

--- Full Transcription ---

for for streets but it is a way that we can we can rate them and it helps us make kind of informed decisions on What treatments we deployed at certain

it also gives a snapshot of the public kind of the different conditions of our roads throughout the network so Donovan General like a new what street is going to have a higher PCI while an urbanized older Street may have a lower PCI that's kind of a general rule

it is an engineering calculation I'm not an engineer chip chip does that for us he does a great job with that but there are many factors that go into that

climate traffic loads and then from there there's a calculation that will categorize that street and then you really use that

how to make to make informed decisions on our on our pavement management strategies will talk about more in a little bit

so regardless of what we do from a maintenance or construction aspect roads will continue to deteriorate like we don't we don't

have the budget we don't have the resources to treat every road each year so the PCI or the rating of that road will continue to to lose

every year without maintenance so one of the so the the graph on the right hand side I think it really tells a great story

what kind of the concept of of payment preservation which is the idea that you're getting keeping your good roads good you're trying to deploy cost the treatments on roads at the correct time so I really enjoy this this image here so I'll let you take kind of a few moments to review it but you see you don't want to when a road is reconstructed it starts at with an overall score of 100 and then at the top of the deterioration curve it has a slow

and then as it loses points in its rating system the curve becomes steeper and steeper and then that's where your treatments become more cost

so I think that's an interesting image that gives a good snapshot of of payment preservation from an overview so we definitely want to be in a focused on treatment

in the green and in the yellow areas those are more cost-effective treatments like crack seal slurry seal chip in Cape seals those are more on the maintenance side

if you get down into the orange and the red areas you're going to see more of those costly reconstruction costs

so so bumping up those bumping up the PCI as as I mentioned

is is one of our goals so here's a snapshot of what those treatments that we just talked about on the previous slide those those Light maintenance treatments look like so

typically when we when we apply one of those treatments to a road you'll see those General increases shown on the chart on the left so

dear the more extensive treatment that you provide on a road the more expensive it is but also the the larger return you

on on PCI so no matter where your road is on a on the scale when you reconstruct you're going to increase it to and reset that curve but reconstruction is also the most costly treatment will provide you some information on the on the different cost of those so we see less of a return less of a PCI bump in the the lighter maintenance treatments but we also those are more cost-effective lighter touches on resources lighter touches on environment so we definitely try to be proactive and apply those treatments when the roads still

and that photo there is a shot of South Murphy facing north towards downtown so that's between El Camino and Iowa that was another road that we recently reconstructed if you're familiar with that road it had a really large crown on it made it really got a difficult for bikes and cars to park on it so we softened that crown I'm just really nice project that are engineering team delivered last summer

on on the in 2024 through mtc's when mtc's Grant programs we received a grant we received a grant fun to do an entire audit and I'm sorry inspection and audit of our road Network system so that involved the consultant coming into our city play inspected every road it was really interesting I got I got to leave that project so they they took a look at every one of our road and every one of our roads and they updated our Street saver pavement managed management database and it really created a good Baseline as chip and myself kind of look to give me some modernize our program and and make sure that we have accurate data that properly represents the the the road Network that we have so here

a lot of data but you know all in all our streets are in a in a favorable score at 75 another

thing that I find interesting from this data here is that regardless of classification arterial which would be your your larger thoroughfares like mat

Wolf Road is the same as our local residential has the same scoring as a local residential rate and that's that's great to see that we you have good balance there's there's not it's not skewed one side or the other so for example I was looking at PCI Data from the county of Sonoma and their

Beatles and collectors are really high but their local roads are really low so there's a big there's a big gap there I think we do a great job of here being balanced across the different types of classifications that was something interesting to share with you all okay here's another look at our total Road system

go again seen that over near 91 percent of our of our payments are in good to fair condition that's that's great to see that so these are needed statistics and we see that you know the majority of our roads are are doing good and Performing as we would hope they would we

just to kind of a few tiny slices of the pie there on the poor failed in excellent scale but but all in all I think it's it's helpful to see us even that mid-range or we can be proactive and and help maintain our overall Network Okay so

like any any Asset Management program we have our opportunities in in challenges so I'll go through these briefly but we do have that that strategy that I keep going back to about keeping good roads good so when you do that you're going to have you know more cost-effective pavement maintenance straight

we spend a lot of effort as a staff and as an engineering team making sure that we are really being thoughtful looking

implementing the the best treatment at that time another opportunity that we have is is leveraging techn

do so as we as we move forward as a payment industry as we move forward as a DPW team it's always great for kind of looking outward and new techn and how we can how we can either improve how we treat the streets or how we message to the public all those things are super helpful there another thing grants like

what time will be happy that extra money is always good so definitely want to try to find find the opportunity to see grants MTC is one of those one of those agencies that can help us with that but

there's also a lot of federal and and local opportunities that we can look at which may be changing a little bit with the new Trump Administration but all in all I think they're still opportunities

sustainability initiatives there's a lot of great green infrastructure going into the construction industry now whether that's using Rec materials are or more sustainable construction practices so those are things that we try to explore the team and and do our best in our decision making process

you know overall things things age things get older so we definitely you know our face with some challenges of Aging infrastructure

another another factor that has a big a large impact on our road network is increasing development so as we

look at how soon as we look at building new structures or you know as as employment expense here with some of our our have you hit her employees that

increases deterioration on the road Network so and then also the utility cutting that goes in there so contractors and as they tie in their utilities

so we have to upgrade underground infrastructure that all has an impact on the on the surface Paving as well Rising material and labor cost inflation and I just said that the nature of cost Rising definitely presents a challenge on our on our budget and we certainly look for for opportunities to supple

and lastly just traffic environmental impacts and making sure that we are being Forward Thinking and considerate of our of our en

Ben and trying to have the lightest touch on the environment another thing that's interesting that's traffic related is also as we see an increase in electric

Nichols those vehicles are much heavier than the traditional vehicles that the roads were designed to carry so that's that's an interesting Factor that's that's new issue will continue to grow

and how we managed it now we'll talk about some

fun stuff talk a little bit about defects overall so these are these are common these are all taken throughout the city so these are things that will will see that will

going to prompt action so the first defect that you tend to see is that that first longitudinal cracking and that happens typically where the joints

pavement meet so when a road is wider than the paving machine so we have to do multiple horizontal passes and where that seam has that's its weakest

play in that monolithic structure structure so the payment will crack their first and then as that crack expands from from load distresses and water intrusion we see

does the block cracking with you on the right side of the screen so that's where the cracking and the interconnects and starts to look like the road is a puzzle

so I drove and drove and drove around the city and I cannot find a perfect round pothole so I'm sorry I'm sorry

long wide puddle but it is a good example of what we'll see typically this potholes over on Fair Oaks near Keifer and

California I think we've we've failed it since hopefully but you see that the cracking kind of expanding it begins to pothole but we also do see kind of traditional round po

as well that's from that top layer distressing breaking fracturing you typically see these in the travel Lanes where people are where the what is is sorry typically see this in the wheel path where vehicles are driving over them in a more frequently so that's definitely something common through

call Road networks on the right you'll see as that as that cracking begins to expand as the Pod holding begins to

closer you'll see allegations and depressions on the right hand side so that's taken on Commercial Street a lot of development over there right now with the new the new am

spell being so with that heavier construction traffic again we're going to see more accelerated deterioration and I see I have a question

okay great so now we'll dive into some to some budget overview here I'll keep it pretty high level

try to stay out of the weeds of of the budget but we do have a multiple funding sources that fund our payment program so that is also that's on the

Capital Improvement project side and the operation side so there's there's funding on both and they helped us they help us manage the helpless manage the

I work in an in totality so we have General funding we have a gas tax fund we also have the road maintenance and Rehabilitation account which is commonly known as as sb1 we also have money for measure B RV or VFR local Road Improvement fund and the operating budget fund so

for tonight I will highlight on the sb1 a little bit because you can see in the green bar it's it's our most plentiful

funding source so sp1 establishes the basic funding for road maintenance Rehabilitation and other Street improvements and it's funded combination of fuel exercise tax vehicle registration fees and zero emission fees sp1 is is really helpful

what's funded on a many payment rehab projects and maintenance that wouldn't have been possible without it and and really the under the what are the goals that we strive for is is maintaining a PCI of 80 so maybe you'll you've heard that before and one of the reasons why we maintain that that PCI of 80 is it allows more elasticity to use sb1 funding Beyond basic maintenance so there's

there's a lot of benefits there so as sp1 is now it has some constraints on it or what we can use it for so getting an overall Network score of 80 give us more freedom and more flexibility on how to spend that so some examples if we did achieve a PCI of 80 we can explore with complete Street improvements that would include bike and Pathways and I'll start traffic signal upgrades so those are some of the options that are available once you reach a PCI of 80 so that's that's kind of a goal that we strive for one of the important factor about sb1 because it is

tied back to fuel consumption we are seeing the of the a steady flow of Revenue there so

transportation fees and other zero Mission vehicle fees of offset some of those potential pitfalls or shortfalls with the decline in use of of fuel and

inflation

should have talked a lot about a different payment strategies I've used some of the terms on the left hand side about

minions heavy maintenance light rehab so here's kind of breaks it down of what we use here at the City of Sunnyvale so now we're going to get into what

what we do here so these are the the main maintenance strategies that we deploy so that and it starts with our start you know starts with a collaborative effort between

are maintenance or field operations team and our engineering team so been really fortunate to work with a really collaborative group here so we make sure that we are

looking at the different pavement treatments and then applying those to the right streets at the right time again with that overarching goal of trying to keep the good roads the good roads

I said that's a snapshot of of what we can do here and what we do do most of these over here are within our toolkit some of the

bread and butter that we have are in the The Light maintenance side those would be things that are our field staff would perform got a part of our part of our routine maintenance program and then as we get into the your maintenance some of those we do in house particular chip sale program that's definitely a highlight for field maintenance staff and and something that's a little bit unique to

Insidious more of a world treatment but it's it's great that we have the the resources and the staff to do that it definitely helps us from a payment management lens in the building

send the lifestyle life cycle of the road and then when you get into Rehabilitation that's what we're thinking about contractor work and that will go through our capital

Improvement project delivery great and so one more but yeah

what about cost so I think this is a great slide where it really breaks down on a what what the cost is for each treatment and tells that story of of why it's really prudent to

operate in that light maintenance to heavy maintenance category you can see really significant cost savings when we

create that level so again it goes back without model of being proactive understanding your network understanding our needs and then also being fiscally responsible with public dollars and making sure that when we do get into that higher dollar category that we are that were being really fiscally responsible

so anytime we jump into a reconstruction project we definitely do our due diligence we're using you know technical experts from the Consulting World engineering World our experts and house to make sure we

make a really a really good decision there so one of the things that I think is is interesting about about this data is

there are some some extra costs associated with working on an arterial it just is it requires more requires more labor requires more res

says traffic control other kind of you know more material so that's why you see that Spike there just a larger scale project so that's that's why you see that more than the the residential

4 collectors were there just smaller streets OK Google

play the next couple slides so on the left you will see a slurry seal application so this is a great tool again on that

active the cost-effective scale I think typically we get really good value from our bids from our local contractors on this project

it's also a unique project delivery approach where our operations staff supports the contractor during the during the construction phase which I think is really unique

I worked at several other agencies and that that's not part of their their method so it's great because our teams are kind of see the the resurfacing of

play Cradle to the Grave makes them connected to the work and it makes them feel valued on the right hand side you'll see again I think what's chip and I would probably say is

are highlight projects every year that's our chip Seal program so that is performed all in house so I know the picture isn't isn't great but you'll see an

truck on the right hand side spraying down oil over some some small angular aggregate that we can pack with the roller on the left hand side that will give it a little bit of a

finish but we'll we'll smooth that out with a slurry seal a few months after that so we typically do both these treatments in the summer late summer is okay but we'd like to be

as soon as school gets out and then working through the summer on these two programs oh and then annually we do about 5 million square feet of resurfacing with slurry

in about 1 million square feet on the chip seal side okay here's some of our our hard-working employees

out in the field this is going back to the Light maintenance the Light maintenance side of things so here on the left hand side you'll see some of our cruise

watching this out on Bernardo and that's where we'll have a deteriorating distressed section of pavement will remove that will replace it with fresh fresh new pavement I'm not able to mitigate that that that that potential Hazard or deteriorating pavement gives us a nice kind of smooth finish there

and then our most cost-effective treatment on the right hand side that's crack seal that's where we place a polymer sealant into cracks and it's it's kind of a fun process is there a rolling Caravan down the street there's some of our hard work in gentleman out in the on a a local residential street and then I tried to focus his presentation mostly

on our Capital Improvement projects as a related to Pavement management so I know that there's other factors that go into these but on the left hand side you'll see

play some of our what we would describe as heavier maintenance so that's on Hollenbeck looking Southward and on

maintenance project will be asked from the contractors we asked them to do full-depth asphalt repairs so similar to the patching that you saw in the previous slide and then also apply

ACL in new traffic striping so that's one that we packaged together that contractors take they take from Cradle to grave they do all the all the prep

play work and then they also do the finish work as well so we contractor series seals are more focused on our material streets just because one of the reasons is

because we have limited resources from a staffing perspective so and equipment so working on those arterioles is a little bit more of a heavy lift so it's more

cost effective and better use of our resources if we asked solicit bids for contractors to perform that work that way our in-house Cruise can focus more on improving

maintaining the local residential streets and then on the right hand side that's another shot of Wolf Road that is looking

Southward as well so that was a reconstruction Rehabilitation project from earlier this year where we removed the the

several inches of asphalt and then repaved it and hopefully it's smooth and some of those some of those potholes are all all gone that probably would have been our best

play the pothole on just a few months ago great so that kind of wraps up the education

for tonight so we're happy to take questions and feedback and that photo there that's a picture of argues which was also reconstructed this summer and that is looking

Beach towards Fair Oaks so that extends from Fair Oaks to fire station to so a nice a nice shot their of argues and I just a couple things just to wrap up

which is totally fine and you know what one of the things that you know struck me as as and I know this from in living here and driving around too but

the same time Sean was trying to find a pothole I mean that's that's a pretty good statement right there if it's hard to find a pothole there because we actually do a lot of good work

it doesn't mean that there's a lot of areas that we want to improve but we don't have those significant problems like that we're working in the system and we have a pretty good overall

system Network we're staying in that area where we're doing kind of the ounce of prevention is much better than a pound of cure and you see how those costs go up the one thing that I will

what is when Sean was showing some of the different funding pots and everything some of those funding pots when they put those together was really related to they didn't want to supplant other funds

can we use those then we took our other funds that were using for pavement management and use them for something else so they have these kind of measures of Effectiveness where we have to kind of keep spending what we were spending

before so there's some of that where it gets really really complicated we didn't go into those details but that's something to note is that we can't just pick and pull these these

sing a part too easily without looking at what it means for that overall equation on how we get the funding so that's just another piece that we can always dive into when we get into listening and whatnot just makes it a little bit more complicated and I do really want to compliment all of our our folks over at the courtyard cuz doing a lot of the pavement work it's very technical it's also very hard work and they really do take a real lot of pride in it and you see it even like LinkedIn with some of our employees they post a lot of great stuff play do on LinkedIn 2 which is pretty exciting and it just shows that Pride which really shows in the work too so that's just a piece of what we do but I think it's really it's just important to note and this can be a little bit I feel good study session too so there you go that's it I'm ready for questions thank you very much for that interesting and very thorough presentation now I'll ask for questions and comments from my colleagues just so every council member has an opportunity to speak and ask questions it might be good to keep your comments and we have extra time today so maybe between 5:00 and 6 minutes that would be great so first we'll hear from council member calendar thank you very much Madam vice mayor and thank you very much for an excellent presentation so I've got a few questions you mentioned what's the importance of the PCI 80 Target and how that opens up the ability to use prop 1D for things Beyond just pavement maintenance last I checked we've been hovering at PCI 75 for close to the last 20 years there is an established goal in the budget or level of service that we're supposed to be targeting I-80 we have not been close to that since the odds if I'm remembering right is there a plan to bring us back to PCI 80 I think that's kind of what we're working on with all this so Sean has been you know kind of diving into as he's you know getting into the role and whatnot and how can we manage the system a little bit differently and see if there's a way to bring it up the challenges as we were alluding to is that you know every single day you're not touching a roadway it's going down right so everything's always going down and so you have to hit it again and try to bring it back up and try to hit those curves and keep them up there and there's a little bit what art as much as the science to it to try to make all of that come together in some ways as we adjust this and we see what we can do it may be that there's just a for additional dollars in order to get to that point right where this is just as best as you can do just the way the system is as much as we stretch it and innovate and whatnot and so that's what we're trying to just confirm is is it is it something we can do with the dollars that we have or is it something we need to go further

now at the end of the day we still are in a great category we still do have

you know flexibility with things but if we we change things too much you know I'm afraid that they might go down is the downside but we're trying to get it there but it's going to be tricky

okay when we talked about pavement maintenance that would typically be an operations budget not a capital budget correct it's both and we have capital

find so for capital projects so we do a lot of that cuz Sean's group and everything they do manage certain components of this and then we have our project Administration team

handles other components and with contractors and everything so we're doing a little bit of both dollars so I will say you know

don't leave staff believes that they need additional dollars to start working towards that PCI 80 you know that's that has to be weighed with all the many many other concerns that we've got but I

certainly want to hear about that and I'm certainly open to that idea how much full reconstruction do we do that 250 per square

have we had to do any of that in recent years that's a good question we have not done any reconstruction in recent years it's mostly

in the categories above that reconstruction will be where you're moving the the full depth section repairing the base and then bringing that road into a basically a new state we

don't do much of that I guess that's probably just a testament to the quality of our roads I see on one

does pie charts that something like 5% of our roads are in poor condition I'm curious where most of these roads

are and what the plan to address them is so interesting a lot of those wrote so when you think

the roads even individual roads are broken down into segments in our in our inventory so Matilda isn't considered one road it has has many segments sure interestingly

one of those roads are quartz that have just been neglected just over the years and they are they are throughout the city where we're going to we're going to

rehabilitate some some chords this year over off of Homestead I'm kind of in Birdland I think that's

Google Maps calls it but yeah it's it's it's it's it's mostly quartz and again it's that graph is looking at a street as an individual segment so where is segments of the road could be in good condition and one could be failing for a variety of reasons and so with courts those are cul-de-sacs which means that because

is there they're not actually connecting two points right they're you know essentially the only people who drive a cul-de-sac are the people who live there

I'm going to guess that puts them at the bottom of the priority pile on maintenance exactly that's what I was going to say I mean it is interesting it's not un when to see that either right they're little bit hard to pave just cuz the circular nature of them as well but they may only have like six houses on them or something right so when you're looking at your pavement dollars sometimes it's not as big of a concern and even though it might be poor it's not like it's gravel roadway or anything it's still a fine roadway to drive on but yeah sometimes those do get neglected and sometimes we have to remind ourselves what we're going to have to do some of those sometimes we can't just completely ignore those and that's where I think Sean is you know start to add some of those back into the system and that's good because you know it's true that they have the lowest traffic by nature but the people who live on those courts I'm sure care very deeply about that something I would be interested in would be a map of the segments by condition index turn down you know broken down by you know rough categories maybe presumably there is underlying data behind that table there in report that they did I know we're short GIS people but something like a map that showed pavement index throughout the city I think the extremely helpful to this body and identifying if there are specific areas that need additional investment and also how shall I phrase this anytime you speak to a neighborhood association it is guaranteed that that neighborhood association has the worst roads in the city and having some data on that is probably helpful and I'll see if we have you know it in a form like that I mean I think you know certainly I think that'll be part of those discussions is how do we translate that cuz that is definitely something that we're trying to get to kind of get from you know maybe some archaic systems of pavement and it's not because the city is just some of the MTC stuff and everything and trying to get it into a system that's a little bit more modern that you can actually send is a little bit tricky so I'm not sure how simple it'll be to do that but we'll take a look okay excellent the last thing I want to ask about is the impact of drainage on this is extremely important poorly drained roads degrade much more quickly when I see when I'm driving along like I did this morning and it's raining and I see you know the three 4-in deep puddles over a segment of Road how bad is that for the road how like how urgent is it to call something like that in and say hey this is a real problem as opposed to you know

well yeah yeah water water can be your enemy right you know and I think that you know it depends and you know and and Sean can talk a little bit but you know because that may evaporate you know and it's just going to be there if there's water just sitting there that's not add it's really does it get into you know the actual payment does it start to get into the sub base soil through cracks or something like that and that's why crack sealing and doing those components to really seal that surface is one of the most important pieces because once the water gets in there and then it can start to undermine you know action below all of that then you start to have the problems but having the puddle alone is an indication that there's a low spot there there could be some sort of problem already occurring but the puddle itself may not be directly the problem but is an indication and you know you know I've worked in Colorado as well and in Colorado one of the big problems is the Freestyle right so you wind up having the water intrude in there and then the water gets in there and then it freezes and then it pushes and that's and you really start to get real big problems we don't have as big of a problem as that but it is water is is definitely our enemy for that particular purpose all right well thank you very much for an excellent presentation I really appreciate it and yielding back councilmember Dawson thank you very much first of all thanks for the presentation how scientific is PC is it the rule of thumb or how how do you measure that through through this through this exercise you know definitely have learned a lot there's rules of thumb play we will see discrepancies between inspectors engineering firms and how they view different distresses and the type of severity so there is it is a little subjective okay thank you also it would be interesting to see the road condition by District just to make sure that we are we are we are being Equitable there and then the next question is regarding treatment I really like the way you listed crack seal localized repair and all those things what is the lifespan I know it depends on the traffic and utilization and all those things but generally seeing saying add one number to PCI which is negligible because it's more of an art but what is the lifespan that's a good question I would look at it a little bit differently where the the

the treatment some of them have a lifespan but some of them are also meant to to extend the life span of the existing pavement so if you use crack seal as an example

I'm feeling those cracks proactively hopefully we're mitigating those cracks expanding into block cracking and then depressions and and and and and more

aggressive deterioration so the crack seal itself has a rather long lifespan once it's in the crack but I think if the gold is deploying it is to

mitigate additional cracking from where from where it's at some of the other treatments would have more of a more typical lifespan so there's an industry standards on slurry seal would be like 7 to 10 years a full reconstruction we'd expect that road to last 25 years so that there are best practices

but again I think you're deploying this treatments to extend the life cycle of the existing pavement with hopes that it would slow down that deterioration curve because as you

stop then you get on that gentler sloping part of the curve that's the goal is to try to move as many streets as we can and up to that gentle slope

you get it back up there and then you got that gentler slope and then when we when we go in

show me kind of true ground truth everything like we just did where we actually go out there and do a big study of everything cuz we don't do that every single year cuz we you know we just did it and so we can use the data that we have

but some of those we know will extend that curve even a little bit longer you know that this is the typical curve and not every single roadway is going to match that exactly some are going to be

baby up here a little bit longer before they go down and some will be a little bit here and we'll ground truth those so we're always just trying to get them up into that slower curve and that's where we get the benefit and then you mentioned leveraging technology I was really curious later on during your presentation you meant Road technology I was

technology some of the cities are using AI Technologies to detect potholes so that is more of detection this is more

fixing the road by the way portals if you had driven on Wolf Road last year you would have been

the next question is I have one minute 30 seconds so one more question how long will you wait till you start a treatment for example if it is somebody reports a portal would you immediately react to that or do you wait

include the traffic of painting and all those things yes those are my questions I have my head of my schedule

play 48 seconds thank you one thing I'll add you know about the cost to you know I just add you know is that it does it includes all that and I think that you know

restart the you know talk about how it connects to other things too is that you know like the act of Transportation plan and not to get into deep into that but some of the things in the act of Trance PlayStation plan we're able to do when we actually do the roadway when we you know the roadway and Homestead will be a good example of that of where we'll be able to do

all the new striping for it that's part of that project and so the economist

thank you for one because you're doing that roadway already and you needed to for the pavement side of it so there's a dual benefit there and so then that even saves cost on the other end as well so there's is there an extra benefits that we get that are not built into this that we save thank you council member Cisneros

hello I'm sorry I couldn't be there in person but I do want to say first on congratulations on your admission to the leadership the presentation was very

I just have a couple questions so what kind of relationship do we have with Caltrans in terms of coordinating on road maintenance jurisdiction so how does Sunnyvale work with them all those roads belong to

connect with Caltrans and I think that you know they're they're on their own schedule you know how they do things and what not and so we do work with them pretty regular and they you know we we typically know a little bit

El Camino or something like that so once we start to know what they're going to do and what their plans are we start working with them they usually

98 pretty well with us so we have a decent relationship but that at the same time they only have a certain amount of dollars in a certain amount of things that they can do so we work with them as much as as possible but things that we can do to nudge them too far one way or the other but they do usually work with us to try to accommodate what they can well that's good to hear it's kind of the best you can do and that kind of situation it's tough when you don't have all one but things are looking really good so I appreciate

that needs to be done the next time we do work there so in terms of the priority list that we have how does a proposed project or needed wrote like

you know I mean it depends right in the sense that if it's something that you know where we had like the

that might be a good example and I keep using the same one but on Homestead that one's one where it may have been a you know an extra year or so before we would have done that

project but at the same time we knew that there was value by having the second project that was going to be a part of it right so we kind of get this two for one deal and that's a little bit more you know

one that's more visible and so it was a little bit easier to go okay let's let's maybe move that one a little bit further and see what we can do without messing up the entire program right cuz you don't get too far and then all these roadways kind of go down further on the curve and we can make them more expensive so we do try to accommodate when we can but at the end of

today it's not necessarily the number one factor we're really trying to make sure that the roadway system will really managing those dollars the best first and then we'll try to inject some of those other so even though we may be not looking at that as the number one priority for

striping we're still looking at all of our documents so at least whenever we do roadways we make sure that whatever is in those documents we do accommodate with you know our payment program when we do brought

prioritized in

Injustice and how much farther do we need to go so

thank you very much

current time and for these really helpful answers thank you so next will have mayor Klein thank you thank you very much for the present

we generally have great roads and so thank you to all your staff that's trying to keep that up-to-date and thank you for educating I think you know I've been here for about 8 and a half years now so I've seen lots of different updates from on PCI and kind of how you know and appreciate especially how the measures reflect directly on on how that conceivably increases the numbers

second what other council members have said about the maps and kind of generally where the poor areas are I do think that that's useful and and especially as we have

road now that that to me is a positive thing and gets rid of a lot of the complaints that I was receiving as mayor what do we do

look for let's say jurisdictional boundaries and I know council members of snow has talked specifically about Caltrans this doesn't capture the road index of Caltrans what is their goal for from from PCI standpoint I'm not quite sure you know I think that you know

is there a lot about just the dollars that they have available on and they may have some goals but they think they change a little bit regularly just depending on how many dollars are coming in so I don't think they're as strict

you know this number or that number and so we'd have to get a little bit more information from them but I have a feeling it's a little bit of Hit or Miss based on the dollars that are available you know for

what's the temperature restrictions you know whether it's like Cupertino Santa Clara we work pretty closely with them and we have done a lot of projects with them Homestead is a can bring that up again but I mean it's just like fresh in

thanks we've been working on it but it's it's one where we're going to have to work with Cupertino they've already been involved because the roadway goes all over the place Santa Clara is going to have to be involved because

Homestead is a very weird you know city limit line that goes around all over the place and so we've already engaged them right and it's going to not be until next you know next year before we do even some sort of cost sharing agreements to cuz you want to be careful too about not spending our dollars all over on their side but they've been very willing

home Partners I'm very open to it so I think we've been pretty good with our partners overall of trying to work through some of those weird jurisdictional things Caltrans is just you know we we do work well with them but at the end of the day they're just a big organization and sometimes it just doesn't move as fast so and so I appreciate that from

what's a jurisdictional boundaries because as you said you know the if we're only Paving like the north half of Homestead what happens on that dividing

issues on the other side so that that negotiation I look at the same thing as Evelyn you know once you hit Bernardo what happens on inside the the Mountain View side and how how we make sure that that cost sharing works out well looking

beatboxing on Council for 8 1/2 years you know 10 years ago so even before I got on Council and so when I started kind of following

what was happening at Council a little bit closer I'll say our PCI index was closer to 7879 and it's been a goal for 80 for quite a few

so you know over over a decade it would be useful for this count so I think to see how are how our goal PCI indexes has changed

over the years I think it's been 80 for 15 years at least or so but seeing kind of the study degradation and I'm not saying you know

don't I know that there are cities in the county smaller cities that are above 80 and and conceivably there is you know as you were saying reduced Burns as far as how much you're spending on on the roads but it would be good to both educate Council on what the what the different cities of the cities in the county what their indexes as well as kind of what our historical index was I do think that that's good to see especially as we're looking at conceivably

reinvesting from a budgetary standpoint on do we need to strive a little bit harder do we need to invest a few a little more dollars as far as and then let's see budget we talked about borders off

and then there's a few areas where and we talked about Caltrans especially El Camino but

but when we start talking about off-ramps so the biggest my biggest one of the biggest complaints I hear is the Fair Oaks off-ramp off of 101

where does that line end you know from from a maintenance standpoint do they do they cuz cars are exiting very quickly it becomes

Fair Oaks at a certain point but you know when it's on the ramp obviously Caltrans but beyond that point does it go all the way to the light cuz are we doing repairs for them just because I know that there are conceivably a few potholes in that general area that are that are because cars are coming off

where where does that you know jurisdictional boundary yeah are kind of crazy all over the place and

where is Aries right and so they may extend further than you think you know as far as who controls certain areas and where the right away line is even though it's in the city limits it might be in their right

play until they have control of it a lot of times you know Caltrans will retain control kind of all the way up to either signals or anything like that so it kind of depends on where it is you know that appear to be kind of our roadway but it's really theirs and they're not doing anything so

wind up you know filling a pothole or things like that so we will do that we try to avoid it when we can because it really is their responsibility but sometimes we might need to do that and

but from a safety standpoint

Arthur's if there's an emergency standpoint do if there's a pothole that comes up do we fill that even if it's if it's in their area or are they Caltrans and County Roads for that matter are they responsible enough to to do spot fixes like we often do yeah I mean

an emergency of some sort of it's an inconvenience of some sort that's when it's going to be more of a challenge but usually with if there's an emergency it's usually going to be a bigger emergency and they're going to be all over the place doing stuff but yeah they would do with

do those but it's more than the ones that are kind of inconvenience of some sort or a bigger pothole yeah it's it's not going to an emergency but yes then they may take a little bit of time and we typically depends on where it is right if it's somewhere where it's like we could easily get to it we might do it but a lot of times we also have to be concerned about liability and if something were to happen and all those pieces

we have councilmember Chang hey thanks Sean I had a couple questions and thanks to my colleagues for

my first one is how often are we assessing the roads to calculate the PCI so how accurate is it kind of day to day

week to week so we're doing that on a two-year cycle so it's something newer that chip and I are looking into but we think

that gives a more accurate representation if we're doing it every two years of work with MTC to get the Grand Theft grant funding to fund a consult

come in and do that you know that's what MTC requires for us to stay to make sure that our pavement

program aligns with their requirements so we have like a certification that we need to keep active so every we want to do that every two years so we can stay active with that certification and that allows us to access to the different funding sources that they can provide and before that cuz you know Sean is looking to really get us into a real program a little bit better in and kind of really make sure we're doing it on a regular basis because before we were doing a little bit further apart and then we would kind of in the middle we might dip a little bit more a little bit more of a better data points that we can look at and I think it goes back to you know councilmember srinivasan's question about you know how accurate is this how much of an art is it and everything and at the end of the day that's 77 or 73 you know I mean there's a little bit of that just like a poll kind of that you know are in there go to bed and so it's not such a perfect perfect precise number that you can measure it that way but it's kind of the best that we have at that sense so sometimes you may see a 75 in the next let's hear 77 and it wasn't necessarily directly a two-year mirror 2-point bump it's just that the way that it is measured it could just kind of show up a little bit of 77 as somebody evaluated the data great thanks and then my second question you know as more people are moving to electric cars and they're getting heavier which impacts the pavement if the sing for sb1 drops how is that going to be supplemented that's a great question and I like it a lot it is that is one of the things that we're starting to see is that you know one of the reasons why we've seen and we've had a little bit of a struggle we didn't get to inject this in there that we're starting to really realize over the last year or so is that one of the reasons why we're having a struggle navigate to 80 is because we have had a lot of heavy Vehicles it's not just the battery vehicles or anything not to put you know any blame anything on that at all but it's really more about you know a lot of construction there's been a lot of heavy construction throughout the city throughout you know the whole area just because of you know good development and everything but a lot of those vehicles trucks are kind of going on all of these different roadways and and and and beating them on that curve a little bit harder than they normally would right see that that curve kind of gets shrunk a little bit and they go to go down a little bit faster and that's that's causing some of what we're seeing as far as how things are going a little bit faster down and I think that as you see heavier vehicles will there be battery vehicles or something else you're going to see a little bit more of that occur and that's where we do need to figure out what to do and I think it's going to be a whole Statewide issue that

I'm starting to see is what does that mean right especially for gas tax rate gas tax that made sense it was a way to figure out how much you know you let's say you know kind of

connect that vehicle was doing on the roadways by using gas at the time now that you may not have that how do you figure out that there's still vehicles and they're still using the roadways

how do we figure out a way to help them maybe pay for part of that or whatever and that's that's going to be a good question and we don't unfortunately have a great answer to that because I don't think anybody does just yet

great thank you and my next one I know we talked about Caltrans a bit but what do we how much do we coordinate with Santa Clara County because what Central Expressway and the conditions of that yeah Santa Clara county is great I mean in a sense that they are really easy to work with we do work with them on a regular basis

and and so like on Central Expressway is another one where they're coming in they're going to do a Paving project here in the near future and we've already started coordinating with them and working with them on how that's going to

they even came to us and said hey is there any other roadways or some pieces that maybe we want to do and and

we're looking to see is there something a ramp or some area that kind of ties into it that might make some sense and so we've had a pretty good relationship with them now again they're they're constrained by funding so how long does repaving take for example you know if we were to do a court it would have bigger impact on people they might get trapped in their homes for that day so just curious

for the different types how long does it take I think like a repeating of a cord would take it probably about a week so it would be in a week a week of inconvenience but all in all it would be a pretty light touch in the grand scheme of things thank you

and next we have councilmember Lake thank you so much for the presentation Sean I could tell how passionate you are about this and I just really like getting presentations from passionate presenters you seem very

knowledgeable about the subject and thank you for sharing with us councilmember Chang and I are you know the newbies so this was all council member mellinger alluded to the prioritization for a road maintenance and how cul-de-sacs might fall to the bottom of that

could you elaborate a little bit more about how that prioritization works like to me it would make sense that arterials are the most prioritized and it goes down from there but just

and then build a scope of work that that that that is really a balanced throughout that so you know we can't be arterial heavily or

heavy it has to have balance and we have to think of a variety of factors like you know what are these who do these roads serve what do they serve what condition they're in I'm definitely

play huge factors of the PCI score will tilt decisions it's also kind of could you repeat your question

one more time how do you choose which ones to do first so we use the PCI score to kind of narrow our Focus

so so we're not so best practices to not reconstruct anything unless it's 50 or below so that'll be like our best practice so that list is is very small I'm sorry I don't have that number

good night but I just looked at it it's probably less than than 100%

segments city wide and then because we know that payment rehab is our most costly treatment we have to adopt project is going to tend to be a little bit smaller or we're not going to be able to include all those streets so it's a little bit of an artist a lot of collaboration

discussions you know using our in-house resources to make the best informed decision that we can thank you my next question is the PCI average

roadways and whatnot I have to look exactly so I can get back to you with the math on that but I think it does wait everything into account and all the lane Mi and brought down to really give us

overall average but you can get averages and I think it does wind up being like a mean for each type of roadway right so you can't get one for

arterioles you can't get one for collectors you can't get

for the local roadways so we have to break it down that way again I don't want to say that the data is super simple for us to like manipulate and grab and whatnot right now just

play that the kind of Street saber system is put together but at the end of the day we can do some of that and and you know the street Sabre system that's MTC I mean

it is really a little bit more of a database that's kind of older it might even be you know some old version of access you know Microsoft that's you it winds up being a little bit complicated to use but we do have the data and so as we start to you know get that into better systems or MTC or whatever we start to get into better system

you have a lot more ability to do more of that manipulation and so it's still good data but it's it's just not perfect in the way that we can manipulate him and kind of play with

look

and it doesn't really

I have this kind of scoring criteria and everything it's concrete and it doesn't have kind of the same level of impact that you would have a roadway roadways

constantly beat up by cars by heavy heavy Vehicles sidewalks you know with the compaction that we have there and the and the actual you know concrete the walking of the pedestrians is not really the problem with sidewalks right I mean you're walking on it you know for years is not necessarily what's causing all these cracks and things like

that it winds up being the the water intrusion it winds up being the trees the trees are really one of the biggest factors of the reason why we have sidewalk issues throughout

the same methodology toward it and so you're really trying to hit that a little bit more

put on you know specially in new areas not planning trees like right next to the side doing different ways or different types of trees to try to manage that and then we

try to deal with the ones that we have the challenge with the ones that we have now and we're working through the list is that they're they're not easy to repair very

quickly and part of it is is it can be costly but it can also mean there's a tree there right and then you're in this kind of discussion about do you fix

Play Walk and remove the tree or do you keep the tree and then you have back at the sidewalk again spending a lot of dollars back at the sidewalk again and we have to do those very delicately

for sidewalk where we're doing the horizontal saw cutting that I'm not sure if you were here at that time but

play kind of start cutting or we can actually kind of just basically horizontally kind of cut and shave that crack or that kind of offset off and it looks really good

it actually gives us a good solid finish there for certain levels of these and we're looking to see that will get us a lot of data we're going to go throughout the entire city over the next two years

get lots of data from every single location we have on the list and then we'll be able to shave off some of those and that's significantly cheaper so then in some cases where we have a

we can go hit it that way a little bit easier but at the end of the day there's not really a PCI number that can be directly translated

play who might be listening at home and thinking oh I know exactly where a pothole is they should go to access Sunnyvale right that's that's what they should do absolutely please do

play fantastic and then lastly I just want to add my voice to my other colleagues who are requesting a map I think that would be very helpful to have that data for us to communicate with community

thank you for answering these great questions and thank you for your work I've learned a lot sometimes

I meet with residents and they asked me that road looks fine why is it being repaid but what I learned today is that we're

sting in the road so that does not require more maintenance in the future so that's something I learned today that I can tell resonance

so as our roads we have lots of Roads as they get older and you're trying to keep them to a certain PCI level

the fact that they're so old does that mean like in the future the more older roads we have although

that long-term the cost will get higher and it's that if so is

that extrapolated into our 20-year budget plans yeah I mean not it doesn't work exactly like that I mean to hear what you're saying do you know and a lot of times is and we didn't have all the information here about all the different kind of little nuanced treatments that we do and what not but you know one of the big things that we do is we'll do it's not a full reconstruction of ripping out all of that asphalt but will grind it down to 3 in sometimes it's more expensive it is but then you're getting a whole bunch of new material right and when you get that new the old material is still good in the sense that it's on you know in some ways it becomes like dirt it's just it's compacted hard material it's been there for a while it's compacted it gives you are solid base so that the roadway doesn't shift around all of the material on the top doesn't shift around too much and that's where it can be really beneficial you know and give me an example of when I was in Colorado is I'm in the US 34 between Greeley Colorado and Loveland looking for a map you can find them but they were they do a lot of concrete roadways there and so they actually had an asphalt roadway and one of the things they did instead of ripping out the whole asphalt redoing the base putting in new dirt because the roadway itself was pretty darn good but it needed to be replaced and have a better roadway on top of it so they actually just use that as the base and then they put the concrete on top of that and they did some areas where they had to wind up digging it out and doing some compaction but then you just use that as a base so it becomes like the dirt on the bottom and what's good that the old roadway doesn't necessarily become a burden like you have you know like a building or something maybe you do have to replace the building at some point with the roadway can just continue to be there how long does it has that solid compaction that's there once it starts to break apart and everything that's when we're really worried about it but that's really more underlying soil conditions that typically cause that and then are there advancements in materials used to pave roads so that less maintenance you know in the future is there any are in addition are their future Pavements sequester greenhouse gases what are is Sunnyvale are their investments in the Sunnyvale able to utilize they haven't really found a lot of good Alternatives right I mean you know concrete is was used by the Romans play invented concrete and we're still using the exact same stuff and so at the end of the day there hasn't been a lot in a lot of these areas that have been changed the game dramatically

I mean there's been improvements definitely improvements but changing it from where you're thinking about there are some things like you know we we are out in you know we worked a little bit they've done some stuff with some recycled plastic to do some things it's still very much like early early Alpha you know I mean it's just barely starting and so they're trying some of that out it hasn't Nestle expanded too much and they're play some tests here and there so that's one that's maybe a little bit newer but you know who knows exactly where that's going to go or whether that would work for a roadway or whether it would be economical or even take even more energy than some of the others we don't quite know yet but there's nothing out there that's really you know that we we've heard about that's really out there that's majorly different although there this has been really interesting other city manager mentioned and we will go ahead and open public comment the specific item please submit speaker card to the city clerk use the raise him to dial * 9 on your phone to indicate you wish to speak I'll call on members of the public participate first followed by remote participants speakers will have one minute to speak I don't have any speaker cards so I guess we'll go to vice mayor there are no remote speakers indicating a desire to speak on this agenda item no more speakers Okay so oh okay and see that okay councilmember millinger real quick I want to thank councilmember Leigh for her comments on concrete and sidewalk maintenance quick thing is I believe and you can correct me if I'm wrong that generally the damn to Pavement scales is the fourth power of axle weight so a pedestrian does basically even even a midsize car is going to do very little switch to the pavement compared to a truck that accurate it's definitely can increase pretty substantially between them you know a passenger vehicle and a big truck I would love at some point maybe in the next year or so as a not particularly urgent thing to maybe get a similar 80 session on sidewalk maintenance especially after we've got you know some good data from how the sidewalk shaver is working I call it the sidewalk shave or I don't know horizontal saw cutting yeah exactly no I think that that's definitely something we want to bring back right because as we get some data from that and then we start see how many you know locations we might be able to actually solve with that that'll be a lot of great data that it's going to feed into what do

we do with our sidewalk program as well so it's kind of like you know the same

what kind of process is this will get more data and we'll work on how do we change our system and become better and we'll bring that back to counseling yes and while I recognize there's no such thing as a sidewalk condition

I hope that is part of that you know we might have some ideas on defining levels of service thank you that does it for my question

we'll move to I mean city manager Tim Kirby yes thank you very much I just wanted to both Sean

pepper very anxious and happy to provide a map but I did want to emphasize that we don't have GIS resources currently that is something we're looking at

play upcoming budget so we'll take a look at what we can provide and how we can do it but I just wanted to set expectations that a map will not be forthcoming within the next couple weeks

set my tickets a little bit of time and so this meeting is adjourned at 6:57 thank you I guess an 8 minute break and come back

7:05

good evening let's call it over the council meeting of

play 42025 at 7:07 p.m. first council member Cisneros do you have a statement that you'd like to make

okay I'm participating remotely in tonight's council meeting under the included in California government code section 54953 F2 because that prevents me from participating in person and no one over the age of 18 is in the room with me

thank you very much the city does not tolerate disruptive behavior in our meetings Sunnyvale Prides itself on a rich diversity of our residents we are committed

I'm reading a culture of belonging where members of a diverse Community feel included safe and respected this counts meeting is considered a limited public forum which means

cancel can regulate the time place in manner of speech speaker comments must be limited to the agenda item being considered by Council for consent calendar or public

items speaker comments during oral Communications must be limited matters within council's Authority generally referred to as within council's subject matter jurisdiction

the speakers comments are not related to an agenda item that presiding officer will rule that speaker out of order a speaker will not be ruled out of order because of a disagreement with

content of the speaker speech location online meeting details are available on the council agenda scan the QR code on the screen or what language access and translation link on the council agenda to read and listen along in more than 60 different languages use the show

button to view captions on Zoom comma to matters not in the not on the agenda must be part of the time I call the item for oral Communications comments on

items must be must be submitted by the time I close the public hearing on that agenda item speakers are requested to keep their comments to the time period set for public

comments for the agenda item and time limits will be strictly enforced guidelines are posted on the city's website and on the council meeting agenda first please

join me in a salute to the flag I pledge allegiance to the flag of the United States of America

Chandler public for which it stands one nation

next up is roll call city clerk may we please have roll call Mayor Klein Cisneros participating via teleconference thank you

next we have a special order of the day let me come up to the lectern good evening before we begin tonight's meeting we have a special

recognition in honor of Black History Month February is nationally recognized as Black History Month this year marks the 49th anniversary of President Ford's official Declaration of the month of February joining us good night in honor of this month is Milan Ballantyne executive director for the African-American community service organization agency

welcome welcome along would you like to say a few words this evening yes good evening to honorable mayor council members wonderful staff of this

City of Sunnyvale on behalf of the African-American Community Service Agency which was founded in 1978 only 2 years later to the passing of black history

thank you for recognizing this day as well as this month and I would say this entire year in celebration of the contributions of African-Americans do the United States of America when you imagine 12 million estimated people being stolen from a land that they called home to come to some they did not know the language and help build a country it is important that we teach all children about black history because all children can become smarter

reminder and nicer based on a community that was oppressed in a country that was not our own and now standing myself as I'm an 80s baby as always tell people

to learn that we are to pass on knowledge about African-Americans history and how we left the rules South and made it our way to the West Coast to do what we have done here

to build an African American cultural center that has served Santa Clara County we're currently in the process of building the brand new African-American Center in the downtown

is the city of San Jose we put on the Santa Clara County Juneteenth Festival the annual Dr Martin Luther King luncheon in addition to that we also educate children with

do science technology engineering arts and math we host a senior citizens Valentine's Day dance that is coming up so if you consider yourself to it be a senior join us but

also make sure that we take young people and we encourage them to stay around their Elders to come visit places like Sunnyvale to volunteer and to give back in time and so when

talk about the African-American experience it is American history so thank you for today thank you Milan thank you for bringing the rain and and coming to our

City Hall when when first recognizing this month during the United States Bicentennial President Ford reached out to the nation encouraging us to play opportunity to honor the two often neglected accomplishments of our black African Americans in every area of the Endeavor

what are history since then the month is expanded Beyond educational institutions and is recognized in the Arts and business sectors and each year

Association of the study of African-American life and history designates a theme the theme for 2025 is African-Americans

this thing focuses on a on a very on the various and profound ways that work and working of all kinds free and paid skill

unskilled vocational and voluntary intersect with the collective experiences of black people the Sunnyvale Library also invite you to pick something up from their theme book list in display they will also be holding several events this month first a salt painted masks

color a mask using salt and watercolors on Thursday February 6th from 4 to 5:00 p.m. for children grades K through 5

a concert soul for kids on Friday February 21st from 11:00 to 11:45 a.m. children of all ages are welcome

come for a fun musical performance and traffic lights on Monday February 24th from 4 to 5:00 p.m. come learn

about the inventor Garrett Morgan and build your very own three light traffic signal for children's grades 1 through 5

please visit the Sunnyvale City website and the city library page for full details we hope to see you there and so now in

definition of all the contributions of our black community members and the long history they have in our nation I am proudly proud to Proclaim February as black history

what's in the City of Sunnyvale thank you Milan and thank you for your organization is doing congratulations thank you thank you sir thank you next step is oral Communications this is now the Publix opportunity to dress Council on top

continued after our general business section of the meeting individuals may speak

only once during oral Communications as a reminder this council meeting is considered a limited public forum and Council can regulate the time place

Center of speech speaker comments during oral Communications must be delivered in matters within council's Authority which is known as Council subject matter jurisdiction if a comments are outside of council subject matter jurisdiction the presiding officer will rule that speaker out of order this allows Council to conduct its business in a reasonably efficient manner and protects the rights of other speakers a speaker will not be ruled out of order because of a disagreement with a content of a speaker speech please somebody speaker car to the city clerk raise your and now or dial Star 9 on your telephone indicate that you wish to speak I will call members of public participating in person first followed by remote participants I a few speaker cards but speakers will have 3 minutes to speak but before I get to the public councilmember mellinger what's an announcement thank you very much Mr Mayor yes I do have an announcement Sunnyvale EV ride and Dr is here interested in exploring your options for your next car purchase cruise on by the electrical vehicle ride and drive event taking place on Saturday 8 from 11:00 a.m. to 3:00 p.m. at the community center at this event you can sit in ride and drive EVS Explorer a lineup of various Vehicles learn from local Eevee owners in experts and discover how to save on your next car purchase following your test drive complete the post survey and receive a food not sure for the on-site complimentary food truck to register and learn more about Sunnyvale Drive electric program and future events visit sunnyvale.ca.gov and search Drive electric or email green at [sunnyvale.ca.gov](mailto:green@sunnyvale.ca.gov) thank you thank you councilmember let me go to you are speaker cards first up is Darren C followed by Zachary Kay you have 3 minutes good evening mayor vice mayor council members I apologize I'm addressing all the rezoning items my name is Darren Clark I'm a field rep for north northern California Carpenters Union Local 405 here in the South Bay I appreciate the opportunity to speak with you tonight regarding the rezoning of these properties for residential use as we plan for the future of Sunnyvale it is crucial that we also consider the future of the workers who will build these homes across the South Bay too many residential construction workers face low wages a lack of healthcare and no access to proper training this only hurts workers and their families but it also affects the quality of sustainability of our housing where is the council to explore responsible contractors contractors who pay Fair wages provide health care and invest in apprenticeships through accredited program

by doing so we can ensure that the next generation of skilled workers is cultivated right here in our city strengthening Workforce in our community thank you for your time thank you next time is Zachary Kay

on the heels of having a council member using code for the destruction of another country the city brought in a speaker at the 128 2024 council meeting claiming genocide twice and asking for the city to divest how does the Carnage stock up ask an Armenian Turk with genocide is up to an what is 1.5 million died during that one asked a tootsie what it's like for the who to put out a call for the slaying of your population losing and then there's even more notable one go take a shower or stand over there in front of that open trench and see what happens see what happens to your population 6 million on that one for the benefit of counsel those are genocides

thank you that was my last speaker card city clerk are there any remotes speakers wishing to speak with her oral Communications yes mayor stop is an individual calling in with the name Apple's iPhone are the individual calling in with the name Apple's iPhone you've been unmuted and you have 3 minutes to address the city council

can you hear me yes we can okay hi this is Rose

I have been delivering lunches and dinner around Sunnyvale area on Fridays and Sundays to mostly and house Hispanic Neighbors for a couple of times when I went to the area where they hang out none was there I was told that they were afraid that ice will come for no reason except that they don't have legal papers like us and like us they are not criminals they are not

call criminals they are wonderful people that shows respect to others they are just the most less fortunate people in this

you're crazy country we live in humanity is disappearing and I hope it will not spread like a wildfire to people who still have some Humanity I'm asking you all to please protect them don't let eyes come and arrest them please don't cooperate with ice

the other day there was a young man that I can tell he has he is mentally challenged he doesn't have a sleeping bag no socks sitting in a concrete turn off the stores here you also have some facial movements which I think he has some ticks I told him I have sleeping bag and a blanket all that he can say is

yes I don't believe he speaks very good English so I gave him sleeping bag and a blanket and socks with he tried to put in but cannot because in a very low tone voice and with

these are the kind of people ice wants to arrest they tried they need to go around and arrest the people who are burglarizing our business and who are doing really criminal out not this very unfortunate neighbors that we

who wants to leave a better life thank you thank you mayor that was the final remote public

take care for all Communications and move on to our consent calendar can I ask a quick question of the city manager yes go

Mr city manager could you just reiterate our policy on cooperation with ice just briefly

what city has a statement of values that the public can find on the website that we value all of our diverse community regardless of immigration status and that it is not the city's policy is to comply with state law in terms of law enforcement which means we don't ask about immigration status we don't inquire we don't keep those records and if

if a lawn if ice asked to ask for us to cooperate on a enforcing civil thank you very much I appreciate that thank you we'll move on to our consent calendar I'll go ahead and open the public hearing on our consent calendar items please submit a speaker card to the city clerk raise your digital hand now or dial Stern telephone in case that you wish to speak I will call on members of public participating in person first followed by remote participants speakers will have 3 minutes to speak

I have no speaker cards for consent a city clerk do we have any reminders when switching to speak on a consent calendar item no more clothes public comment and bring

back to council council member Chang thank you very much what's 0130 for the city council minutes of January 7th 2025 thank you sorry Mr may I think that is 1.3 not 1 dot e b as in boy okay thank you is there a motion council member mellinger move consent -1 B thank you vice versa Second City Clerk can you please connect the vote

whenever there's a remote council member we do have to do a random order will call vote so first up Council council member

yes council members Cisneros yes and mayor Kline play for consent calendar items 1A and 1C through 1K passes 70 thank you let's go ahead and take item 1B now

councilmember Chang did you have a comment yes thank you mayor apologies for not getting this into the 8:00 a.m.

can we update Julie Miller to Julia Miller and then Margaret Ave councilmember from of city of Mountain View to play Ramos city of Mountain View thank you thank you are there any other comments or questions

cancel seeing Nana open the public hearing on this item please submit a speaker card to the city clerk raise your digital hand now or I'll start on your telephone dedicate that you wish to speak

I will call members of the public participating in person first followed by remote participants speakers will have 3 minutes to speak I have no speaker cards on this item

play Clark do we have any remote participants wishing to speak on this item no more I'll close the public hearing and bring it back to cancel for a motion vice mayor cell
emotion that the minutes be changed according to councilmember change request thank you and
yes council members attorney Austin council member changed council member Cisneros yes the motion
please 70 thank you let's move to our general business or first items item 25-01 selection of name
the new city park located at 1142 Dahlia Court currently referred to as the Corn Palace is there a staff report
mayor vice mayor council members thank you for having me my name is Jesus fragos I am the superintendent of Recreation services
tonight we're going to be presenting some information on the naming of the new city park that's on 1142 Dahlia Court Joe
virtually is Michelle Pereira director of library and Recreation services and also Chip Taylor a public public works too they might be able to help with some questions at the end
to show the property that we're discussing to the right is the new single family homes that went up in that lot and to the left hand side you'll see an empty lot
will be located that is going to be surrounded by Toyon Lily and Lawrence this park is scheduled to be completed sometime this
summer some project background this lot was previously agricultural land the
set to be done in into two phases the first was going to be that single family home that you saw in the previous Slide the second is going to be that dirt lot being created into a mini Park that dirt
2 acres in in size this mini Park is to serve the residents that are within walking
is that Park which is about a quarter mile and since it's a smaller park it doesn't have some of the amenities that you might see at Washington Park
the property was converted to Farmland after World War II and the Corn Palace Farm Stand was constructed in 19
5 in operated continuously until 2015 because that that was there since 1965 you may hear many people who live in the City of Sunnyvale
listen to it as the Corn Palace this is an overhead graphic just showing you what the park is
Envision to look like some key things I want to point out here there is a a top play area a youth age play area some inclusive Play features shaded seating
play Loop fitness equipment as well as some picnic areas that have shaded structures so the reason we're here is that we can talk about
my name in this park so for that we have to look at towards Council policy 7323 which says that the name is done and falls under the

the Park and Recreation committee first reviews a list of potential names and then give that recommendation to council to you and then give us directions also with that we have to take into consideration that any naming should follow the previous historical turn of name in the Park after the planning district in which it's located if possible so

Ponderosa so for that reason we have to look at these other criteria that have been listed for us to consider the first is going to be the greatest consideration should be given to a name that has historical significance to the City of Sunnyvale open space that was formerly school property are joined to a school the next can be naming the park after a specific individual however that person

I have a significant contribution to the City of Sunnyvale in the last thing that we can consider is if all the rest fails then we can come up with some other suitable names

so the following slides I'm going to now go over that criteria and some of the suggestions and the suggestions that were given to the park and recreation

listen to consider well first talk about historical significance so Corn Palace Park that's based on historical land use

we just talked about Acorn Park is the native food source for the Ohlone Manzanita Park is the native plant used by the Ohlone tamien Park

what was the eloni tried that occupied today's Sunnyvale region and aloni park is at the tribes at the span the San Francisco Bay related by similar Damian is has a park by the same name in Santa Clara and then also there is a light

another park that's in Berkeley so that might be confusing for some what's the last four names that I just gave you came from the Ohlone and were submitted for another Park naming project that we had in our city some of the things that we can consider as a planning district so each area of the city is broken down into different districts each district has a theme by which the streets are named this

the area the theme is flowers and trees so for that reason we came up with these three names Toyon Daisy and Maze

San Miguel park for your consideration for consideration and then also other names to consider diversity Park Duvalle Park

watch me park and Remembrance Park so we gave these suggestions first to the Historical Society we also went

Heritage commission and we also went to humans relations before we went to park and rec commission to see what they would what their recommendation was Historical Society recommended Corn Palace

Heritage commission recommended Corn Palace by 4 votes they also gave maze to votes human relations commission gave Manzanita four votes

and acorn three votes so taking all this into consideration Park and Recreation Park and Recreation Commission after deliberation voted

110 to recommend the park located at 1142 Dahlia Court be named after Corn Palace a couple other things that we talked about
play just for your consideration I know that there's some questions that surrounding this there is a plaque that was developed and given to us right now we do have that
find it into our possession essentially it's just a historical plaque that will be installed in the Park area to let people know
the second question that we got was about the original Corn Palace sign so if you look at the picture there are two different signs the first one believe that was in good condition we believe the Francia family took that and the second the second sign that we saw the historical
play side to take a look at it and said it's not salvageable so they left it there so right now staff are in communication with the Francia family about the original sign so I wanted to give that information because that was a
give direction to staff on the alternative that we
arrested for you the first would be selected name for the new city park as recommended by the Park and Recreation Commission which is Corn Palace Park the second
what would be the name from the list of suggested names and the third would be not to select a name and provide staff with additional Direction
900 presentation thank you very much let's see if there are any questions from Council first up is council member
thank you mayor thanks for the presentation I used to live very very close to Corn Palace and then when it was convo
sites of the land there and then you mentioned that the board was not in good condition what was that sorry I'm
yeah so when you take a look at at the picture that was on that was on the presentation there are two there are two signs on the the
the Farm Stand the one of those signs was in good condition and we believe that the fancy of family took it they were the ones who on that property the second
when was in very poor condition and the historical society that was out there that took a look at it they were trying to see if they can salvage anything but they determined that that one was not Salvage
residence within a quarter mile walking distance how is that measured the measurement was It was supposed to be a
residential walkable park for those residents so that that quarter mile is was believed to be that that radius of people walking to this park
why is it in that area because down the street from this park right which is much bigger
those are my questions for now I'll wait for public comments thank you
thank you very much
I don't see any other questions from Council let me go ahead and open the public hearing please submit a speaker card to the city cler
I will call in members of public participating in person first followed by remote participants

speakers will have 3 minutes to speak I have no speaker cards in the room
city clerk are there any remote participants wishing to speak on this item
no more

go to public hearing and bring it back to council for questions or emotion
council members of Austin I want to move alternative one

thank you council member Chang second thank you to your motion yeah I said
I lived very close

can I close by for many many years and then come Palace is nearer to
nearer and nearer to me

it was first Farm to Table kind of a farm so naming this as Corn Palace is
more appropriate

it is very very appropriate in my opinion so I learned my colleagues to
work yes thank you thank you council member Chang thank you

well the first consideration is the greatest consideration should be given
to a name with historical significance of the City of Sunnyvale and
echoing council members of Austin

it's a reflection of the Agricultural history of Sunnyvale and while I
respect the human's relations commissions for their liking of the
Manzanita Park named there is a

do complex in Morgan Hill called Manzanita Park and I believe that would
be a little confusing thank you next up is council member Cisneros
no thank you I think that this park would be named Corn Palace Park no
matter what we decided here today because

and there was a lot of public conversation when when they when the family
sold

because of the recognizable aspect of the Corn Palace when it was
there is something that everyone who drove past knew exactly what it was
and it was somewhat of a landmark so because of where it is

when the Corn Palace itself is isn't a direct

so I appreciate it I mean we had great names across the board but this was
an easy one for me

thank you next stop is council member mellinger thank you very much Mr
Mayor I'll be supporting the motion council member Cisneros said most of
what I was planning to say no matter what we

name this park the residents are going to call it the Corn Palace Park so
we might as well call it the Corn Palace Park and beyond that I think I
can

say with a fair degree of confidence that this will be the only Corn
Palace Park in the nation and as council members cisnero said you know
it'll

start conversations is a great way of preserving a unique and quirky bit
of our City's history and I was just say that

well the design of the park has already been voted on a year and a half
ago I'm just want to emphasize that staff I want you to be

as empowered as possible to make this park as corny as possible so thank
you thank you councilmember

commissions and thank you for the Commissioners giving

your input much appreciated and I'll also be supporting this motion thank you I'll be supporting motion

it's always great when we're you know creating the open space in the city definitely the history of this site is you know is memorable especially those that have been here for a while Corn Palace was here for so many years sorry to see you know and talking to historical society that they weren't able to retain that

clever that sign as it was being torn down but happy that the developer is actually creating has already created a bronze plaque commemorate what that location is a call back to the agricultural agricultural past of our city so happy that that will find a place Channel location and from a Corn Palace standpoint definitely the name is the right name at the end of the day so thanks to the different commissions that suggested it

definitely from a human relations commission standpoint there will be future parks in the north part of our city that will definitely look let's say more cultural references from that standpoint but historic from historic standpoint this is in my opinion the best name and with that city clerk can

can you please connect the roll call vote First Step Counseling Service and how do you vote Yes council member Chang yes vice mayor cell counselor Cisneros yes council member Klein yes Council

yes the motion carries 70 Thank you period 0031 introduce an ordinance amend

Which chapter 2 dot 29 of the Sunnyvale Municipal Code relating to Electric filing of campaign statements and statements of economic interests

is there a staff report yes Marion council members this is David Carnahan the city clerk existing Municipal Code section 2 Dot

turn down 010 mandates electronic filing of campaign statements and statements of economic interests with the city on September 6th of last year the governor signed assem

spell 1170 which amended State Law related to electronic filing of statements of economic interests to require that individuals that file statements of economic interest

what's the fppc form 700 pursuant to government code section 87200 shall file those directly with the fair political practices commission rather than with the city clerk

in addition since the municipal code section was last adopted the total contribution amounts triggering campaign statement and Report filing requirements of increased per

state law making the amounts in the code out of date the ordinance included in tonight staff report we can form the municipal code with a b117

play obligation the obligations that various individuals required to file statements of economic interest directly with the FPC that they are municipal code

Define with state law in addition the ordinance would update the municipal code to remove specific total contribution amounts as these amounts are set by state law alternative

what would introduce the ordinance tonight alternative to provides other direction from Council this includes the staff report and I'm ready to address questions thank you very much are

any questions of Staff council member Chang

thank you Mary Kline so if the forms are filed directly with the fppc would it still be on the Sunnyvale net file or what they have to file twice separately so fil

you will not need to file twice the the way the system used to work is these filers would file through the city system and through a data exchange they would push through

PPC the fair political practices commission is exploring kind of doing a reverse data exchange they haven't set that up yet so now what happens is is filers file with the fair political practices commission the clerk's office is notified so we download the form we redacted and we uploaded into the net file system so that the public that

used to finding right councilmember planning commissioner city manager City Attorney form 700s all in one place as well as other staff still can go to one place instead of having to look into different

portals thank you very much that was my last Council question let me go go ahead and open the public hearing on this item please submit a speaker card to the city clerk ratio digital hand now or dial Star 9 in the telephone to indicate that you wish to speak I will call on members of public

participating in person first followed by remote participants speakers will have 3 minutes to speak I have one speaker card Steve ES

I'm very happy to see that we're maintaining our electronic filing ordinance those of you may not be aware of this

in 2016 a lot of subterfuge and tricky late filings and missing filings in G

I work with Kathleen Franco Simmons

months to implement this I'll say that that the organizations that some of you and your former colleagues accepted donations

such as the National Association of Realtors they were playing tricks sunpak was finding things on paper and things were

well it was hard to look up all we could

was the paper one okay well what we've got now is so much better and I encourage all of you to embrace that

electronic filing and Mr city clerk I do encourage you to get the copy of the 700s back from the state so that they can be published

it is very laborious to go to the city the county of Santa Clara the fppc site and sometimes

organizations that will make independent contributions in the city have to report they'll report city of San Jose or something saying oh most of our business

this is there so we can't find them so running them through here would be very good I do encourage you all to learn the election code because what you do and what your colleagues do affect our elections probably 2 years ago I came to this party and did you that I would bring you information about the subject foods that is twisted around some of our elections dirty tricks not filing things not putting your name on your advertisement because you were the you were the controlling body for that just like when you file you file Larry Klein for mayor okay your names on that the advertisement has to have that on there I have with me here a letter from the fppc in Sacramento okay this took 4 and a half years to come back well one of these former body members was found liable in violation of several very serious things that occurred in and around the time of our March 2020 election okay I don't like to see those my colleagues my members other people we don't like to see those things coming up there were on missions in that that should have not been admitted Okay so I encourage you to vote to for the suggestion for this thank you Steve that was my last speaker card in the room city clerk are there remote speakers wishing to speak on the side nowhere I will close the public hearing and bring it back to council are there any questions or a motion council member mellinger move staff recommendation thank you vice mayor sell second please vote yes thank you yes thank you cancel what's the temperature in Boston this is very very critical as the member of public said this provides trans so thanks a lot for speaking out and then thanks for the motion thanks thank you council member lay I also plan on supporting this motion and I wanted to thank Our member of the public for his comment and the background information I have some of these topics I was previously unaware of I very much like having it electronic and hope that we're going to continue to do that thank you thank you and yes I'll be supporting the motion as council members of Austin said it is a matter of transparency and definitely I'll be very honest the the electronic filing makes your life a lot easier as a candidate do you know this was my fourth campaign in November of 20 but but it is critical to have these yearly updates and I agree with the resident the fppc sometimes is very slowly when they're doing investigations and so thank you for educating let's say you are the council members who weren't here for for several years now so with that and I'll be so I'll be supporting the motion with that city clerk please read the ordinance title and conduct the vote

so I won't get to to read for ordinances this week so you'll have to go back to last meeting to hear that today

the title is an ordinance of the city council of the City of Sunnyvale to amend chapter 2.29 of the Sunnyvale Municipal Code relating to electronic filing of campaign statements

statements of economic interest first miracle how do you vote council member mellinger

yes the motion carries 70 thank you very much do we need a break or can we move forward

okay thank you our final item is it in 25-0 to 110 resolution amending the city's salary resolution and

schedule a pay to increase the salary range for the director of Nova Workforce Services is there a staff report there is good evening mayor vice mayor council

play Tina Murphy Director of Human Resources tonight I'm here to talk to you about adopting a resolution for the city salary resolution and schedule a pay for the director of

I have a Workforce Services as you know Nova Workforce Services serves Seven Cities in Santa Clara County including Sunnyvale Los Altos Milpitas Cupertino Mountain View Palo Alto Santa Clara and all of San Mateo County so they do have quite a reach which is fantastic the city manager

recommendations to the city council for the department heads on the our salaries with the exception of the director of Nova Workforce Services the salary range for the Nova

where is actually based on the salary cap for the wyola or the workforce Innovation Opportunity Act guidelines which is the federal government salary schedule

and we are requesting to increase the salary range for the Nova Workforce Services director to align with the most recent update to the federal salary schedule in May of 2024

we actually brought before the council and you approved increasing the cap for the Nova director to 20% above the federal cap and so tonight

we are requesting that the increase would also go in 20% above the current federal cap that went into effect in January so we would be increasing the minimum

205,182 and the maximum to 270 * 840 and the salary for the Nova director is 100% fun

goodbye grants received and it is in the increase is included in the 2425 budget adjusting the salary range does not necessarily increase

salary for the Nova director herself that would be based on Merit and recommendation of the city manager on performance so

the staff recommends that Council adopt a resolution amending the salary schedule of pay as well as a salary resolution to increase in over Workforce Services

for salary effect of February 16th 2025 that concludes my staff presentation and I'm happy to answer any questions that you may have thank you very much

let's go to council questions first up is council member mellinger thank you very much Mister Ms Murphy I note that the salary range that we're creating on this is about 65

about 205,000 to 270,000 that feels like a very wide range to me is that standard for most of our department heads

it's not uncommon to have about a 40% spread between the bottom and the top so this is aligned with that all right thank you very much

that was my only question thank you next up is vice mayor sell for Nova services

have been layoffs has the need for Nova Services increased are you able to tell that

how does that relate to the caliber of people that we need to attract for those positions and I can answer some of the questions as I

do you want to emphasize that Nova Workforce Services is not been impacted by the federal layoffs at all it is a city department so Nova is

is it working as you know status quo so same this week as they were last month so they are still providing services to Residents and

end individuals from the counties and cities that I had mentioned earlier so I do want to emphasize that nobody is still operating they

I've had an increase lately and you can see this in the reports that come out of the Nova Department that there have been you know an increase in layoffs

put in the county they do have larger numbers if people that they serve they do a phenomenal job I think in terms of providing train

as well as job Seeker services to both individuals who are displaced potentially youth who are at risk

so there's a lot of opportunities for them so I think that that is something that that the Nova Workforce Services Department really

and I'm not quite sure I understood your second question based on the is it important to attract a certain caliber of person for this position

a sort of determined so the salary for the Nova Workforce Services director does increase as the federal government pay schedules

so we're keeping up with that obviously it's more expensive to live in the Bay Area than it is other places which is why the council had approved a

percent over the cap for the City of Sunnyvale for our Workforce board I think that you know that I

play Marlina sessions isn't planning on going anywhere cuz she's a fantastic director and it does an incredible amount of Grant Fund Raising

are the Departments and for the and is fantastic Ambassador I think for the City of Sunnyvale as well so keeping the salary range competitive I think

thank you very much thank you by Sam Smith

we are revising the range about 4,000 design and 4,000 that side but I thought the range was 10%

blow the federal and 20% on the upper limit is a 4,000 how does that match is the federal table around that or the federal table is actually a cap there's no bottom and then you also mentioned that

the director salary is Peter paid by the grants is that correct that is correct okay thank you

thank you that was all of council questions I will go ahead and open the public hearing on this item please submit a speaker card to the city clerk traditional hand now or dial Star 900 telephone numbers of the public participating in person first

put my remote participants I have no speaker cards in the room city clerk are there any remote participants wishing to speak on this item no more okay

close a public hearing and bring it back to council for a motion council member mellinger move staff recommendation thank you councilmember Cisneros

second thank you to your motion please vote Yes director sessions is done excellent work and Nova is a tremendous asset for our city

and while I hope she stays for many years we need to be able to recruit top talent for that role so please vote yes thank you thank you

the number of people that Nova could potentially help is so much greater than the city and the fact that they

grants and raise the money for themselves it is a massive job and so I was really pleased to

wonderful job working with a lot of complicated

is probably not going to do super well in the year and long-term unfortunately

when people falling hard times over Workforce is where they go so I see this is not only supporting our fantastic director and that's a fantastic resource to

the areas of San Mateo Santa Clara County San Jose it's more than that it is

hope that even if there are difficult times our residents and others will be able to have the resources they need

and always glad to be pushing

I have interacted with Noah works and then the director sessions on many many occasions it's not only for

laid off workers in the Bay Area which covers both San Mateo and Santa Clara County but also a lot of

turn the high school initiatives just the last Saturday we had Sunday play Nova on Fremont Union High School District these are the initiatives we need to be following and then director sessions is doing an excellent job

I will be supporting this motion thank you thank you very much vice mayor cell

I'll also be supporting this motion people's livelihoods of their careers or jobs Sunnyvale

having this in our city hall and it being supported supporting the region is essential so I'll be supporting this motion thank you and I'll be supporting this motion definitely you know what we're doing here from the director's pay range total sense the work of Nova works is really critical you know I received another warrant today and you know this is you know these Changing Times but the the good work that our organization Nova is doing right here at City Hall is critical work especially as so many companies are changing what their Workforce needs are and so happy to be able to attract good directors with the appropriate Lori and keep in mind that these are federally funded programs you know this is this is a critical portion of of operations for North Clara County as well as San Mateo County so happy to happy to support this motion and with that city clerk can you please conduct the vote first what's my thermostat

thank you next are councilmember reports on activities from intergovernmental committee assignments are there any so I have one update from cities Association of Santa Clara County there was a selection committee Thursday night so yeah last week was very busy for us and especially for the mayor last week from a selection committee standpoint I was pointed to the measure a oversight committee councilmember srinivasan was appointed to the Emergency Operations area Council as an alternate for seat 6 and council member mellinger was appointed as 7 for the airport land use commission so happy that you know thanks to the council members who are interested in representing this organization at a ultimately raising the voice of the Cities all the cities in the county so thank you for stepping up as far as that's concerned one of the things that we did at that meeting was set our priority kind of topics for for the year and definitely Public Safety and disaster preparedness was front and center Council governance and that's one of the things you'll be hearing later in the year especially as we you know we spent a time time last week on a retreat did you know each other a little bit better getting to know build some some team spirit within our Council trying to do that across the play is one of our goals for the year so there'll be a May June event that all of you will be getting invited to other priorities from the city Association for for this year looking at adult aging population older adults housing and homelessness and of course mental health which we which is critical especially post covid but it was a good meeting and it was a very busy day because it was right after our Retreat so it was 32 about 9:00 p.m. Thursday night but happy to see that we were able to get some of our Council appointed to

County representation and that'll be coming back to council at the meeting of the 28th 3025 thank you

to to do that final approval are there any other igr updates

9 will move to non agenda items and comments Council we've seen a lot of each other over the last week any comments

council member Lane hello colleagues I would like to invite you all to my son's talent show tomorrow at 1:00

Norwood Elementary School thank you very much vice mayor sell I wanted to congrat

delete my colleagues for being appointed to these Regional bodies it takes a lot to apply and we have a very

High Caliber of council members on our Council so thank you so much thank you and I just wanted to

thank you for that and and definitely it's it's always always good to be able to especially the cities Association kind of representing all the cities in the county

I didn't want to give kudos to City staff who are out working in the rain today I saw you know at least one backed up storm drain that they were dealing

the major issue and of course our Public Safety officers that are out there dealing with traffic issues and accidents you know this first major storm of the year

it's always a little bit of a surprise for Northern California but hopefully the city manager will give us updates depending upon what the next 48 hours

look like just to just to make sure that what what we had to encounter and how much storm drains you know we're backed up and all those sorts of things but

please pass on thanks to City staff as far as that's concerned City Clerk or city manager do you have any not agenda items or comments just say thank you for that and I'll definitely provide an

play Pandora comments tonight good luck with the city manager conference I did send an email to cancel just now but I'll be out at the league of California City Manager conference for the next 3 days but I'll be available

Sofia the normal channels if you need anything in person or critical on site Deputy city manager Connie versus available

feel free to reach out to her as well and Sarah Johnson realtor assistant city manager will also be attending the conference thank you and with that we will adjourn the meeting at a surprising 8:11 p.m. thanks to everyone who braved the storm to get here tonight have a good evening

drive safe good night