

MINUTES

OF THE

SACRAMENTO CITY COUNCIL
REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO
HOUSING AUTHORITY OF THE CITY OF SACRAMENTO
ECONOMIC DEVELOPMENT COMMISSION
PARKING AUTHORITY OF THE CITY OF SACRAMENTO
SACRAMENTO CITY FINANCING AUTHORITY

REGULAR MEETING

September 23, 1997

CALL TO ORDER

The Regular Meeting of the Sacramento City Council was called to order by Mayor Serna at 2:10 p.m. on the above date in the City Council Chamber located at 915 I Street.

ROLL CALL

Present: Councilmembers Cohn, Fargo, Hammond, Kerth, Waters, Steinberg, Yee and Mayor Serna

Absent: Councilmember Pannell

1.0 CONSENT CALENDAR (Items 1.1 through 1.13)

A motion was made by Councilmember Steinberg, seconded by Councilmember Hammond, to waive the reading and adopt the Consent Calendar, Items 1.1 through 1.13. The motion carried with a 7-0 vote, with Councilmembers Cohn and Pannell being absent.

Public Review Items - Informational Only

None

Sacramento Housing and Redevelopment

None

City Council

- 1.1 Lemon Hill Avenue Water Main (JN:4551), located west of Stockton Boulevard - approve plans and specifications, reject Jaeger Construction, Inc.'s bid as nonresponsive, award contract to Daniel Ontiveros Construction, Co., in the amount of \$102,990. (D-6)

Adopted staff recommendation awarding Contract 97-133.

- 1.2 Display Way Assessment District #96-04, including 6 parcels of land located just west of Rio Linda Boulevard and south of Interstate 80: (D-2)
- A. Authorize issuance of bonds
 - B. Amend the City Capital Improvement Program and award contract to R. C. Collet, Inc., in the amount of \$338,877
-

Adopted (A)Resolution 97-529; adopted (B)Resolution 97-530 awarding Contract 97-135.

RESOLUTION NO. 97-529

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SACRAMENTO PROVIDING FOR THE ISSUANCE OF \$315,039.65 PRINCIPAL AMOUNT OF CITY OF SACRAMENTO LIMITED OBLIGATION IMPROVEMENT BONDS, DISPLAY WAY ASSESSMENT DISTRICT NO. 96-04; PRESCRIBING THE DATE, DENOMINATIONS, MATURITIES, INTEREST RATES AND FORM OF SAID BONDS; AUTHORIZING THE EXECUTION OF SAID BONDS; PROVIDING FOR THE COLLECTION OF ASSESSMENTS TO PAY THE INTEREST ON AND PRINCIPAL OF SAID BONDS; PROVIDING FOR A RESERVE FUND FOR SAID BONDS; AND DIRECTING THE SALE OF SAID BONDS AND APPROVING THE OFFERING CIRCULAR FOR SAID BONDS.

RESOLUTION NO. 97-530

RESOLUTION AMENDING THE CITY CAPITAL IMPROVEMENT PROGRAM BY ESTABLISHING DISPLAY WAY ASSESSMENT DISTRICT #96-04 REVENUE AND EXPENDITURE BUDGET IN THE AMOUNT OF \$529,013.26

- 1.3 E. A. Fairbairn Water Treatment Plant Intake Pre-design (PN:ZF46) and Sacramento River Water Treatment Plant Intake Pre-design (PN:ZF56), Fish Screen Improvement Projects: (D-All)
- A. Authorize expenditure of funds for engineering feasibility studies and environmental documentation for upgrading water intake fish screens at the City's two water treatment plants
 - B. Execute a consultant services agreement with Montgomery Watson Americas, Inc., for a not-to-exceed amount of \$300,000
-

Adopted staff recommendation (A); (B) adopted Resolution 97-531 approving Agreement 97-158.

RESOLUTION NO. 97-531

AUTHORIZE THE CITY MANAGER AND CITY CLERK TO EXECUTE A CONSULTANT SERVICES AGREEMENT WITH MONTGOMERY WATSON AMERICAS, INC., FOR E.A. FAIRBAIRN AND SACRAMENTO RIVER WATER TREATMENT PLANT INTAKE STRUCTURE PRE-DESIGN FOR A NOT-TO-EXCEED AMOUNT OF \$300,000

- 1.4 10th and L Street Parking Garage, located at the north side of L Street, between 10th and 11th Street - change rental rate and authorize negotiation and leasing of property without competitive bidding. (D-1) *(requires two-thirds vote)*
-

Continued to September 30, 1997 [staff].

- 1.5 Approval of 1998/99 Transit Capital Improvement (TCI) Grant Applications, located at 5th and I Streets and Power Inn Road/RT Grade Separation:
(D-6)
A. Historic Sacramento Rail Depot Site Improvements
B. Power Inn Road/RT Grade Separation Project
-

Adopted Resolution 97-532 approving (A) Grant 97-019 and (B) Grant 97-020.

RESOLUTION NO. 97-532

RESOLUTION APPROVING APPLICATIONS FOR 1998/99 TRANSIT CAPITAL IMPROVEMENT (TCI) GRANT FUNDS

- 1.6 Matters relating to Sacramento River Docks Phase C, C-2 and the Plaza of Lights (JN:4174) located at Front Street, Capital Avenue South to O Street. (D-1)
A. Consolidation of Agency Downtown Capital Improvement Funds to Sacramento River Docks Area Capital Improvement Projects
B. Approve plans and specifications and award contract to Allen L. Bender in the amount of \$1,416,731
-

Adopted (A) Redevelopment Agency Resolution 97-031 and City Council Resolution 97-533; (B) adopted staff recommendation awarding Contract 97-134.

REDEVELOPMENT AGENCY RESOLUTION NO. 97-031

REALLOCATION OF AGENCY DOWNTOWN CAPITAL IMPROVEMENT FUNDS TO SACRAMENTO RIVER DOCKS AREA CAPITAL IMPROVEMENT PROJECTS

RESOLUTION NO. 97-533

EXECUTION OF AN INDIVIDUAL PROJECT
AGREEMENT TO ESTABLISH AND FUND SACRAMENTO
RIVER DOCKS AREA CAPITAL IMPROVEMENT
PROJECTS

- 1.7 Establishment of speed limits on Altos Avenue between El Camino Avenue and Eleanor Avenue, Muir Way between Broadway and Vallejo Way, El Centro Road between the West Drainage Canal and the North City limits, El Centro Road between San Juan Road and the City limits. (D-1,2,4)
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Adopted Resolution 97-534.

RESOLUTION NO. 97-534

RESOLUTION REPEALING RESOLUTION 97-184 AND
DECLARING PRIMA-FACIE SPEED LIMITS AND
MAXIMUM SPEED LIMITS ON CERTAIN STREETS

- 1.8 Approval of Change Order No. 2 in the amount of \$62,843.59 with Granite Construction, and transfer of funds to the Broadway Reconstruction Project (PN:TM56) in the amount of \$181,332. (D-4,5)
-

Adopted Resolution 97-535.

RESOLUTION NO. 97-535

RESOLUTION APPROVING CHANGE ORDER NO.2 AND
THE TRANSFER OF FUNDS IN THE AMOUNT OF
\$181,332 TO THE BROADWAY RECONSTRUCTION
PROJECT (PN:TM56)

- 1.9 Ordinance amending Chapter 60.15 [Boards and Commissions] of the City Code relating to reorganization of City/County Solid Waste Advisory Committee/Local Task Force. (D-All)
-

Passed for publication of title and continued to September 30, 1997 [staff].

- 1.10 Confirmation of nominations to Del Paso Heights Redevelopment Advisory Committee: Ollie Mack, Community Based Organization; Barbara Whittaker, Business Owner; and Mark Perlberger, Community Based Organization. (Mayor nominated 9-16-97, item 14.1) (D-2)
-

Nominations confirmed.

- 1.11 Confirmation of nominations to the Youth Commission for District 6 of Corey B. Taylor, representative and John Effman, alternate. (nominated 9-16-97, item 14.2) (D-6)
-

Nominations confirmed.

- 1.12 Confirmation of nominations to the Meadowview Development Committee: Charles Farrell, Clementine Nettles, Chand Singh, Sarah Richey, Annie Levingston, Carmen Mirazo. (nominated 9-16-97, item 14.3) (D-All)
-

Nominations confirmed.

- 1.13 Ratification of the Sacramento County Board of Supervisors appointments to the Sacramento Sports Commission: Joanne Byers, Gregory Hayes, Bryce Werner and Gregory Van Dusen. (D-All)
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Appointments ratified.

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2.0 SPECIAL PRESENTATIONS/GENERAL COMMUNICATIONS

2.1 CADA Quarterly Report

Ron Alvarado, Executive Director, CADA, presented the report.

Mr. Alvarado commented that he was pleased to participate with Downtown to provide opportunities. He said that they were involved now with negotiations on two different sites, one of which will provide home ownership opportunities. He thanked the Mayor and Council for the their support.

Councilmember Fargo encouraged people to visit the building at 14th & P, the new Governor's Terrace Apartment Complex, commenting that it is fully leased. Ms. Fargo expressed approval of the project, saying it was a nice addition to the central city.

Mayor Serna requested that Mr. Alvarado contact his office so that arrangements could be made to tour the project.

Councilmember Yee inquired as to whether the project was subsidized, either financing or land contribution, and what was the total cost? Mr. Alvarado replied that the cost was about \$74,000.00 per unit, of which \$27,000.00 was the Merrium replacement housing.

Mayor Serna commented that he was very proud of CADA's work, especially the work on the downtown housing market, that is so critical of making the downtown a major success.

- 2.2 Resolution recognizing Alan Gosink for saving a victim of a residential fire.
-

Mayor Serna presented the Resolution, expressing his and the Council's thanks to Mr. Gosink who rescued his neighbor on June 29, 1997 during a fire at the complex. Mr. Gosink stated that he sent a letter to Governor Wilson on September 4, 1998 with a copy of the memorandum that he had received from the City Council; he highlighted others for their actions and shared the good news.

3.0 PUBLIC HEARINGS

- 3.1 *Deer Creek Plaza PUD*, located at the Northwest corner of Mack Road and Franklin Boulevard: (P96-065) (PFP'D 9-16-97, item 1.3) (D-8)
- A. Adopt Mitigation Monitoring Plan
 - B. Ordinance amending the districts established by the Comprehensive Zoning Ordinance by the City of Sacramento (Ordinance No. 2250, Fourth Series, as amended) by rezoning 12.5 ± undeveloped acres from the "Shopping Center (SC)" to "Shopping Center-Planned Unit Development (SC-PUD)" for 115,150 square-foot shopping center
 - C. Resolution to approve the designation of a Planned Unit Development (PUD) of 12.5± gross acres for future development of a shopping center and to approve the schematic plan and development guidelines
-

A motion was made by Councilmember Waters, seconded by Councilmember Fargo, to continue Item 3.1 to September 30, 1997 [Pannell]. The motion carried with an 8-0 vote, with Councilmember Pannell being absent.

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4.0 STAFF REPORTS

- 4.1 U.S. 50 Corridor Major Investment Study. (Cont'd from 9-16-97, item 4.3 [Serna]) (D-3,4,5,6)
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Mayor Serna asked for a delay as he wanted to review the opportunities for the City of Sacramento in having some impact on these transportation funds and future transportation funds. He stated that he discussed with Councilman Yee the major problems of working with Cal Trans to fix the intersections at Highways 50, 99, and 80. He asked how we go about impacting this program to improve these kinds of accesses into the City.

Fran Halbakken with the Public Works Department, and Ken Huff with SACOG, said that they wanted to work with Council in a workshop type of discussion regarding the MIS (major investment strategy) for the U.S. 50 Corridor. After an introductory presentation, they began discussion of the investment study. They worked with other jurisdictions, agencies, and the general public. SACOG has taken the lead roll with staff identifying the City's major projects in the Highway 50 Corridor and providing cost and schedule information.

Mr. Huff, said that the study area involves downtown Sacramento to El Dorado Hills, a 27 mile long corridor. There are two primary purposes. One is to guide investment decisions within the 50 Corridor; secondly, maintenance of mobility and travel choices, in particular for work trips. There has been a very extensive public involvement process including two dozen community group meetings, five or six major open houses, and newsletters. Alternatives have been evaluated, such as light rail extensions out to Folsom, car pool lanes, bike facilities, and interchange improvements. In June, after three years of this analysis, the policy committee endorsed the investment strategy. In July the SACOG Board endorsed it and directed staff to come to the City, County, Folsom, El Dorado, the air district, RT, and STA, to seek endorsements.

Mr. Huff continued by reviewing the content of the study noting that this half-billion dollar program, of which there is \$220,000,000.00 of committed projects, with an additional \$330,000,000.00 over the period of 25 years, is to be committed in this corridor, in order to accomplish this plan. He showed a strategy map and stated that the first priority project, one of eight, is to be the Folsom Boulevard Interchange, which is part of a long standing commitment that the governor made to Intel. The biggest bottle-neck in the corridor is between Hazel and Folsom Boulevard, this interchange improvement would add auxiliary lanes in that stretch, and alleviate that bottle-neck.

Mayor Serna asked at what point do we impact improvement of where all three highways merge all at once, the W/X Interchange, creating a fairly hazardous condition, and how do we get "on track" to correct that condition.

Mr. Huff explained that he was not aware of CalTrans undertaking the studies of that interchange. Improvements in this study is limited to car-pool lanes down the median.

Mayor Serna encouraged Council to have CalTrans study the intersection at the W/X Interchange, in the context of all other improvements that are being recommended.

Councilwoman Fargo stated that it appears to her that this expenditure of funding would further help to degrade the City of Sacramento. It seems that it encourages people to live in Folsom and El Dorado Hills and points East, and would take a lot of capitol that could be spent to solve some of the City's problems.

She noted that Interstate 5 between the W/X and 80 is becoming more of a mess, and feels it's going to get worse as we start to finish South Natomas and start on North Natomas. Ms. Fargo said she thinks Council should require that CalTrans do the same kind of a corridor study of

Interstate 5 and the Capital City Freeway. She further advised that Natomas is already equal in population and unemployment to Folsom, and feels that once South Natomas is finished, including office projects in North and South Natomas, and Richards Boulevard, there will be more population north on Interstate 5 within the City of Sacramento than in Folsom and El Dorado Hills. She said that she does not see where the benefit to the City is in this proposal.

Mr. Huff responded that this is an investigation of Highway 50 Corridor and in no way by endorsing this, and by SACOG adopting it, does it mean that this is the next \$500,000,000.00 that is going to be spent. The other corridors are separate matters.

Ms. Fargo asked if we are going to have an Interstate 5 and Highway 80 major investment study. Ms. Halbakken responded that work is already in progress with the South-east and North-east Area Transportation Studies, as they found there are several projects in a very small geographic area, that score very close to each other, and will help staff to recognize which of the projects are going to help on the 80 and 160 Corridors. Mr. Huff added that there are studies from Davis to Colfax.

Mayor Serna asked at what point in the process do we get other freeways. Mr. Huff responded that 99 South was RT's Alternative's Analysis. There are car pool lanes programmed that are under construction down to Elk Grove, and an extension from Martin Luther King Boulevard up to "B" Street, that is funded and should be under way in a couple of years. Light Rail goes into the South area, so hopefully those projects deal with the congestion. Mayor Serna asked about the future for Interstate 5 South, and whether we are counting on the completed changes or are we recommending doing both on Highway 99 South and the south light-rail line. Ms. Halbakken responded that the south rail extension does not help the I5 congestion as the building is only to Meadowview. The reason for the large increase of traffic on Highway 5, is due to a lot of development in the south county; and due to the congestion on Highway 99, a lot of the traffic has shifted to Highway 5. Eventually the south corridor will help the 99 corridor, and the HOV lanes will be constructed. Then some of the traffic will be shifted back to Highway 99, that's now shifted to Highway 5.

Councilwoman Hammond asked about the percentage of city residents going to work in east Sacramento County or in El Dorado County vs. El Dorado County and east Sacramento County coming to work in the City, pointing out that on Highway 50 there are only 2 ½ miles in the City limits out of the 27 mile corridor. Mr. Huff responded that there are more people from the eastern part of the corridor commuting into Sacramento than there are commuting out. He added as an example, Sunrise Boulevard, saying in 10 to 15 years there will be an equal balance of traffic both ways. Ms. Hammond requested a report back in writing of the percentages. Ms. Hammond asked for further information about the area between Hazel to Sunrise on Highway 50, and the dip that exists in the fast lane. Mr. Huff said it would be leveled out.

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Mr. Steinberg discussed who the real beneficiary of these proposed improvements would be. He stated that there is a challenging balance when it comes to issues like these, to balance the regional perspective with Council's duty, being sure that the City gets its' fair share. He asked if the growth and population projections on which the study was based, was independent of any of these projects actually being accomplished. Mr. Huff responded with the improvements are designed to accommodate the growth that is expected.

Mr. Steinberg asked if lightrail were not to expand east of Folsom, would we still have a significant level of population growth in the eastern part of the county, over the next 15 to 20 years. Additionally he questioned how does one quantify the reduction and congestion in the City of Sacramento, along the 2 ½ mile of the City's portion of Highway 50, by virtue of favoring and helping to push light rail into Folsom. Do we know how much we would ease congestion in the City. Mr. Huff said there are substantial reductions in the congestion, especially for car poolers, for example if you are in a carpool and you are traveling somewhere east of Watt to downtown, you are likely to save 2 to 3 minutes in the morning and 4 to 5 minutes in the afternoon, over a single occupant vehicle, even the single occupant vehicles will benefit.

Mr. Steinberg said that the City should be looking more broadly than just dollar figures, and where those dollars are specifically being allocated in determining whether the City is getting its' fair share. He feels that we want the downtown to be our regional center, and we want to be sure that people can get to downtown without using single occupancy vehicles and hopefully riding the rails. He continued by saying that he would favor looking at other corridors and getting them into the pipeline.

Mayor Serna asked if it was possible to fund a study with the \$54,000,000 on the W/X Interchange, as part of the downtown drop ramps. Mr. Huff responded by saying that the study is possible.

Councilmember Cohn said that it is an understatement to say that the drop ramps would be controversial, and that is not to say that we would not do them in the future. It would have to be part of a comprehensive program that involves a lot of different modes of transportation, including rail. He asked how we get consideration of rail out to El Dorado County, and how we get the opportunity to consider it as part of Tier 2. Mr. Huff responded that El Dorado was interested in having rail extended to their county. In the early stage of this project, they did look at extending rail, as a double tracked electrified, every 15 minute service. The operation cost was \$100.00 for every person that got on it as an operating subsidy. El Dorado County is now embarked upon a light rail feasibility study. They also plan to do a major investment strategy of their own that picks up where this one left off and it goes up to Placerville.

Mr. Cohn asked what the significance of Tier 2 is. Mr. Huff responded by saying that Tier 2 is much less significant than Tier 1, because it does not start `till 17 years from now unless there is a big windfall of new money. He suggested adding to the additional recommendations. Council may want to recommend to SACOG that we endorse further analysis, and support the analysis that El Dorado is undertaking to

Mr. Steinberg wanted to be sure that this item is being looked at. He said that he wants to be sure that there is a balance throughout. He also discussed the bike boulevard on "M" Street, saying that it is not an accurate description of what the project is. It will be a traffic calming project, not unlike what has been implemented in Midtown. It would be in conjunction with the connection into Sacramento State and with the 65th Street lightrail station. He assured the public that Council is not contemplating converting "M" Street only to bikes, adding that he wants to encourage all types of traffic. He wants to make it even more useful by tying it into the bikeway system along the American River. Mr. Huff said that the term 'Bike Boulevard' was lifted out of the City's Programming Guide and whatever term Council wishes to use in place of it will be fine with SACOG.

Mayor Serna wanted to know if Council was being asked to give approval of the first tier and secured projects. Mr. Huff responded by saying this report is for information only, noting that they already have secure funding. He said that if Council does not agree on the priorities, they shouldn't endorse it. The Policy Advisory Committee can be reconvened and have it act as a conference committee.

Councilman Kerth, Chair of the committee, reviewed the background. He said there has been a disagreement between Cal Trans and the people that want HOV's. He said that Council really needs to brace itself for the future. There needs to be some give and take in what is being zoned versus what new transportation is possible. The study is designed to end at the end of Highway 50 and to go as far up the hill, into El Dorado County. As congestion gets worse, trying to get downtown, new employment centers are going to spring up at the other end because people are going to become frustrated with trying to drive to downtown. Extraordinary congestion can be expected without major investments, policy work, and political work by Council and Board of Supervisors.

Councilman Kerth noted that Midtown is a wonderful place, with part of traffic being kept out, and with lots more policy work to be done there. There is a need to get the traffic to go around Midtown and keep it from going through Midtown, with the key fixture being the drop ramps. This study was specified money that came in to look at the Highway 50 Corridor. He emphasized that it is not a prioritized list of the regions' transportations needs. He strongly feels that Council needs to work with neighborhood leaders to preserve the quality of life in their neighborhoods.

Mayor Serna said that Council knows that they have to deal with this, and agreed that it is a regional political leaders problem. He said he can support this program with the condition that money be sought from CalTrans with the help of SACOG, to study the W/X Highway interchange.

Ms. Fargo noted that she wants to see the Downtown Corridor included in the list of priorities.

Mr. Cohn wanted to note the renaming of two projects, the traffic calming at "M" with the bike undercrossing, and the rail study into El Dorado County.

calming at "M" with the bike undercrossing, and the rail study into El Dorado County.

Mr. Steinberg said he was for the study, but wanted to be sure that taking any additional projects and comparing them to the regional needs, we don't then slip down into one major City project that is already contained within the study.

A motion was made by Councilman Kerth who clarified that Council would accept the study as proposed with the following conditions:

- A) Follow up study be taken to view the Central City Freeway for its' capacity and impact from these projects;
- B) Council reserves the right to request reprioritization of the projects based on the results of the freeway analysis investigation , including the W/X River City Freeway and portions of I5 North to the river;
- C) Adoption of language changes that Mr Cohn proposed, the bike undercrossing at UP tracks be renamed to multi-modal, and then a historical revision be completed; and
- D) Call the M Street Bike Boulevard, M Street Traffic Calming Project.

The motion was seconded by Councilmember Steinberg, to adopt Resolution 97-536 as amended. The motion carried with a 8-1 roll call vote, with Councilmember Pannell being absent.

AMENDED RESOLUTION 97-536

A RESOLUTION ESTABLISHING TRENCH CUT COST RECOVERY FEES

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5.0 SHRA

None

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6.0 CITIZENS ADDRESSING COUNCIL (MATTERS NOT ON AGENDA)

6.1 Doug Hallen, Esq., attorney representing the family, Boua Lao, and Dang Lor, expressed their concerns over the current practices of the Police Department relating to high speed pursuits. They requested the Council have the Police Department review and train alternative methods for this type of pursuit.

Councilman Waters advised that the City's Police Department has just received a helicopter that will help reduce surface street pursuit chases.

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7.0 COUNCIL IDEAS AND QUESTIONS

- 7.1 Councilman Yee asked staff to report back to Council on the "Competition Bidding Initiative" that tentatively will be on the ballot next November. He advised Council to oppose it. Councilmember Cohn agreed. Councilmember Fargo asked what kind of impact this would have on volunteer projects.
- 7.2 Councilmember Fargo voiced concern about "Juice Bars" in the City, and said that she would like the current ordinance amended, to limit how many would be allowed in a neighborhood, to extend the distance from a school, and to redefine "residents".
- 7.3 Councilmember Fargo would like to have dog auctions banned within the City limits.
- 7.4 Mayor Serna made the following recommendations to the Youth Commission: District 1, Kyle Gabbani, and Aaron Simpson, alternate; at large representatives, Gilberto Castro and Xela Lemus.

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8.0 Recessed into CLOSED SESSION at 3:55

- 8.1 Pursuant to Government Code Section 54956.8 for discussion with City negotiators on matters regarding City purchase of property consisting of 27.46 acres, located at 2810-2814 Meadowview Road, known as the former California Highway Patrol Academy, from the State of California

(WITHDRAWN BY STAFF)

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- 8.2 Pursuant to Government Code Section 54956.9 (a) for matters pertaining to pending litigation: State of California and all Political Subdivisions thereof, ex rel. Patrick Stull vs. Bank of America etc., et. al., San Francisco Superior Court Case No. 968484

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- 8.3 Pursuant to Government Code Section 54956.9 (a) for matters of pending litigation: Jack W. Gossar vs. City of Sacramento Workers' Compensation Board Case Nos.: RDG 67130 and RDG 65968
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ADJOURNMENT

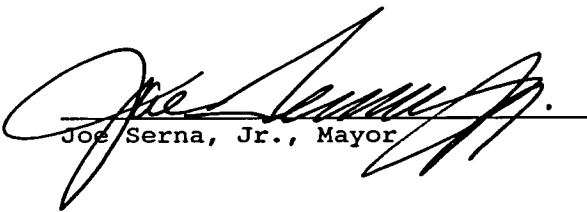
There being no further business to come before the City Council, the meeting was adjourned at the hour of 4:10 p.m.

Submitted



Valerie A. Burrowes, City Clerk

Approved



Joe Serna, Jr., Mayor