

Almaden Valley Community Association
Meeting Location
Almaden Community Center, 6445 Camden Avenue
Monday, December 13, 2010

Hans Larsen

AVCA President Jerry Mungai opened the meeting at 7:00 pm. It was noted that a number of Boy Scouts were attending the meeting. One scout explained that they were members of Troop 290 and that they were attending a community meeting to satisfy one of the requirements for a communications merit badge. Jerry Mungai then introduced San Jose Acting Director of Transportation, Hans Larsen, who asked the audience to suggest topics for discussion.

On the topic of **pavement maintenance**, Hans made several points about the budget and costs:

- San Jose maintains 2400 miles of streets.
- It would cost \$250 million to bring up to standard all the pavement currently selected for deferred maintenance.
- In 2010 \$40 million of Federal stimulus money was spent for pavement maintenance.

The base budget only allows an annual \$10 million – growing to \$15 million in 2011 as a result of a new \$10 tax. [*Explanation supplied by Steve Levin: It will grow to \$15 million as a result of a new \$10 county tax per vehicle, but San Jose will get about 50% of the \$10 million raised, based on a population and road miles formula, so San Jose will get about \$5 million.*]

- To maintain the current quality of roads would require at least \$100 million annually.
- City strategy is to maintain only those roads in the best condition with allowing the others to deteriorate.

Question: Does this strategy apply to major arteries?

Answer: Yes.

Comment: “Sounds like a ‘death panel’ for streets.”

- The City receives very little money from State and Federal gasoline taxes.
- Each year costs go up while revenues are flat and the system ages.
- Texas has much higher property taxes; South Dakota has Indian Gaming tax revenue.
- We have the worst roads in the South Bay -- older streets, a weak tax base, and 20% under retail (providing lower per capita sales tax revenue).
- San Jose funding priorities put the following ahead of road maintenance: public safety, parks, community centers, and libraries.

Question: Is any attention given in our strategy to the fact that bus routes are harder on roads?

Answer: It is considered; but state law does not allow fees for road use based on weight.

- Our polling shows that over half but less than two-thirds of voters favor more pavement spending.

Question: Is the work done in house or by contract?

Answer: Most road maintenance work is contract work.

Question: Must the contract be performed using a “living wage”?

Answer: Yes.

Question: How much does it cost per mile to resurface a road?

Answer: Resealing and repainting costs \$50,000 per mile when the road is in good condition and as much as \$500,000 per mile for poor condition roads. Currently we have 18% of the system in poor condition. We expect that to increase to 54% within ten years.

The next topic was **future of the City**. We are working on a new general plan extending to 2040. The goal is an economically and environmentally sustainable City.

- We expect the City population to grow by 30% in 30 years.
- There is a current ratio of jobs to households of 80%. Our goal is to bring that ratio to 110% .
- Single occupancy vehicles make up a current 80% of trips taken by people. Our goal is to reduce this percentage to 40% by 2040. This will require increased transit use.
- Our bicycle master plan calls for 500 miles of bikeways. Currently 1% of the vehicles on the road are bicycles. Our goal is to increase this percentage to 15%.
- The plan will require a “lifestyle change” for the “new population.” Young knowledge workers will be proud to be car free. Baby boomers will no longer be able to drive.
- The increase in population will be accommodated by 25 story high rise buildings located near rail stops.

Question: How can we pay for bikeways but not pavement?

Answer: The money comes from development fees.

Question: Will the light rail be extended to Harry Road?

Answer: There are no plans for such an extension.

Question: Why is the old IBM site on Cottle Road vacant?

Answer: In 2005 there were plans for a development like Santana Row. Then the economy tanked.

Question: How will the City achieve the plan when it is broke?

Answer: The plan indicates policy direction.

Question: Can't the City take a leadership position in encouraging virtual commuting and home offices through incentives of some kind?

Answer: Good point.

Question: We don't want this urban plan. Why are we not consulted? Why is the City telling us how to live?

Answer: This is a community plan with contribution from 34 task force members.

Question: Why is the City basing the plan on fixed rail, with its built in lack of flexibility?

Answer: It is a matter of money and funding.

Question: Why does the City continue to incorporate more area?

Answer: It is a matter of government efficiency and a good deal for the County – maybe not so good for the City.

Question: Where will the land come from for bikeways?

Answer: We have studied Copenhagen with an amazing 40% of transportation by bicycle. San Jose has great weather. The bikeways will be based on the planned creek trail network.

Question: Will there be a Winfield bridge?

Answer: The plan was not approved by the City Council.

The email address for further questions is hans.larsen@sanjoseca.gov .

Business Meeting

After the brief recess President Jerry Mungai opened the business meeting at 8:05 pm. Board Members present included:

1. **President: Jerry Mungai,**
2. **Vice President: Pat McMahon,**
3. **Secretary: Ray Strong, and**
4. **Directors: Susan Bailey, Steve Levin, and Joe Boudreau.**

There was some continued discussion of the 2040 vision.

Secretary's Report: (Ray Strong)

The October minutes were approved as corrected.

The November minutes were also approved as corrected.

It was suggested that minutes be mailed in the e-loop email newsletter.

Treasurer's Report: (Bob Boydston -- not present)

The Treasurer Report showing an AVCA balance of \$9,400 was accepted as submitted by mail without opposition.

Vice President's Report (Pat McMahon)

Pat attended the United Neighborhoods of Santa Clara County second annual Neighborhood Development Conference. He found the material covered ranged from useless to very useful. An example of the latter was the mechanics of what to do about blighted property. There was an optional bus tour of the 16th Street Neighborhood Park.

Membership Report (Lee Dimmit – not present)

Lee reported via email:

- **We have 465 e-mail contacts.**
- **This meeting generated 30% open rate.**
- **We have 80 paid members for 2011, so far.**

Transportation Committee Report (Steve Levin)

- The general plan for 2040 is a concern.
- They are planning a whole different San Jose.

- Dave Fadness is only one voice in 34.
- There are plans to improve the lanes on the Almaden Expressway around Blossom Hill. There will be two lanes northbound from south of Blossom Hill devoted to access to Highway 85. The major problem is the service station on the north-east corner of Blossom Hill and Almaden Expressway

District 10 Liaison's Report (Kathy Sutherland)

- The general plan for 2040 has resulted in a current focus on “holding the urban service boundary.”
- Be sure to see “Christmas in the Park.”
- At the Airport, there has been a compromise on the “living wage” issue:
 - Reporting and penalties were the problem
 - Accounting is now easier
- Nancy Pyle is the chair of a new committee on airport competitiveness.

A motion to appoint Bob Strain to fill the vacant AVCA director position passed with a unanimous vote.

Bob will head the committee on planning and zoning.

There was some discussion about the lack of a candidate for AVCA President. It was pointed out that other organizations split the job of presiding at meetings (President) from the job of finding speakers (Vice President). It was recognized that it would be easier to find a President with that split to the job descriptions. Vice President Pat McMahon indicated that under those circumstances he might be interested in taking on the Presidency.

President Jerry Mungai appointed member Haryl Pascal to head the AVCA committee on Parks and Recreation.

The meeting adjourned at 8:54 pm.

Draft Minutes submitted January 3, 2011
Corrected January 7, 2011
Corrected at AVCA meeting January 10, 2011
Approved at AVCA meeting January 10, 2011

Ray Strong, Secretary