23% of the cost of maintenance in that corridor was 23% less using recycled methods. And we certainly, with what we learned on that project, looking to apply that experience in other parts of the city. So again thank you for --

>> Councilmember Kalra: And Hans tell them what that 23% amount was in dollars.

>> Hans Larsen: Over \$1 million.

>> Councilmember Kalra: Just for one project.

>> Mayor Reed: Had a couple of comments. One, it's great to prioritize when you are only talking about 10% of what we really need. So well, got to prioritize, you obviously can't do everything. Staff has done a great job of stretching the dollars. But it's clearly not something that can be stretched across the city with 2400 miles of roadways to do anything significant for most of our city. So priorities are obviously important. I would just like to point out that the general fund share of the increase in retirement cost over the last six years would have been enough to completely cover the \$293 million backlog that we have now. So if we had spent the money on something other than retirement cost we possibly could have spent it on road maintenance. But that's the scope of the problem as we drain money from services, and pour it into retirement cost we see services deteriorating. We shouldn't be surprised. I know your engineers aren't. You've got the graphs and the charts. If you don't spend the money it just gets worse every year and it's certainly accelerated and I think that's a point that Councilmember Constant made. We need to get ahead of there because the costs go up rapidly if we can't keep up with it. So I'm very much interested in seeing if we can find other revenue sources because we are a long ways from being able to recover the costs that we need to get our streets back into good condition. We have a motion to approve the recommendations. On the motion, all in favor, opposed, none opposed, that is approved. Understand the clerk has finished the balloting on item 6.1. The maintenance district on the Alameda. So let's go back to the City Clerk.

>> Dennis Hawkins: Thank you, Mr. Mayor. I have the results of the tabulation of the property owner maintenance district 24 the results are the tabulation are 32 property owners with a total of 35,895.54 in assessments representing 42.2% of the votes have returned ballots in support of the levy of assessments. We have 25 property owners with a total of 49,103.14 in assessments representing 57.8% of the votes, have returned ballots in opposition to the levy of assessments. Ballots submitted by property owners in maintenance district 24 in opposition to the levy of assessments exceed the ballots in support over the levy of assessments. The city council may not impose the assessment.

>> Mayor Reed: All right. Having that result, I don't think there's anything else for us to do on this agenda item, is that correct?

>> That's correct, mayor. David Sykes, director of Public Works. I'm joined by Tom bore dep our special district administrator and Manuel pine-da, we are here to answer any questions you have.

>> Mayor Reed: Well, I has failed. I remember one on Berryessa road, probably not all the same but that's one I remember. So I think we ought to refer something to the staff to try to figure out what we need to do in order to present these in some way that we can get a majority vote, because so far we haven't had a lot of success on that. So I look to staff for some ideas on that. But I'm sure councilmembers probably have some ideas as well. Councilmember Oliverio.

>> Councilmember Oliverio: Staff, can you remind me? I know San José unified was a no vote on this which was a major property owner. Are the votes public or is this like a secret ballot when voting?

>> Well, certainly we haven't had a chance to evaluate the votes right now. We've just heard the news as you have.

>> Councilmember Oliverio: So in general maybe the clerk can answer the City Attorney.

>> Dennis Hawkins: They are secret ballots.

>> Councilmember Oliverio: We don't know how property owner A voted on that type of thing.

>> As we go out to the community understanding where they were coming from in terms of casting their ballot kind of to address part of what the mayor had mentioned this is our second attempt to pass a district in the recent past and it has not passed. We did take different measures this time. We initiated this district, based on a petition of the property owners that would be voting. And certainly, that indication was it would pass. Obviously there was some change of mind through the course of the process. But we did do extensive work out in the community otherwise we wouldn't have initiated the process.

>> Councilmember Oliverio: And I don't discount staff's work on following through with the petition process. You know you presented the value points to the property owners, I was attending those meetings again for the council the main objection was cost. Why pay more than the market rate? So I think that's something we'll have to deal with as a council looking forward into maintenance districts. You know, I do want to make compliments to the Alameda business association, strong advocate, specifically Larry Clark, his work on it. I think was a moving effect for a lot of the different property owners. But you know again, these are the people that actually have to pay it. And so with that said, I'll appreciate everyone's work on the effort.

>> Mayor Reed: Councilmember Constant.

>> Councilmember Constant: Well, I think this just tells us again what we've heard anecdotally from all our districts and our residents. They don't want to pay more for something they think the city should be providing in essential services and that is maintaining our roadways in the areas of our city. And I think they see in stark contrast what happens around us. In our neighboring cities. Where they get this as an essential, basic city service that we maintain our roadways, and our -- landscape our medians and do all of those things. So I really think that any actions that we take going to the voters and asking them to pay extra for essential services is going to fail. Because there's so many nonessential services that we fund, and some other costs that we need to get

under control such as my own opinion based on the conversations that I've had with people in my business district and my neighbors and people throughout the city.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: Thanks mayor. Just so I understand the numbers a little better, Dave, the local match, or I guess Manuel, may be more focused on the issue. The local match on the TLC grant was any of that local match supposed to come from that assessment district or was that \$783,000 provided by C&C or some other source?

>> Manuel pineeda deputy transportation.

>> Councilmember Liccardo: Okay, so this is not a critical path for our securing the over \$3 million in TLC dollars?

>> Actually as part of this process we have been designing the project with certain elements that are -- that go beyond city standard as required as part of the application. So the next step as part of the process is we'll have to go back to MTC, there are certain elements of the projects that cannot be implemented without the maintenance district, they make comfortable approving so at this point next step will be to go back to them with some redesigned elements to account for that and see if the project still meets the guidelines that they approved it under.

>> Councilmember Liccardo: Okay, I'll be at MTC tomorrow morning. I'll be happy to play carrier pigeon and deliver any message I can to Steve and his staff. Obviously I'm disappointed because from what I've heard from several business owners they were enthusiastic that we were stepping in with \$4 million of public money if they were willing to step in as well. I think we've seen plenty of places where this does work. I think the Pbid is being voted on now and from all indications has very strong support from all property owners. So I'm very interested in seeing how I can help with MTC so I look forward to more conversation.

>> Thank you.

>> Mayor Reed: City Manager.

>> Debra Figone: I'd just like to add my thanks to that of the council. I know that staff must be very disappointed. A lot of heart and soul went into this to try to accommodate our community. There is certainly a lot of work that goes on behind these assessment districts with engineering and calculations and so forth. We won't give up but I want to thank you very much for your efforts.

>> Dennis Hawkins: Mr. Mayor.

>> Mayor Reed: City Clerk.

>> Dennis Hawkins: I just wanted to for the record note that we received ballots from 51% of the property owners in the assessment district reflected in these numbers.

>> Mayor Reed: And we need a majority of those voting is that what we needed?

>> Dennis Hawkins: Majority of those voting based on the assessments.

>> Mayor Reed: The percentages you noted earlier was a.

>> Dennis Hawkins: 51%.

>> Mayor Reed: Exercise.

>> Councilmember Pyle: .

>> Councilmember Rocha: Thank you, mayor. A question related to the last time we did this, was it predominantly business or residential area?

>> That was predominantly a residential area on Berryessa.

>> Councilmember Rocha: Okay, and this one is, you know the area somewhat will be primarily business.

>> Right, there are a few differences. That was part of the City's effort to convert our type 2 landscaping, or enhanced landscaping, into type 1, and before we did that, we wanted to give that community the opportunity to see if they wanted to keep that enhanced landscaping and they chose not to through that vote. In this particular case we were proposing if you will as Manuel mentioned enhancements beyond which we would normally maintain and giving the property owners the opportunity to pay for the maintenance of those enhancements.

>> Councilmember Rocha: So it wasn't just the basic maintenance of the structure this was an enhanced service, purely and specifically and it was stated correctly.

>> That's right. The engineer's department needs to make a finding on the special benefit, the special benefit that we enhanced elements that go beyond our basic maintenance responsibilities.

>> Councilmember Rocha: And you may not have an answer to this, but some of the areas for these businesses or these types of businesses tend to be and I'll generalize not local owners. In my mind I would look at this area and say maybe some of these are more local owners. Is there any way to get a sense of these, because in some when I worked for councilmember Cortese, the white road and the property there was primarily owned by not even out of the area, out of the country owners. And I don't know if you have a sense of that here in this instance.

>> I don't have a sense on the number of properties that are owned by people who live out of the area. We did reach out to -- so that the ballots do go to the property owner wherever they reside. Certainly, the tenants of those properties attended the community meetings, and could pass on their wishes to that owner.

>> Councilmember Rocha: So then, your experience working with them, we don't know how many property owners were local or how many of them weren't and do you think that that might be a factor in how we went about this in terms of not identifying whether there's a real local vested interest in this? Obviously the business owners want to enhance the area so their businesses prosper but the property owners themselves don't get that sense or have that same sense of pride in that property than those who are really going upstream here.

>> In some sense as the councilmember mentioned we rely open a steering committee to some degree to do a lot of the outreach in connecting up with a lot of the individual property owners. But your point is well taken. There is perhaps a different approach that we could take to reaching each individual property owner although this is an extensive effort. I think the model we set up was a good model in terms of allowing the community to participate in the model and setting up the district.

>> Councilmember Rocha: Sounds like speculating from the dais and not being involved so I'm sure you folks did it and I'm just disappointed as well in trying to understand why --

>> And we appreciate that. I think we'll take the opportunity to think through and reevaluate and see what the next opportunity looks like but appreciate your comments.

>> Councilmember Rocha: Thank you.

>> Mayor Reed: Councilmember Oliverio.

>> Councilmember Oliverio: I did want to mention that quite a few of the properties anecdotally not statistically but quite a few of the properties owned by rose garden and Willow Glen families as well as Los Gatos. So there

definitely were you know local to the fact. I would say you know, looking back at the situation I think we did have a great community experience, of people being able to you know brainstorm and come up with neat ideas, and visions for what the Alameda can become and I think it still will be there. But I think also, of much more important to that is who pays for it and I think the vision last to be from the property owner if they're going to pay for it. Because in the end the resident might like it, the merchant might like it but they're not the ones who have to pay for it. In hindsight that might need to be more of an emphasis. Because if they weren't really compelled to tax themselves and didn't make a difference on what was -- what the vision might be. But you know it is what it is and again I think staff was obviously active in all capacities. But you know as Mayor Reed said, we've gone through some of these before. And we'll just have to look at a different way. Maybe you know the city acts much more like a contract manager, you know, we set up a maintenance district, and we use a variety of different contractors and we're just -- they're just paying us to manage the contracts and that way the cost is reduced and everyone gets the benefit from a beautiful maintained street and street landscape. Thank you.

>> Yes, there are a few things to look at this. Certainly the voter turnout, the petitions were submitted by 51% of the property owners or 53%, I believe. At that time we thought we had a pretty good indication of where the property owners were coming from.

>> Councilmember Oliverio: Again some of those folks were doing it just like San José unified, just so it could get on the ballot and they never had an intention of supporting it.

>> Fair enough.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: Just a quick question about, I know we've seen studies where they look at how parks improve property values in adjacent areas, so forth. Have there been studies out there that can demonstrate these types of improvements will hands property values, if we had that data was that the kind of thing that we were providing to the property owners? It seems like going to Pierluigi's point, making the case in

their enlight.ed self improvement might be the approach and I'm wondering just to the extent we had that conversation.

>> I any think we have that type of discussion with the community to some extent. I don't think we have necessarily statistical information to support it, to some degree but the engineer report does try to discuss all of the areas of enhancement and special benefit if you will. And so it is mentioned but I don't think we've come to the point where we've been able to kind of pinpoint a dollar value on that enhancement.

>> Councilmember Liccardo: Okay, thank you.

>> Mayor Reed: I think that concludes our discussion. There's no action to be taken on this so we will move on to item 6.3. Actions related to electric vehicle charging stations. We have a staff presentation on that. Was there a motion? I'm sorry, Councilmember Liccardo had a motion to approve the recommendation. All right we have a motion on the floor. Hans Larsen.

>> Hans Larsen: Mr. Mayor, Hans Larsen, director of transportation. After a couple of sobering items hopefully this is a very upbeat and good news report. As one of our Green Vision goals, and overall economic development strategy goals we want to be one of the leaders in clean tech green energy and be farther of the Bay Area's electric vehicle capital of the country. Very pleased to have a series of recommendations that support the deployment of 49 public electric vehicle chargers in San José. We have the project, is this going here? There we go. So the outcome of the actions today would deploy 49 public electric vehicle chargers funded by two grants from state and federal sources, primarily located in the Downtown San José area. In seven of our downtown garages, three in front of City Hall and five chargers at the environmental innovation center. Based on a rate of cost recovery goals for use of the electric vehicle chargers. Give us a range of zero to \$5 but with a initial rate of \$1.50 per hour. Interestingly, part of the context for this, in addition to our work in providing chargers, for owners of electric vehicles as part of the public infrastructure, there are a lot of great things going on on the private side. The Department of Planning, Building, and Code Enforcement, has streamlined the process for private vehicle owners to get permits to install chargers on their properties, already we've had 270 permits pulled for

private chargers since January of 2011. 10% are for commercial applications, 90% for residential. An interesting thing that we're seeing is companies like Walgreen's or Target are actually providing chargers on their property for people who come to their stores, to charge their electric vehicles. We've also participated with the Bay Area climate collaborative in establishing Bay Area wide guidelines for private development on how you integrate electric vehicle infrastructure into projects. And there's the report here, ready, set, charge of California, that was completed in November of last year. Another thing that we're very proud of is that with our demonstration project policy the global leader in independently owned electric vehicle chargers is Coulomb technologies, their manufacturing is based here in San José with operations both in North San José and the Edenvale area. Their very first public charger was installed here in front of City Hall. It was actually the very first use of our demonstration partnership policy. We're very pleased that how we've been able to facilitate this company to grow into a global leader in electric vehicle chargers. Looking ahead, we see a very dynamic environment ahead of us as chargers are getting faster. The first generation of chargers took 16 hours to charge up a vehicle. We're now installing mostly level 2 chargers which take eight hours so you can charge a vehicle overnight. But already coming onto the market are the level 3 fast chargers which would allow a vehicle to fully charge within 30 minutes. So we're looking at a very dynamic environment here. Electric vehicles have longer-range batteries. There's more of them. And so it will be interesting ooh to see how the market evolves. One of the question we're asking is what is the role of having chargers within a public environment and we will be monitoring this over the next month and year answering the questions of you know when do people need them, where, how long, what's the need for public chargers. We have been providing regular reports open this topic to the transportation and environment committee, and so we would expect to have reports to them in terms of assessing the entire need for electric vehicle charging infrastructure and the role of having them in the public varietal. We have staff leer from Public Works and D.O.T. that can answer any questions you have and that concludes my presentation.

>> Mayor Reed: Councilmember Pyle.

>> Councilmember Pyle: Thank you. Congratulations, Hans. This is a great program you've got going here and I like the part that says at no cost to the City of San José. That's the other magic words. And I wanted to ask you,

however, when you say set the rate up to \$5, what is a typical charge for the electric vehicles? I didn't see it in the --

>> Hans Larsen: Let me have both math Morley from Public Works and Laura Stachinski join me for your answers.

>> Typically for the electric vehicle chargers that we are deploying for the City's the recommendation in the report is that we establish an initial charge of \$1.50 per hour and that's based on providing cost recovery for electricity. There's a cost to be tied into the Coulomb network and one of the things you can do if you're a member of that network, if you're looking for an available charger, you can get the information on the Internet. The cost recovery charge also covers the cost of potential use of a credit card for the purchase.

>> Councilmember Pyle: Great, sounds simple, easy, and something that will continue on for years to come. Thank you.

>> Mayor Reed: Councilmember Kalra.

>> Councilmember Kalra: Thank you. And Hans once again thank you. I know this is something at the regional level both at ABAG and MTC and the air district that there are a lot of regional efforts to try to you know get more access to electric chargers publicly as more and more people are going to be -- I think that's like hybrids first a slow trickle and then all of a sudden as more and more manufacturers get more and more options as the price comes down it's going to become more and more affordable and we're going to see a flood of electric markets hit the streets. But only if there's a capacity. We have that charging stations and they're accessible and available in addition to the home charging. My question is, and I'm certainly supportive of the staff recommendation as-is but I just had a question regarding 100% of the locations being downtown. Given the fact that most of our employees that come into San José, they may have a charging station at their home, wherever they may live don't come into downtown, some come into San José but I'm thinking more specifically of North San José where we have you're largest employment base. Was there a thought of having a little bit more spread out, having these stations spread

out north and south and maybe to the shopping center areas, valley fair, Santana Row and off to the West? The private companies, Ciscos and Brocades and are they already providing those to their employees and not necessarily the need to do that?

>> Councilmember Kalra Matt Morley did look at libraries and community centers, throughout San José and what the potential was there. Several reasons why we focused on the garages downtown. It's a great concentration of vehicles I think in one location so a good bang for our buck. There's a fairly reasonable installation cost to installing in a garage versus in a parking lot where there may be some additional undergroundwork that drives the cost up in the remote sort of around the town facilities like the libraries and community centers. But then I think you nailed it, with the companies that are actually installing charging stations for their employees and it becomes an amenity for their employees and they're certainly taking advantage of that.

>> Councilmember Kalra: Aand as we go forward it would be really good I think at this time rather than to have to do this later, to keep track of both the public and if possible the private charging stations that are available and if some of those charging stations if at all are available to the public for any purpose, I know that there already are apps available where you can identify where public charging stations are and in regions where they've added those apps, people know where they are I'm sure that's been contemplated so I think that might be helpful also, for our information, to know privately, which private companies have these charging stations so we can see if there's a nice even spread around the city, particularly to the employment centers where I think most of these charging stations are going to be used, thank you.

>> Mayor Reed: Councilmember Liccardo.

>> Councilmember Liccardo: Thanks mayor. I just wanted to thank Laura Stachinsky and Matt Morley and Laura and Manuel were kind enough to get in a very quick conversation with me idea about some of this. But regarding on page 7 refers to the 50 level-two charges that was offered originally by Coulomb. And I understand because of limitations, particularly on cost of installation is what constrained our thinking there, are we at all able to take advantage of that remaining number of charges at a discount or unfortunately has that program run its course?

>> Unfortunately, councilmember, the program has been closed.

>> Councilmember Liccardo: I appreciate that. I am very interested in seeing how -- I know clearly we do want to see this technology implemented throughout the city and I'm hopeful as I know that an HOA is approaching us now for installation over at axis. I'm hoping that we can come up with a fairly streamlined set of approaches for how we're going to allow private businesses and HOAs fall these charge-point or the chargers. Either in the public right-of-way or in private homes, I know they want to see them on the sidewalk. For the accessibility of the chargers I think it's in our benefit to serving say a building like axis, recognizing that the public will certainly take advantage of them. And I'm hopeful that we can take these early adopters as a good pilot for us to get this right for future to adopt this widely I know you'll be meeting with the H OA in coming weeks and I look forward to seeing that happen. Thank you.

>> Mayor Reed: Councilmember Herrera.

>> Councilmember Herrera: Thank you. Yeah, this is very exciting, and we can see in evidence ten years from now, we're going to -- this is going to be probably common lace. To Councilmember Liccardo's point, what are we looking -- what other kinds of strategies are we looking to expand this and I kind of think, this probably isn't a good solar, where folks are trying to figure out how to buy in quantity even though this is a different type of installation, it is more of like an infrastructure kind of thing. Do we see opportunities to work with financial institutions that can help finance this, help folks do -- so we can get more of a lower cost if more -- if there's more chargers being purchased? I mean I just wondered if you could talk about that.

>> So I guess I could talk a little bit to the solar installations that we're working on. As a city, and how we're incorporating the underground infrastructure with those projects so we have the ability to come back and add the chargers at a point. We have a little thinking ahead from that standpoint to facilitate it and to try to drive down some of the cost, as long as with the solar we're doing some of the undergroundwork 98s in those situations where we have solar installations in the parking lots.

>> Councilmember Herrera: Well, I look forward to when this is commonplace that I can plug in my electric vehicle that I don't own yet but I will some day, at many location within the city. Thank you.

>> Mayor Reed: I want to thank some of our collaborators on this because this effort has been going on for several years. It started with the Bay Area climate collaborative that really was launched which by the Silicon Valley leadership group in conjunction with some of our regional organizations like ABAG that has been supportive of this. We have money from the association of Bering government, California department of Energy it always helps to have money but this is really a regional every, not just South Carolina, region as a result of this regional collaboration. So want to thank formers mayors newsom and Dellums, we want to have the Bay Area be the electric vehicle capital of the world and if we need are going to do that we need some charging stations we are very proud to have Coulomb charging station number 1 across the street. Perhaps we need to put up a plaque over there, we need to replace it with something a great deal faster but this is a great launch, a great example of what can come out with working with the private sector to really create a whole new industry. So staff has done a great job, we've had a lot of help. I want to thank those people that made this possible, especially those who are providing the money. With that I think we are done with the discussion. We have a motion to approve. I think we already have a motion. City Clerk says we do. All right, on the motion, all in favor, opposed, none opposed, that is approved. Our next item is 6.4 an agreement for city design services the Santa Clara Valley transportation authority. Councilmember Herrera.

>> Councilmember Herrera: I would like to move approval on this item.

>> Councilmember Pyle: Second.

>> Mayor Reed: Okay we have a motion to approve, do you want to speak to the item Councilmember Herrera?

>> Councilmember Herrera: I would like to move staff memo as well as a memo authored by myself and Councilmember Campos. And this is a very -- another step forward in the rolling-out of our light rail from capital to

Eastridge. This is an additional amendment to execute services and it's good in a lot of different ways. It is contracting with our City of San José staff, and that is of course the 100 cost recovery because it's being paid for by the VTA, by resources expected coming from VTA. We not we're emptying the best quality because it's coming from city staff. This project is bringing safety improvements an area that really needs them and that's capital expressway this is going to transform what almost looks like a freeway a lot of times, a dangerous roadway into a multimodal transit corridor and community asset. And these improvements are being completed today because originally back in 2009 during VTA's budget process myself and others supported and fought for keeping them obligated, there was a time when the light rail program was in danger of being deobligated. So it was during this process that we worked on a plan for this corridor that restored the \$68 million budgeted for that funding cycle. We broke the project into two phases and and I'm really glad to see this coming to fruition and look forward to its completion actually later this year. From what I understand maybe before July we'll see this completed. The second amendment in this also is -- provides design for additional lighting, approximately 275 LED light fixtures and an assessment of current and planned lighting for the Eastridge transit center, portions of the mall parking lot and improvements that will support the future light rail and BRT lines. Absolutely, this is a great step forward.

>> Mayor Reed: Councilmember Campos. Did you want to speak to this? Okay. On the motion to approve? All in favor? Opposed? None opposed, this is that motion, the recommendations and the memorandum got moved. Let's see, we've talked about landscaping, housing, electric vehicles, roads, rail, what's left? Sewers. Okay. Item 7.1. Report on bids and award of contract on the Myrtle avenue sanitary sewer improvements project.

>> Councilmember Rocha: Move for approval.

>> Second.

>> Mayor Reed: No requests from the public to speak on this? All in favor, opposed, none opposed, that's approved. Open forum. No requests to speak on open forum, we have none that concludes our work so we are adjourned.