

## Susan Gauthier

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**From:** Andreas Kadavanich <kadavanich@gmail.com> on behalf of Andreas Kadavanich <andreas@kadavanich.net>  
**Sent:** Sunday, June 19, 2016 10:03 PM  
**To:** CClerk  
**Subject:** Written comment on June 21, 2016 City Council meeting, Agenda item 5.A, Budget hearing  
**Attachments:** AK Comment on budget hearing 2016-06-21.pdf; Untitled attachment 00003.txt; signature.asc

Dear City Clerk,

Please accept the attached as a written communication regarding the public hearing Agenda item 5.A, SECOND PUBLIC HEARING AND ADOPTION OF FY 2016/17 OPERATING BUDGET AND APPROPRIATIONS LIMIT, for the upcoming council meeting on June 21st.

I stood before the council at last week's budget hearing to share my analysis of traffic enforcement budget needs in the City of Fremont. Yesterday, my wife crashed her bike to avoid colliding with a red light runner at Stevenson and Paseo Padre. She escaped with minor scratches, but it does make the statistics I cited more personal to me. I can certainly relate more to council member Bacon's telling earlier this term of his close call at an intersection.

I think it speaks to the effectiveness of our public safety services that my biggest fear of living in Fremont is not natural disaster, fire or violent crime. This is true even with the recent shooting incident where our emergency services responded in an exemplary fashion. Rather it is being hit in traffic that scares me, and many people I speak with.

I appreciate the city's efforts at transparency in publishing the proposed budget, holding these hearings and having staff respond to citizen's concerns. The Proposed Operating Budget document is indeed a very well crafted document and I have no doubt that it will again receive the Distinguished Budget Presentation award.

Yet, in re-reading it once again, I am still taken aback that in the section on the police department budget, traffic safety is the only metric that substantially missed its FY 2015/16 target, with an 8%<sup>1</sup> increase in injury collisions. This continues the trend seen in the pedestrian injury collision data I cited (and shown at the end of this document.) This would seem to justify a response in the Major Changes section (page 159) of the document, but it is not forthcoming. Instead, the Objectives section (page 156) essentially lists a continuation of existing strategies (item 2.), without any explanation of how this will reverse the trends in the data. There may be a plan there, but it is not communicated in the document, the staff report or the presentations I have seen. Similarly, I have not seen it in the enforcement section of the Pedestrian Master Plan draft and I am anxiously awaiting to see if it will make it into Bicycle Master Plan draft in preparation now.

I appreciate the difficulty in balancing competing needs in a budget, as expressed by the City Manager at the last hearing. At the same time, I was slightly disappointed that city staff did not respond to the suggestion raised by the previous speaker to monetize parking. This does seem to be an entirely untapped revenue source in Fremont, which unlike property taxes can keep pace with inflation (especially when using dynamic pricing). The topic of parking management has come up at various times in the Fremont Bicycle Pedestrian Technical Advisory Committee meetings, but it has always been deemed too expensive to implement (albeit I have not been shown any of the actual data). However, since the city now apparently feels that it can operate and enforce a revenue neutral permit parking program in the Mission Peak Neighborhood (with effective parking rates of a fraction of 1 cent per hour) I have to assume that it could do so profitably elsewhere (using market rates), just like many other Bay Area cities.

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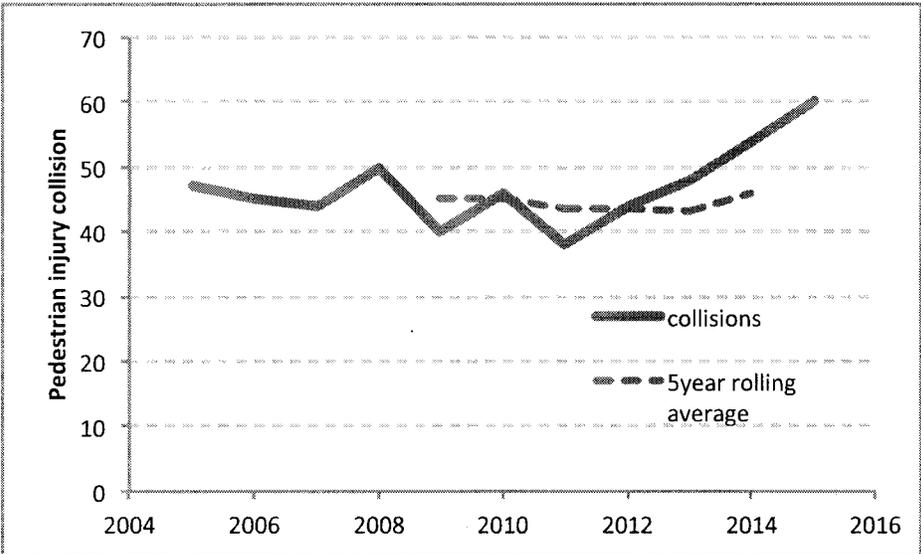
1. Using the data from page 157: An estimated 815 injury collisions for 2015/16 against the 756 baseline for 2014/15 comes out to 7.8%. The 7% value on page 154 is either from a different data set or a rounding error.

Unfortunately, due to a scheduling conflict with the city’s workshop on the new Bicycle Master Plan, I will not be able to attend the final budget hearing on June 21<sup>st</sup>. But I will certainly check the video recording of the hearing afterwards for any more information on these topics.

Sincerely yours,

Andreas V. Kadavanich

Pedestrian-involved collision data for Fremont, 2005-2015



Source: SWITRS (CA Highway Patrol Statewide Integrated Traffic Records System), pedestrian involved injury collisions within Fremont jurisdiction limits. (I use the SWITRS data since various requests from the Fremont Bicycle Pedestrian Technical Advisory Committee for traffic safety data from the city have not been fulfilled.) Note that the trend from 2011 is increasing (though less severely) even when adjusted for population growth using US Census data.

**Susan Gauthier**

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**From:** Eric Tsai <tsai3904@gmail.com>  
**Sent:** Friday, June 17, 2016 5:08 PM  
**To:** CClerk  
**Subject:** Public Comments for June 21 City Council Meeting - Item 5A  
**Attachments:** Public Comments for June 21 - 5A.pdf

Attached are my public comments for the June 21 City Council Meeting - Item 5A.

Thanks,  
Eric Tsai

June 17, 2016

City of Fremont  
City Council  
3300 Capitol Ave  
Fremont, CA 94538

**Re: Item 5A – FY 2016/17 Operating Budget**

Dear Mayor, Vice Mayor, and Councilmembers:

The City of Fremont (the “City”) is considering adopting its FY 2016/17 Operating Budget (the “Budget”).

I have concerns with the priorities of the Budget but my main concern is the lack of time the City gives to the public to provide feedback to the City Council.

I have heard Councilmembers note the abysmal public participation during the Budget process. Yet, as I understand, the agenda containing the Budget document was publicly released on June 9 with possible adoption of the Budget occurring on June 21. The public has a maximum 12 days to read, comprehend, analyze, and provide thoughtful comments on a 250-page document. It should not be a surprise then that there is such little public participation.

I urge the City Council to give the public at least a month to review a budget before the City Council adopts it.

As far as the Budget under consideration, I note, with worry, the optimistic projections it incorporates. Page 77 of the Budget shows a proposed increase in revenue of 3.2% for fiscal year 2017 and further projects increased revenues of 4.2% and 4.1% in the following two fiscal years. Expenses are projected to increase correspondingly.

There are many signs the local economy may not continue its recent impressive growth rates (technology company layoffs, significantly lower venture capital funding, slowing real estate price appreciation, etc.). Yet, it does not seem like the City has taken into account the increased possibility of a slowdown in the Bay Area economy.

The Budget also continues to propose an unsustainable increase in salaries and benefits. Salaries and benefits increased 7.0% from fiscal year 2014 to 2015 and are estimated to increase 12.4% from 2015 to 2016 (despite full time equivalents (“FTEs”) increasing only 2.9% and 2.8% in the respective years). The Budget proposes an increase to salaries and benefits of 6.9% for 2017 (despite FTEs increasing only 1.1%). These figures are staggering and completely unsustainable. These increases will crowd out of essential services or require the City to raise taxes and fees, neither of which are beneficial to the public.

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The City should focus on providing essential services only, controlling costs, and further pay down its significant unfunded pension and other post-employment benefit liabilities.

Thank you for your time and consideration.

Sincerely,

Eric Tsai  
Fremont resident