

City of Palo Alto

MEMORANDUM

TO: Finance Committee

DATE: May 23, 2016

SUBJECT: Additional Information Pertaining to the FY 2017 Proposed Budget

This memorandum transmits additional information requested by the Finance Committee and/or provided at staff's behest in regards to the Fiscal Year 2017 Proposed Budget.

Planning Transportation Commission Findings

On Tuesday, May 17th, the Planning and Transportation Commission (PTC) reviewed the 2017-2021 Capital Improvement Program for compliance with the Comprehensive Plan, per Municipal Code requirements. The PTC approved a motion finding the plan to be in compliance with the Comprehensive Plan. Attached to the May 17th memorandum distributed at places is a letter from the Chair of the Planning and Transportation Commission (PTC) summarizing the Commissions review of the Fiscal Year 2017-2021 Proposed Capital Improvement Plan (attached again as Attachment A for convenience). Due to the timing of the PTC meeting schedule and the Finance Committee Budget Hearing schedule, full minutes from this meeting were not transmitted to the Committee on the 17th of May and are therefore attached to this memorandum (Attachment – B).

The 1998-2010 Comprehensive Plan is in the process of being updated. As the Comprehensive Plan is reviewed by staff, the public, the PTC, the City Council, and others, the PTC's suggestion regarding the Governance Element about including policies or programs relating to prioritization of capital projects can be considered.

Staff currently aligns each capital project to the Comprehensive Plan, notating the specific alignment for each capital project within the budget document. Upon adoption of the updated Comprehensive Plan, staff will consider the PTC's recommendation to measure capital projects against Comprehensive Plan policies and determine whether policies have a target embedded for which a meaningful, sustainable, and usable measure can be developed for particular CIP projects.

FY 2017 Budget Wrap-Up CMR #7018 Correction Page 8 (Budget Hearings Wrap-up CMR#7018)

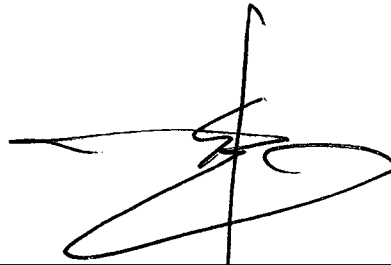
Subsequent to the distribution of CMR #7018, it was noticed that the chart on page 8 of the CMR has an incorrect total in the chart. Once restated, it should read as follows:

Municipal Service Center A, B, & C Roof Replacement (PF-17000): \$1.9 million

Of the \$1.9 million project, all funding was designated for construction costs partially offset by the following transfers totaling \$1.0 million outlined below. The balance of the construction cost, \$859,328, was to be paid for the Capital Improvement Fund Infrastructure Reserve.

Source	Construction Budget in FY 2017 (\$s)
Transfer from the Utilities Administration Fund	684,000
Transfer from the Vehicle Replacement and Maintenance Fund	380,000
Transfer from the Refuse Fund	19,000
<i>Sub-total Transfers to Capital:</i>	<i>1,083,000</i>
Capital Improvement Fund – Infrastructure Reserve	859,328
Total:	1,942,328

DEPARTMENT HEAD:



LALO PEREZ
Director, Administrative Services/CFO

CITY MANAGER:



JAMES KEENE
City Manager

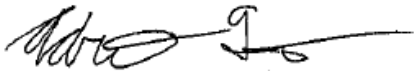
May 17, 2016

Honorable City Council
C/o City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

RE: Review of 2017-2021 Proposed Capital Improvement Program (CIP)

The Planning and Transportation Commission (PTC) reviewed the 2017-2021 Capital Improvement Plan (CIP) at a special hearing on Tuesday, May 17, 2016 and determined that all of the Capital Improvement Projects included in the 2017-2021 Capital Budget are consistent with the adopted 1998-2010 Comprehensive Plan. The Commission determined that the proposed 2017-2021 Capital Improvement Programs (CIP) are consistent with the Comprehensive Plan and forwards the finding to the City Council Finance Committee and the City Council. The Commission approved the motion by a vote of 4-0-3 (Commissioners Tanaka, Alcheck and Downing absent).

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Adrian Fine', with a long horizontal flourish extending to the right.

Adrian Fine, Chair
Planning and Transportation Commission



PLANNING & TRANSPORTATION COMMISSION MINUTES

1

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2 This agenda is posted in accordance with Government Code Section 54954.2(a) or section 54956.

3

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Wednesday, May 17, 2016 Special Meeting

5

12:00 PM, Council Chambers

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7

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Call to Order / Roll Call: 12:03 P.M.

9

Commissioners Alcheck, Downing and Tanaka absent

10

11 Chair Fine: Thank everyone for showing up and sorry for the delay in doing this meeting. Today
12 I would like to open the Planning and Transportation Commission (PTC) meeting, May 17, 2016
13 and we have only one item today. But first let's open it up to oral communications are there any
14 speaker cards? Sorry, Robin, will you take the roll please?

15

16 Robin Ellner, Administrative Associate: Commissioner Alcheck, Commissioner Downing, Chair
17 Fine, Vice-chair Gardias, Commissioner Rosenblum, Commissioner Tanaka, Commissioner
18 Waldfoegel. Four present.

19

20 Chair Fine: Thank you very much. Do we have any speaker cards on non-agenda items.

21

22 Ms. Ellner: No.

23

24 Chair Fine: Ok. Any agenda changes? I don't think so. Let's move to the Assistant Director's
25 report please.

26

27 Jonathan Lait, Assistant Director: No report.

28

29 Chair Fine: Ok, let's move on to the action item, just one today. Review and recommendation to
30 the City Council on the proposed 2017 – 2021 Capital Improvement Plan (CIP) and Compliance
31 of the Comprehensive Plan. I believe there is a short report.

32

33 Mr. Lait: Chitra will give you a brief presentation and I believe everybody in this Chamber is
34 here to answer any questions you may have.

35

36 Chitra Moitra, Planner: Good afternoon Commissioners, I am Chitra Moitra, planner, Long
37 Range Planning. Today, staff requests the PTC review the 2017 – 2021 CIP Programs to be
38 consistent with the Comprehensive Plan and forward the findings to the Finance Committee and
39 City Council. The section 19.04.040 of the Palo Alto Municipal Code (PAMC) describes PTC's
40 role in the reviewal process, which really includes review of the CIP in the Comp Plan for
41 consistency, for commenting on individual projects and suggesting improvements that can
42 increase the efficiency of the process and identify any CIP's which the Commission deems to be
43 missing from the list. This year we have in the Capital budget, 211 CIP projects of which 29 are

1 new. Like last year we are focusing only on reviewing the new projects, so the rest of the other
2 projects included in the Capital Budget book has already been reviewed by the PTC. Staff has
3 used the same matrix as last year, which is aligning each CIP with the Comprehensive Plan
4 Element, a goal, a program and a policy. The staff has also added information on the types of
5 boards and commissions reviews required and the type of environmental review required. This
6 slide up here shows the number of CIP's which have been aligned, so over 80 percent of the new
7 CIP's have been aligned with the Natural Environment Element and the Community Services
8 Element. Staff has also linked each of these CIP's with the 2016 City Council priorities and has
9 found that more than 83 percent of all the infrastructure improvements amounting to about \$13
10 million dollars for the year 2017 is being allotted for all sorts of infrastructure improvements.
11 Staff has also done a summary of the Capital Budget, the 2017 Capital Budget invested by
12 elements and has found that about 50 percent of them are invested for improvements and are
13 linked with the Natural Environment Element while 39 percent is for the Community Services
14 Element. So all of these above analysis proves that the 29 of the new CIP's are in compliance
15 with the Comprehensive Plan and staff requests PTC to forward the findings to Finance
16 Committee and City Council.

17 Thank you, this concludes my presentation.

18

19 Chair Fine: Thank you very much, do we have any speaker cards?

20

21 Ms. Ellner: No.

22

23 Chair Fine: None? Ok, let's open it up, I think we can mix comments and questions if that's
24 alright with everybody. Let's just start with five minutes each. Vice-chair.

25

26 Vice-chair Gardias: Thank you Mr. Chairman, welcome back. I have a question to, actually Josh
27 about transportation item, if we can start with them. A couple of comments, there were a couple
28 of recent projects that came to us and the biking routes that we reviewed and as you remember,
29 we didn't review Bryant Street because of procedural constraints, I know that it went to the
30 Council. Is Bryant Street included in this budget for downtown mobility and safety
31 improvements?

32

33 Josh Mello, Chief Transportation Official: Josh Mello, Chief Transportation Official. Thank you
34 for the question, the downtown mobility and safety strategies project is envisioned as kind of a
35 on-going trial and pilot process where we look at different bike-ways along Bryant Street,
36 University, Alma Street. We are also going to look at whether it makes sense to convert High
37 Street and Homer and Channing to two-way operation. We hope to test out different pedestrian
38 and bicycle accommodations, we're also looking at improving the signal timing downtown for
39 both transit, motorists, pedestrians and cyclists. There is a segment of Bryant Street that passes
40 through the study area for this particular project. The Bryant Street bike upgrade project was not
41 very visionary when it came to Downtown. We've heard a lot of concerns about folks using the
42 bike boulevard through Downtown and wanting to see better accommodations, so this project
43 will look a little more in depth at what those may be.

44

45 Vice-chair Gardias: Ok, so it's going to take a look from the concept perspective but it will not
46 include investment in Bryant Street portion.

47

1 Mr. Mello: The Downtown mobility and safety strategies is both a planning and implementation
2 project, wo we want to use tact to go Urbanism, pop up street type thing. So we want to test out
3 different configurations in practice, see how they work and make adjustments.
4

5 Vice-chair Gardias: Ok, so the part of Bryant that will be considered under this investment would
6 be including implementation of the solutions, right?
7

8 Mr. Mello: Yes, the bike boulevard, I don't feel we had enough direct outreach to business
9 owners along Bryant, so the Downtown mobility and safety strategy will include a significant
10 amount of outreach to the business community and patrons as well to determine if there is a
11 better treatment for Bryant Street.

12 Vice-chair Gardias: Ok, so is there a chance that it will come back to our Commission after the
13 study is concluded or it will go directly into the investment phase.
14

15 Mr. Mello: We can bring back some concepts to the Planning and Transportation Commission if
16 you wish.
17

18 Vice-chair Gardias: It will be interesting to see what are some outcomes of the pop-outs and
19 some other studies that you are going to conduct, some investment. So thank you.

20 So the second question I have about the Railroad grade separation, as you may know, there was a
21 town meeting yesterday in Burlingame and they were just discussing the grade separation along
22 their tracks in Burlingame and I think the concept they had was just a partially elevate the tracks
23 and the press crossing roads and because the grade separation it just seems to me that it just
24 keeps increasing in the volume and the discussions may be not as intense yet, but, it may get
25 there in the next year or two. I was wondering if there was any discussions that you may be
26 aware of between the municipalities about solution or potential solution that would address grade
27 separation, Caltrain grade separation from San Francisco to San Jose.
28

29 Mr. Mello: San Mateo County already has a grade separation program through its sales tax
30 measure and they actually dedicate funding annually to different grade separations, I believe
31 Burlingame was able to secure some of that funding. In the discussions we were having
32 surrounding the different sales tax measure for Santa Clara County in November the preliminary
33 list of funding allocations includes \$700 million dollars for grade separation within Palo Alto,
34 Mountain View and Sunnyvale. That's still preliminary the VTA board hasn't included, hasn't
35 approved that officially yet. However, it's looking like it's going to make the final list, so that
36 would open up a pretty significant pot of funding for us to advance our grade separations. We do
37 talk with Menlo Park's working on Ravenswood, Mountain View is doing a study on Castro
38 Street. We do talk to our counterparts, we have an RFP out on the street right now for services
39 related to this Capital Improvement Project, and we used a lot of materials from other
40 communities that already moved farther along than we are on grade separations. I don't think
41 there is currently an opportunity for some kind of peninsula wide mega project that would fix all
42 of the grade crossings, but I think we are getting to a point where there is going to be better
43 coordination within Santa Clara County around prioritization of the different grade crossings.
44

45 Vice-chair Gardias: Ok, it looks like a good start. My concern was pretty much coming from
46 that grade separation in our minds, it just goes, it relates to the depressing, the tracks and then up
47 North, in San Mateo County, they pretty much talk about elevating the tracks. So pretty much
48 they think about different approach, it would be nice if somebody was thinking about putting the

1 common denominator among all of this different efforts. I think for now those are the questions I
2 had for you. Thank you for the answers.

3
4 Chair Fine: Commissioner Rosenblum.

5
6 Commissioner Rosenblum: Yes, thank you. A few questions, I just circled the big ticket items, so
7 mostly I am going to go just one by one, mostly items over \$1 million dollars, but there's just a
8 couple I am curious about that are below that threshold. The Cubberley amenities improvement,
9 there's a number of things around Cubberley and the description it notes, I'm concentrating on
10 CB17000, but there are a number of items that are all stacked around Cubberley. It notes that it is
11 allocated pending the result of the Cubberley Master Plan, when is the Master Plan expected to
12 be done and how is this figure arrived at, is it the Master Plan is already proposed and the figures
13 here is about \$1.5 million dollars are expected to be the result of that plan or are there a number
14 of scenarios expected to be developed?

15
16 Rob DeGeus, Director Community Services: Good afternoon Commissioners, Rob DeGeus,
17 Director of Community Services and this is Brad Eggleston, Assistant Director of Public Works.
18 So we are working on a Master Plan with Palo Alto Unified School District (PAUSD), we have
19 five years of the lease agreement to be able to work on that plan. We haven't really gotten started
20 on it yet, this year will be the first year we really get down and work on the process of the Master
21 Plan, I think our approach with the capital work at Cubberley is to do what's absolutely
22 necessary, roofing, those types of things and wait to see what the Master Plan will define as a
23 future of Cubberley before spending too much money, that we then have to rebuild. Brad do you
24 want to add?

25
26 Brad Eggleston, Assistant Director Public Works: Brad Eggleston, all that I would add is that if
27 you're specifically asking about the CB17000 project, Cubberley amenities improvement, that
28 it's discussing being placed in a reserve, that definitely there is no cost estimating for any future
29 projects that went into that, that was just kind of a round figure to place in a project and have
30 available for future uses.

31 Commissioner Rosenblum: Is there an estimate for the Master Plan process is supposed to be
32 decided upon, so this is just allocating money for reserve in the event the Master Plan is
33 approved to begin this work. Is that right?

34
35 Mr. DeGeus: That's correct, the Master Plan will take two to three years to complete.

36
37 Commissioner Rosenblum: So then why would this money be allocated for the 2017 budget?

38
39 Mr. Eggleston: My understanding is that the first thought was to place the money for more
40 specific projects and then as we have some discussions about that, we decided to keep it in
41 reserve until decisions have been made.

42
43 Commissioner Rosenblum: Ok, thanks for the understanding. Me second question, are, they are
44 similar but they are two different projects. Probably not for you guys, EL17003, which is
45 probably the VA Hospital customer load requirements, \$3 million dollars, and the question is, I
46 understand this is about upgrading the electrical capacity given the increased needs of the VA
47 Hospital. I am wondering , what is the VA Hospital's responsibility in this, is this something that
48 the City has to bear the cost in conjunction with the Veterans Administration or if this is

1 something that, actually I just don't know how the budgeting is apportioned when there's a
2 Federal agency that is upgrading and therefore needs us to accommodate.
3

4 Dean Batchelor, Assistant Director Utilities: Dean Batchelor, Assistant Director Utilities. So the
5 way that that works is we have to extend some of our own infrastructure portions of it to, where
6 this new substation that they want to build on their premise so anything that's built on the
7 substation costs is going to be relied on from the VA standpoint but we need to actually increase
8 our capacity from our other substations our internal substations so there's going to be two
9 substations that we have to upgrade and then we have to trench and do some overhead
10 infrastructure improvements of about two and a half miles to get to where this new substation is
11 going to be. The City is obligated to fix those pieces so that we can serve that one substation of
12 theirs but the cost of the substation on their property and the building of their substation will
13 actually be on the VA. That's how we budgeted, we looked at what our cost would be for
14 increasing our capacity as well as what it takes to do all the infrastructure improvements.
15

16 Commissioner Rosenblum: And a quick question for staff. Jonathan is this something where our
17 purview is to try to figure out if this is in accordance with our Comp Plan is not really around,
18 does the VA, who is responsible for what, but we're just looking is this in accordance with the
19 Comp Plan. Is that right?
20

21 Mr. Lait: That's correct, the former.
22

23 Commissioner Rosenblum: Ok, second just a clarifying question then. EL17006, which is
24 electrical pole replacements for fiber and the description is this would be a Google project and
25 this would be our estimate for what the City would have to do in replacements for
26 accommodating but that final costs are not yet there? I would just like to understand, this is the
27 biggest single item on the ledger, I think at \$5 million dollars. So, I would like to understand this
28 one a bit better.
29

30 Mr. Batchelor: I think the thing is what we have to do Commissioner it still hasn't been
31 determined yet if we are going to get into this co-build with Google at this period of time, if we
32 do then we've estimated out that about 600 poles, about 10 percent of our poles need to be
33 replaced because of the height limit or that the pole just needs to be replaced because the loading
34 of the calculations of the pole are not going to be able to withstand the extra cables on that pole
35 so we will have to redo those poles. Now if the City decides that we're not going to go joint
36 venture with them, then at that point Google would be on the hook for that cost of what those
37 pole replacements would look like. But we needed to put it in the budget because we don't know
38 where we are going to go at this period of time.
39

40 Commissioner Rosenblum: Ok. And then finally at least from my perspective, things understand
41 around the downtown mobility, I think this might be someone different which is the downtown
42 parking, downtown mobility and safety improvements PL16001. So, this estimate is highly
43 specific \$563,143 and it's for planning design and construction of multi-modal safety
44 improvements in downtown Palo Alto, so does that mean this already, we've had engineering
45 estimates that this dollar figure feels like it's down to the construction cost. Have we already
46 designed this?
47

48 Mr. Mello: The number is not a round number because it includes staff time allocated to the
49 project as well which gets us to the kind of wonky numbers that we see in here. The estimate is

1 based on our best guess planning level cost estimate that's for the type of improvements that we
2 would like to do downtown which includes signalization, and signing and striping and some
3 other potential changes.

4
5 Commissioner Rosenblum: Thanks. That's my final question, that's it for me.

6
7 Chair Fine: Commissioner Waldfogel.

8
9 Commissioner Waldfogel: Thank you. Josh, since you're here right now, I will just ask you one
10 very tactical question, which is whether the Embarcadero Signals are budgeted in this cycle or,
11 there seems to be some concern about whether those have been addressed yet. The ones at Town
12 and Country.

13
14 Mr. Mello: The signal at the Town and Country driveway and the adjacent signal at the
15 pedestrian crossing were updated last year, they are not yet linked to our central traffic control
16 system, we are working on that right now. We have to do a wireless connection because we can't
17 get through across the Caltrain Corridor with fiber, the rest of our signals are linked by fiber so
18 that one is in process, we are going to link that one by mobile, probably a mobile cellular
19 technology. And at that point we are going to coordinate all the signals along Embarcadero Road
20 all the way from 101 to the Town and Country driveway, we are also going to secure the timing
21 plan from Caltrans for the Embarcadero at El Camino signal and we are going to integrate our
22 signal timing with Caltrans as best as we can. That's going to be done with internal resources this
23 year.

24
25 Commissioner Waldfogel: Ok, so it's all built in.

26
27 Mr. Mello: Yes.

28
29 Commissioner Waldfogel: Great, that's fantastic. I think a lot of people will be thrilled with that.
30 The other one, I'm not sure if there is a specific line item for this, but, is there any category I
31 should be looking at for Smart City investments or data collection infrastructure? I mean is that a
32 traffic issue or sort of, whose area would that be in? No one wants to touch that one.

33
34 Lalo Perez, Chief Financial Officer: Lalo Perez, Chief Financial Officer. We have some ad hoc
35 projects but not a central project. That's why we were looking at each other, saying what do we
36 have? Jonathan Reichenthal has started an internal group of staff members to try to get this
37 coordinated and have some visibility to it as well. We would have to dig through and figure out
38 which ones fall into that category and submit them to you. We probably wouldn't be able to do it
39 right off the bat.

40
41 Commissioner Waldfogel: That's great. I think it's something that probably ought to be visible in
42 some fashion. Although I don't know a hundred percent if it's a capital project or how much of
43 that would be an innovation fund or where that would fit.

44
45 Mr. Perez: It probably mostly operating but I could see some of it falling in capital and would
46 probably land more on the IT fund if anything.

47
48 Commissioner Waldfogel: Although some of the sensors might fall onto transportation or other
49 categories. I don't think anybody else wants to weigh in on that one before I go on to. Then the

1 other one I wanted to raise is the Bayland Flood Protection Levee Improvement, which I guess is
2 an RND, it's a planning exercise this year. I'm just curious, is there a Baylands Master Plan
3 coordination that's going on, I mean in conjunction with that project or what's the status of that
4 project?

5
6 Mr. Eggleston: Brad Eggleston, Assistant Director Public Works. We are coordinating that with
7 the San Francisquito Creek Joint Powers Authority (JPA), so what's currently going on is the
8 feasibility study phase of the project and then the CIP project you're looking at is to add funding
9 to that for an actual design. Yes, during the feasibility study phase, there is coordination with
10 City staff, between the JPA and their consultant, City staff from various departments including
11 the Planning department and consideration of the Baylands Master Plan.

12 Commissioner Waldfogel: But it's also looking at things like coordination with the Golf Course
13 Plan and I mean whether the levee protects Golf Course or doesn't protect it or airport or other
14 facilities.

15
16 Mr. Eggleston: The Water Quality Control Plant.

17
18 Commissioner Waldfogel: Water Quality Control Plant.

19 Mr. Eggleston: The landfill.

20
21 Commissioner Waldfogel: That's a small detail, so it's all coordinated around those activities?
22

23 Mr. Eggleston: Yes it is.

24
25 Commissioner Waldfogel: Great, thank you.

26
27 Chair Fine: Thank you, I just have a couple comments and a few questions. One, I really
28 appreciate this chart that staff put together. It's really nice, the only comment is, it would be
29 helpful on this green chart is to have where the funding source is so you don't have to go digging
30 for that, but otherwise I found it really helpful and easy to understand. My only question
31 actually, and I just wanted to get some clarity here. On EL17004, Stanford customer load
32 requirements, it's a half a million bucks for the medical facility and Stanford Shopping Center. I
33 was talking to Commissioner Waldfogel before, I was hoping somebody could explain what is
34 the status of utilities on Stanford? Do we pay for it? Does Stanford pay the City back for it? How
35 does that work?
36

37 Dave Yuan: Dave Yuan, Utilities Administration. For that project, I think we are estimating
38 about 80 percent reimbursement by Stanford and the rest, the City would probably fund.
39

40 Chair Fine: Great, thank you very much. So just the last comment there, it would be helpful if
41 some of these projects if we could see where the City's being reimbursed. I saw there is another
42 one by the, I think the Air Quality Management District for the, I think the EV chargers. That's
43 stuff the City should be promoting and saying we're getting our money back from another
44 source. Otherwise, I don't have any other questions, but I will open it up to anybody else. Vice-
45 chair?

46
47 Vice-chair Gardias: Thank you, Mr. Chairman. A couple of supplemental questions about the
48 chargers for the City, I think those chargers would be in the City Hall garage. This is right?
49

1 Mr. Eggleston: I'm sorry, can you repeat the question?
2

3 Vice-chair Gardias: The electrical chargers would be installed in this garage right?

4 Mr. Eggleston: Actually the grants that the City has received and has indication that we expect to
5 receive have them installed in several different garages downtown and I believe also in the
6 California Avenue district. Really this project where you see the Civic Center electrical upgrade
7 this had previously been scheduled I believe in fiscal year 18 or 19 and what we've done now is
8 created a new project where we combined the electrical upgrade with Civic Center along with
9 the fronting of the money needed for the grant for the EV chargers in the hope that we will be
10 able to add some capacity here and shift some of those chargers to the Civic Center garage.
11

12 Vice-chair Gardias: I see, thank you for clarification. What I was getting to was pretty much, I
13 live by Rinconada library, prior, it was Main library. There are four charging stations over there,
14 and those are always taken or most of the time taken. It seems to me that pretty much and it may
15 be because some private vehicle owners, they just use charging stations in lieu of their home
16 charging because they have no ability probably to charge it at home. But regardless, it seems to
17 me that the capacity of those stations was not properly estimated because there should be at least
18 maybe six or eight of them to make sure there are empty stalls for some additional cars that
19 would like to just power their batteries. I'm just making this comment, just please take a look at
20 the estimate because it seems to me that demand may be greater than it was assumed at the
21 library and it may be the same reason, may be the same case at other City garages that pretty
22 much the public may not have the capabilities at their homes or residences so they pretty much
23 come to the public spaces.
24

25 Mr. Eggleston: Thank you, that's very helpful. It's something I think is a future step to develop a
26 kind of Master Plan for where throughout the City the demand is and how many chargers should
27 be added.
28

29 Vice-chair Gardias: And the next question is because, as you may know, there is a discussion
30 about those charging stations that I think, they are not, they are specifically regulated this way
31 that the public utilities like Con Edison or Pacific Gas & Electric, they don't have ability to, they
32 don't have legal power to invest in those charging stations. I believe that is the current legal
33 landscape, so for this reason small operators invest in those charging stations and they develop
34 the network. I think that's currently the landscaping in the State of California. I think this was
35 changing or maybe it just changed recently because the capacity was under-capacitated and there
36 was not enough of those charging stations giving the demand. So, my question to you is because
37 it seems to me that we rely on the grants, what is the chance are supposing to using the public
38 money that there could be a private capital investing in those in Palo Alto?
39

40 Mr. Eggleston: I have to say, it's not something I have specifically worked on. I know there is a
41 policy discussion that's scheduled or going to be scheduled soon that's going to occur with the
42 Council Policy and Services Committee that's going to consider the City's current policy that
43 charging is free and essentially provided by the City, so that may as well be part of that same
44 discussion.

45 Vice-chair Gardias: Thank you. And then just to, hold on one second. Different question from a
46 different perspective if you don't mind. Going back to a discussion you had with a colleague of
47 mine, Asher Waldfogel, about the levee's. When I was reading this funding for the San
48 Francisquito Creek Levee Improvement, it stroke me it is specifically designated for the levee

1 protections as opposed to complex study of flood protection. Do we already know that resolution
2 of that area would be to strengthen levees of San Francisquito or that still open?
3

4 Mr. Eggleston: are you referring to fluvial flooding, from stream flooding? What this study is
5 intending to do is to look at the issue of tidal flooding as it relates to sea level rise and for San
6 Francisquito Creek, there's a separate effort, a planning effort underway with the San
7 Francisquito Creek Joint Powers Authority and in fact, that's been a long standing effort and the
8 first phase of that overall project which is the Highway 101 to the Bay project which is going to
9 rebuild the levees in that area and provide flood walls is actually to begin construction this
10 summer.

11
12 Vice-chair Gardias: That's right, I was thinking about that portion, 101 to the Bay because that's
13 pretty much where the levees are, along San Francisquito Creek. I was wondering if that is
14 already given because there is still some marshes on the other side, on the western side of the
15 San Francisquito Creek adjacent to 101. I was wondering if there was an option to utilize those
16 marshes as eventual overflow when the flood level would be rising as opposed to just creating
17 the wall along the creek.

18
19 Mr. Eggleston: Actually, I believe that is a feature that has been built into the JPA's design for
20 that particular levee. If you're thinking of the tract of salt marsh that's kind of to the northwest of
21 the levee, I believe they've built in, what they are calling a degrade of the levee in that area so
22 that flows over a certain capacity flows over the levee into the wetland.

23
24 Vice-chair Gardias: Very good, thank you very much for the clarification. Thank you.

25
26 Chair Fine: Just one other comment and I want to hand it back to everyone else as well. On page
27 3 of the table, there is a number of projects around the City Hall, the Civic Center, electrical
28 upgrades, Foothills which are referencing C4 as their primary Comprehensive Plan goal. C4 is
29 more about collaborative relationship with the school district and maximize use of school
30 facilities, is that purposeful? I was just wondering, I just didn't see that complete connection
31 there. So, there's just a whole row of them on pages 3 and 4 of the table from 17008 to 21001. I
32 think the reason I'm asking is the secondary goal that is cited here C24, reinvesting aging
33 facilities to improve their usefulness and appearance seems like that might be the primary.

34
35 Mr. Lait: Yes, we can certainly take a look at that and make that adjustment.

36
37 Chair Fine: It just seemed like C4 is being used in places it might not apply. Any other questions,
38 comments? Commissioner Rosenblum?

39 Commissioner Rosenblum: Just as a comment, I personally as with all of these infrastructure
40 reviews, they always fit our Comp Plan to a certain extent. I mean it's very hard not to fit our
41 Comp Plan which emphasizes having top of the line infrastructure. It's very difficult, one thing I
42 have asked for in the past and I'll ask for again, it's difficult to really understand how well this
43 fits our Comp Plan without having in the context of other potential plans. So, when you put this
44 together, there were choices made, there's probably a long list of things that everyone in the City
45 wants, then you made some tradeoffs and decided this is what we are going to go for within a
46 budget constraint and so one thing that would be helpful to the Commission would be to
47 understand different packages and to say, ok, here's a choice that probably with a higher budget,
48 here's a choice with a lower budget, we pick this and here's why and I think it would be helpful
49 for us help give better input. The way we currently try to evaluate whether or not this is

1 alignment with the Comp Plan is exactly what you do, which is you take each line item and you
2 find the relevant line in the Comp Plan that refers to something like that item and going back and
3 making sure that that's a one-to-one connection. I think that all of us trusts that you're mapping
4 was done properly. Given what this is, I find it difficult to say this is not in align with the Comp
5 Plan, everything here seems quite logical, there's some items that for a matter of clarity as Chair
6 Fine referred to, I would recommend adding so for example, what things are being reimbursed
7 for, what things are merely being budgeted for but not intended to be spent that year and that
8 includes some fairly large ticket items so that would change the idea of what you are actually
9 spending and what portion of it would be either back to you or would not actually go out the
10 door. So from a legibility standpoint I think that would be useful for Council if this goes further
11 and for anyone who is trying to review this budget, but from my standpoint if there are no other
12 questions I am happy to propose a Motion.

13
14 Chair Fine: I generally agree with Commissioner Rosenblum on that and one other way to think
15 of it, especially now if we're going through the Comp Plan is, this may be a little unorthodox,
16 but if the City were to essentially given a hundred bucks, where would you put those dollars on
17 each Comp Plan goal and that would kind of give us a way to add up, you know, we should
18 really be focusing on C24 because there's fifteen dollars there and fifteen dollars being spent
19 towards that, so it's an issue of prioritization. With that, I am also open for any Motions. I think
20 Commissioner Rosenblum was going to.

21
22 Commissioner Rosenblum: Sure, I will make a Motion that we find the 2017-2021 Capital
23 Improvement Plan consistent with the Comprehensive Plan and forward it to the Finance
24 Committee and City Council.

25
26 Chair Fine: There's a Motion on the floor for us to recommend approval of this and forward it on
27 to the Finance Committee. Do we have a second?

28
29 Commissioner Waldfogel: I second.

30
31 Chair Fine: Commissioner Waldfogel seconds, would you like to speak to your Motion? Would
32 you like to speak to your second? All in favor? And the Motion passes unanimously. Excellent.
33 Thank you all so much for that item, thank you everyone who showed up and for the
34 information, you helped us, you provided to us. There's no approval of Minutes, no Study
35 Sessions. Any Committee Reports? Any questions? Alright, we are adjourned at 12:44 and thank
36 you all so much for the lunchtime meeting. Thanks to staff to for organizing it.

37

38 **Adjournment 12:44**