



# Memorandum

**TO:** RULES COMMITTEE                      **FROM:** Betsy Shotwell  
**SUBJECT:** 2008 LEGISLATIVE PRIORITIES      **DATE:** December 14, 2007

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Approved *Deana J. Sire*                      Date *12/17/07*

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## RECOMMENDATION

Accept the 2008 Legislative Priorities for the second year of the two-year Legislative Session in Sacramento and the 110<sup>th</sup> Congress.

## OUTCOME

Input from the City Council will be incorporated into the 2008 Legislative Priorities. The Legislative Priorities represent a framework for organizing the City's legislative interests and is a starting point for the development of a manageable workload in Sacramento and Washington, D.C.

## BACKGROUND

In the fall of 2007, the City Service Areas (CSA's) developed legislative principles that have been consolidated into the draft City's 2008 Legislative Guidelines. The Guidelines document was presented before the All Children Achieve, Building Better Neighborhoods, Driving a Strong Economy Committees, the Rules and Open Government Committees during the months of November and December for review and feedback and presentation to the City Council on December 18. . This document provides a framework for formulating City-sponsored legislation and directing the City's support, opposition, or co-sponsoring of State and Federal legislation.

Concurrent to the development of the Guiding Principles, staff developed the 2008 Legislative Priorities which consist of some actionable items of high priority to the City, (and the legislative work plan). These items include both legislation and Federal appropriation requests. Legislative priorities range from pursuing State legislation to assist with recycling and litter abatement to seeking State and Federal funding opportunities for transportation and housing programs. Together, the two documents form the foundation for proactive participation with our State and Federal delegation on those issues of high priority to the City in 2008

## ANALYSIS

The 2008 Legislative Priorities identify prioritized actionable items by either State, Federal or State/Federal categories and are briefly described under the categories as follows:

- Advance Airport Construction Projects
- Maximize Transportation Funding
- Funding for Education and Literacy Programs
- Secure Housing Program Funds
- Advance Environmental Initiatives
- Ensure Public Safety
- Funding for BusinessOwnerSpace.com -- City of San Jose Small Business Initiative
- Support for a Federal Courthouse in Downtown San Jose

As stated in the 2008 Legislative Guidelines, the City supports legislation that will enhance the City's ability to maintain a balanced budget, deliver stable quality City services, and minimize the costs of operations.

With the State's continuing structural budget deficit, now estimated to be at \$14 billion, it will be critical that the City first, and foremost, support legislation and policies that reduce any negative impacts to City services, revenues, or costs resulting from State and Federal legislation or budgets that impact the City. Therefore, it is important to note that some of the City's priorities listed in the attached, may not have the necessary resources available to fully engage in the issue in 2008.

Other federal activities related to the City's priorities may also be impacted as well with the federal government's budget deficit. In regard to the City's request for federal legislation to eliminate the use of federal poverty levels by the federal government for determining benefits in favor of a family self-sufficiency standard, the City recognizes that this will be an on-going effort likely to take more than one-year to accomplish. For 2008, the goal of the City is to work to garner support and build coalitions of interested, local, State and federal organizations.

As this is a "living" document that concerns circumstances referenced above that will be in play during the entire legislative year, staff will update the Council regularly and provide amendments to the documents as needed for Council review and direction. For example, with the development of the Green Vision's preliminary implementation plan in 2008, staff will be formulating related priorities at the local, regional, State and Federal levels which will require proactive advocacy with policy-makers and regulatory agencies, and active partnerships and collaborations with a wide variety of organizations. As developed, the Green Vision's legislative priorities will be brought forward to the City Council.

In addition, the final outcome of the Federal 2007 Legislative Priorities, including pending City sponsored appropriations, will be reported out at the Rules and Open Government Committee in January.

### **PUBLIC OUTREACH**

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This document will be posted on the City's website for the January 8, 2008 City Council meeting where Council and the public have the opportunity to comment.

### **COORDINATION**

This document was coordinated with City Departments, the Redevelopment Agency, the City Attorney's Office, the City's Legislative Representative in Sacramento, and the City's Federal lobbyist firm of Patton Boggs.

### **POLICY ALIGNMENT**

The 2008 Legislative Priorities will further the City's legislative policy goals and form the foundation of the City's efforts to work with our local, regional, State and Federal partners on issues of concern and interest to the City.

### **COST IMPLICATION**

Not applicable.

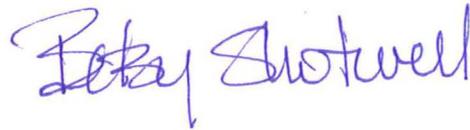
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**BUDGET REFERENCE**

Not applicable.



BETSY SHOTWELL

Director, Intergovernmental Relations

Attachment: 2008 Legislative Priorities

For more information contact: Betsy Shotwell, Director of IGR at 408-535-8270

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>MAXIMIZE TRANSPORTATION FUNDING</b>							
<p><b>Proposition 1B-</b> Provides new funding for transportation needs statewide over a ten-year period. City to receive “guaranteed” amount of \$30M from Local Streets and Road Program. (\$20M – pavement maintenance and \$10M – U.S. 101/Tully). Funding allocations from the Congestion Mobility Improvement Account (CIMA) Program includes – two projects within San José: U.S. 101/Tully (\$30M) and I-880 Widening –Rt. 237 to U.S. 101 (\$71.6M).</p> <p>Key legislative goals remaining are to:</p> <ul style="list-style-type: none"> <li>• Pursue timely distribution of Local Streets funding.</li> <li>• Pursue funding for City projects through Highway-Railroad Crossing Safety Account.</li> </ul>	State	X			<p>FY 2007-08 \$15M from Local Streets and Roads additional \$15M to be included in 2009-10.</p> <p>Potential funds may be available for the BH/Monterey POC</p>	<p>Continue to work with state resources during 2007-08 to promote the timely distribution of City’s share of Local Streets and Roads Funds.</p> <p>Continue to pursue funding through the Highway-Railroad Crossing Safety Account for the Blossom Hill/Monterey Road Pedestrian Crossing. <b>CSJ Request:</b> \$30 million for local streets and roads program and funding allocations for highway projects within San Jose: US 101/Tully and I-880 widening, Rt. 237 to U.S. 101. <b>Consequences/Results:</b> City ability to pursue timely distribution of local streets funding and funding for city projects through highway-railroad crossing safety account.</p>	Jim Helmer & Hans Larsen, DOT
<b>SECURE HOUSING PROGRAM FUNDS</b>							
<p><b>Create State Funding Sources to End Chronic Homeless -</b> In San Jose there are nearly 5,000 individuals and family’s homeless on any given night. In the County of Santa Clara, over 20,000 people experience homelessness each year. In 2003, the City of San Jose adopted a 10-year Strategy to End Chronic Homelessness, which set into motion an aggressive program to eliminate chronic homelessness</p>	State		X	X	<p>While the specific financial impacts of the following actions is unknown, the City is seeking several</p>	<p><b>CSJ Request:</b> Sponsor legislation that will change State’s redevelopment law regarding the use of 20% the Low and Moderate income Housing Funds for affordable housing be changed to allow these monies to be used for shelter operating costs and support services</p>	Leslye Krutko/ Melissa Whatley - Housing

<p>by developing permanent housing and “wraparound” services to this vulnerable population. The City of San Jose is committed, through the adoption of a 10 year Strategy to End Chronic Homelessness, to address our chronic homelessness problems. To this end, the City has made great strides through extensive partnerships with County agencies and non-profits. However, there are very few permanent sources of funds available at the federal or State level for the development of affordable housing. The most prominent source of funds is the City’s Redevelopment 20% Low- and Moderate-Income Housing Funds (LMHF) set aside. While the City receives a significant amount of funding for affordable housing through its 20% LMHF and some funding from federal entitlement grants, this does not meet all the needs of the communities’ low-income and chronically homeless population. It becomes incumbent upon the development community and local government to find additional sources of already scarce State dollars to fill the financing gap for affordable housing projects. In addition to scarce resources, it is also important to note that 20% Funds will also eventually run out as State Redevelopment Law has time limits on a local governments’ ability to maintain redevelopment project areas. Therefore, it is important that we seek other permanent sources of funds now through commitment and partnerships at the federal and State level to address the acute housing crisis throughout the nation. Without additional permanent, dedicated source of funds for affordable housing, it will not be possible to keep pace with the demand for affordable housing in the future or protect our most vulnerable populations.</p>					<p>million dollars in permanent sources of housing in order to make a significant impact, on ending chronic homelessness.</p>	<p>for permanent housing.</p> <p><b>Consequences/Results:</b> Without additional permanent, dedicated source of funds for affordable housing, it will not be possible to keep pace with the demand for affordable housing in the future or protect our most vulnerable populations.</p>	
<p><b>Providing Funding Priority to Growth Communities</b> - In 2007, the City of San Jose was given its new Regional Housing Need Allocation (RHNA) number. The City went from a 26,000 allocation in the last cycle to a 34,000 allocation for the next seven-year period (2007-2014). Nearly 60% of these 34,000 new units will be needed for persons of extremely-low, very-low, low, and moderate incomes. This increase in allocation reflects the priorities set by the Regional Council of Government (Association of Bay Area Government) and the State for concentrating growth in larger, urban jurisdictions and embracing other smart growth policies. While these are worthwhile goals that the</p>	<p>State</p>		<p>X</p>	<p>X</p>	<p>Could result in several millions more in Bond proposition dollars for San Jose.</p>	<p><b>CSJ Request:</b> Sponsor legislation which would provide additional ranking priority or criteria for State bond monies, especially Proposition 1C housing bond dollars, to those jurisdictions that have taken on significant increases in RHNA for the next cycle.</p> <p><b>Consequences/Results:</b> Without more subsidies, it will be impossible to achieve affordable housing targets.</p>	<p>Leslye Krutko/ Melissa Whatley - Housing</p>

<p>City supports, it should also be recognized that local governments can't achieve these goals without additional resources.</p> <p>While San Jose did very well in the last cycle to meet its RHNA goals, it anticipates not having enough funding to accommodate the affordable development needed. Without more subsidies, it will be impossible to achieve the affordable housing targets. The affordable housing that is needed to be created is simply too great to be accommodated with the current funding available at the local level or through other "good planning policies" without other assistance from the State. Given that San Jose is faced with a very significant challenge to provide over 34,000 units in the next seven years, by helping to target more money to the City, it could help provide the infrastructure so desperately needed. By having the State prioritize funding for these jurisdictions, they will ensure that its policies will actually be achieved.</p>						
<p><b>Providing Needed Infrastructure Improvements to San Jose's Mobilehome Parks</b> – San Jose is home to over 10,000 mobilehome units: the largest population of mobilehomes in the State. In a high-cost area like San Jose, mobilehomes have become an affordable housing option to many low-income families, seniors, and first-time homebuyers. While mobilehomes provide many affordable units to our City's residents, some of the mobilehome parks, built several decades ago, are becoming run down and have failing infrastructure, bordering on health and safety concerns. Currently, the code enforcement for these parks is left up to the State of California, but given the State's lack of resources and personnel available to conduct inspections, many parks have gone un-maintained for many years. Many park owners don't have the resources to fix infrastructure problems and given the economic positions of many residents, they don't raise rents to cover the infrastructure costs.</p>	State		X	Unknown	<p><b>CSJ Request:</b> City should sponsor State legislation to create a pilot Mobilehome infrastructure program that would provide low-interest loans to park owners to make substantive infrastructure repairs. A 2-year pilot program should be developed with two other cities (to be determined) with large numbers of Mobilehomes. These funds would be made available and administered as low-interest loans by these jurisdictions</p> <p><b>Consequences/Results:</b> With the State's lack of resources to conduct inspections the proposed pilot would help park owners fund needed infrastructure repairs.</p>	Leslye Krutko/ Melissa Whatley - Housing
<p><b>Eminent Domain</b> – In 2005, the US Supreme Court ruled in <i>Kelo v. City of New London</i> that it was constitutional to acquire property through eminent domain for the purpose of economic development. This ruling set off significant controversy over government's ability to take private property, and has resulted in the proliferation of legislation throughout the country to limit the use of eminent domain.</p>	State		X	Unknown	<p>1. Should these measures qualify for the June 2008 ballot, the City should consider taking positions to protect its ability to provide essential planning and development of its community for the public's benefit.</p> <p><b>CSJ Request:</b> The City has historically</p>	Leslye Krutko/ Melissa Whatley- Housing  Eva Terrazas - SJRA

<p>Since the Kelo decision, the California Legislature has set out to reform some of the redevelopment practices related to eminent domain, however, no legislative compromise has been reached. As a result, the California League of Cities and the Howard Jarvis Taxpayers Association are both in the process of gathering enough signatures to qualify separate measures for the June 2008 Statewide Ballot.</p> <p>The Howard Jarvis measure, called the "California Property Owners and Farmland Protection Act" (CPOFPA) measure contains far-reaching, provisions that would dramatically curtail the ability of cities and other governmental entities to protect public health, safety and welfare, including restrictions on zoning and other land use and environmental regulations, the ability of public entities to acquire property for public water supply facilities, and city and county affordable housing and rent control programs.</p> <p>The League of California Cities' measure called the <i>Homeowners Protection Act</i> (HPA) is a much more targeted measure to prohibit state and local governments from using eminent domain to take a home to transfer it to a private developer.</p>					<p>opposed the elimination of eminent domain for public purposes. It is critical for local governments to retain the ability to exercise sensible land use, revitalize distressed areas, clean-up of polluted land, build new infrastructure, including affordable housing, create develop policies, and alleviate problems of unemployment and economic stress for the entire community.</p> <p><b>Consequences/Results:</b> While the City only rarely uses its power of eminent domain, it nevertheless has been an important tool for accomplishing redevelopment and public improvement goals. Several important public projects would not have been possible without the use of eminent domain.</p>	
<p><b>Proposition 1C-</b> On November 7, 2006, the voters of California approved a \$2.85 billion housing bond. Of this amount, \$1.45 billion will be allocated to programs that have yet to be created by the California State The California State Legislature began in 2007 providing specific programs to the infill and transit-oriented development program highlighted in the Housing Bond. Some funding and criteria were legislatively developed in Sacramento, but The City of San José should be engaged in these negotiations to ensure we will qualify.</p> <p>Specifically, the Legislature will be tasked during the 2007-2008 Legislative Session with the creation of four new programs. They were successful in creating guidelines for some new programs and allocating up to \$300 million for Infill development next year. There are still</p>	State		X	There is \$1.45 billion of the Prop. 1C bond programs still to be determined. Under the previous Statewide housing bond (Proposition 46 passed in 2002), the City of San Jose and affordable housing developers successfully	<p><b>CSJ Request:</b> It is recommended that the City continue to work closely with the California State Legislature on the development of enabling legislation for the four programs not yet defined under Proposition 1C. Ideally, any programs created through legislation should allow San José an equal opportunity to successfully compete for these future funds, especially related to housing, parks, and transit-oriented development.</p> <p><b>Consequences/Results:</b> This could potentially mean the eligibility for millions of</p>	<p>Leslye Krutko/ Melissa Whatley – Housing</p> <p>Matt Cano PRNS</p>

several areas that may require more legislation next year, including parks funding. The City should continue to provide feedback and monitor legislation in accordance with the Proposition 1C legislative guiding principles adopted by the City Council in May 2007.					competed for nearly \$50 million.	dollars for affordable housing and infrastructure.	
<b>ADVANCE ENVIRONMENTAL ISSUES</b>							
<b>Increased Department of Conservation grants for recycling and litter abatement</b> - Costs to local governments for beverage container recycling and litter control have increased substantially over the last 20 years, as the number and types of beverage containers have increased dramatically, including many containers that are not as easily recycled as the glass, steel, and aluminum containers that previously dominated the market. Many of the newer containers, such as plastic bottles, aseptic cartons, and foam cups are easily spread around the environment, float when deposited in waterways and stormwater conveyances, and do not degrade. State agencies responsible for litter control, especially Caltrans, have reduced their efforts due to lack of funding, while regulatory agencies, such as the State Water Resources Control Board and the San Francisco Regional Water Quality Control Board, have made increased demands on local governments to reduce the amounts of litter entering waters of the state.	State	X		X	Increase the annual appropriation for City/County Payment Program by 200%, to \$31.5 million per year. If implemented the City would receive an additional \$508,000 per year to offset current costs covered by the General Fund (in Transportation, PRNS, General Services, and ESD). Increased levels of service in Public Area Recycling and Large Event Recycling would be supported.	Sponsorship of legislation working with the League of California Cities (LCC) and Californians Against Waster (CAW); Start by working with the Litter TAC led by Councilmember's Williams and Campos and with City departments already funding litter control to determine existing costs and desired improvements; establish support coalition with other cities and counties (local and larger cities around the State) facing high liter costs or threats of regulation by their RWQCB; work with State DOC (Deputy Director is recent ESD employee Stephen Bantillo); find Bay Area and LA co-authors <b>CSJ Request:</b> Sponsor legislation to increase City/County payment program which would allocate to the City an additional \$508,000per year. <b>Consequences/Results:</b> City would benefit from increased funding to perform current work and the ability to expand some litter control and recycling programs that can not be supported by local user fees.	John Stufflebean, ESD
<b>Support efforts to increase state funding to create adequate infrastructure for organics and inerts</b> - There is insufficient processing capacity for organic wastes (food, yard trimmings, low-grade and contaminated paper) and hard-to-recycle wastes (demolition debris, tires, electronics, mattresses, carpet). The lack of capacity results in higher costs, unnecessary disposal of recyclable materials, and difficulty meeting diversion requirements. Disposal of organic	State			X	Appropriate \$30 million per year state wide from the State's Integrated Waste Management Fund to develop	Sponsorship of legislation working with the League of California Cities (LCC) and Californians Against Waster (CAW); Start by working with the Alameda County Waste Management Authority and San Francisco and other Zero Waste Communities; establish support coalition with	John Stufflebean, ESD

<p>waste causes increased Green House Gas (GHG) emissions from landfills. At the same time, siting processing facilities is becoming more difficult. There are insufficient funds dedicated at the State level to address these issues and more and more restrictions on the City's ability to fund new programs and facilities.</p>				<p>processing infrastructure. State-supported organics and inerts processing capacity will moderate the City's costs to implement 75% diversion and Zero Waste over the next 15 years by covering some of the capital costs and creating competition; the potential savings to the City are on the order of \$1 million be year beginning before 2012; residential disposal costs could increase on the order of \$100,000 per year if the State's disposal fee is increased rather than being spread to cover and inert materials.</p>	<p>them and with Southern California cities with similar lack of infrastructure options; find co-authors from all regions targeted for funding (Bay Area, LA Basin, San Diego, Central Valley, and Northern California);  <b>CSJ Request:</b> Sponsor legislation to appropriate \$30 million from the Integrated Waste Management Fund to create an infrastructure for composting additional organic waste and the processing of inert waste into usable products.  <b>Consequences/Results:</b> The City would benefit from increased funding to fund processing infrastructure and recycling programs that can not be supported by local user fees.</p>	
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<p><b>Proposition 84 - The Safe Drinking Water, Water Quality and Supply, Food Control, River and Coastal Protection Bond Act of 2006</b> – This bond provides \$5.4 billion in funding for all of the major natural resource protection and water programs at the state level. The total amount of funding for water programs is \$2.714 billion and includes: drinking water safety, integrated water management, water quality, flood control, statewide water planning and design, watershed restoration, coastal protection, and sustainable communities.</p>	State	X		<p>The City has projects that could qualify for the available funding. Actual funding will be based on the number of additional applicants and the Department of Water Resources process. Based on previous processes, any funding is several years out.</p>	<p>The legislature will appropriate the funds to the Department of Water Resources and the Department and /or Legislature will define additional criteria for allocating the various funds. ESD staff will be meeting in January of 2008 to determine projects to pursue through the legislature.  <u><b>CSJ Request:</b></u> That related projects of priority to the City be considered for funding as money becomes available.  <u><b>Consequences/Results:</b></u> City projects receive funding for much needed water infrastructure.</p>	John Stufflebean, ESD
<p><b>Proposition 1E – Disaster Preparedness and Flood Prevention Bond</b> – This bond would provide a total of \$4.09 billion to prevent flooding by repairing levees and other flood control infrastructure in the Sacramento-San Joaquin River Delta and elsewhere.</p>	State	X		<p>With the exception of \$3 billion set aside for the Central Valley, the City has projects that could qualify for the other programs. Actual funding will be based on the number of additional applicants and the Department of Water Resources process. Based on previous processes, any funding is several years out.</p>	<p>The legislature will appropriate the funds to the Department of Water Resources and the Department and /or Legislature will define additional criteria for allocating the various funds. ESD staff will be meeting in January of 2008 to determine projects to pursue through the legislature.  <u><b>CSJ Request:</b></u> That related projects of priority to the City be considered for funding as money becomes available.  <u><b>Consequences/Results:</b></u> City projects receive funding for flood control infrastructure.</p>	John Stufflebean, ESD

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPARTMENT
		A	B	C			
<b>ADVANCE AIRPORT CONSTRUCTION PROJECTS</b>							
<p><b>Airport Baggage System</b>—As the City proceeds with its design-build of the Airport, a substantial federal funding investment is needed to build a state-of-the-art baggage screening system. Federal investment in the system will allow for reductions in TSA labor costs and will reduce delays to airline operations and inconvenience to passengers. The City has submitted an innovative proposal to advance the capital to build a turnkey baggage screening system that TSA would operate, maintain and fund over a multi-year period with personnel savings. In the alternative, a grant is sought, but the potential funding level is much more limited. A TSA funding commitment is needed soon or the City will be required to build a basic baggage and lose the significant benefits of the state-of-the-art baggage system.</p>	Federal	X	X		<p>Between \$8 million and \$62 million in capital funding, depending on solution.</p>	<p>Submitted turnkey proposal in October 2007. TSA approved the concept but now requires approval of Office of Management and Budget to proceed with negotiations. OMB is reviewing and requested additional information, but timeline for final decision is not definite. City has also submitted a FY 2009 application for TSA grant funding in the event the proposal does not work out. Funding issue needs to be determined ASAP to avoid delays and unnecessary costs in design/build process.  <b>CSJ Request:</b> Between \$8 million and \$62 million in capital funding depending on solution.  <b>Consequence/Results:</b> Funding issue needs to be determined ASAP to avoid delays and unnecessary costs to design/build process.</p>	Jim Webb/Airport
<p><b>Increase in Passenger Facility Charge</b>—As part of the federal reauthorization legislation for the Federal Aviation Administration, the City actively supports an increase in the ceiling of \$4.50 for the passenger facility charge (PFC). PFC's are locally-raised revenue applied to address locally-identified airport priorities. An increase of at least \$1 will allow the City to reallocate funding from the terminal area improvement program (TAIP) for the construction of a new public parking garage that cannot now be constructed due to budget constraints. Any increase above \$1 in PFC revenues will allow the City</p>	Federal	X	X		<p>Up to an additional \$14 million a year in revenue (based on current level of passenger activity and depending on if and how much the ceiling is raised)</p>	<p>June 2007 – Council adopts legislative position to increase the PFC ceiling level. Congressional delegation informed of City's position. July-November – City has continued to closely monitor the bill's legislative progress and keep Congressional delegation informed of its concerns and position.</p>	Jim Webb /Airport

<p>to commit the maximum PFC funding into TAIP projects and to more rapidly pay down outstanding bond debt for past safety, security, operational and environmental improvement projects. In addition, the City actively supports the maintenance of current funding levels for the Airport Improvement Program (AIP). AIP provides federal grant funding to address federal priorities in safety, capacity, security and environmental protection at local airports. The City opposes a reduction in AIP funding which will likely result in using locally-raised PFC funding to address federal aviation priorities at local airports.</p>						<p>Although the House passed a bill providing a \$7.00 PFC, the Senate has failed to act. New legislation now seems unlikely until 2008. City staff will continue to closely watch the bill's progress and convey concerns and positions to the Congressional delegation as appropriate  <u>CSJ Request:</u> Increase the ceiling of \$4.50 for the passenger facility charge (PFC)  <u>Consequence/Results:</u> Any increase above \$1.00 in PFC revenues will allow the City to commit the maximum PFC funding into Terminal Area Improvement Program projects and to more rapidly pay down the outstanding bond debt for past safety, security, operational and environmental improvement projects.</p>	
<p><b>Funding for the Airport Rescue and Fire Fighting Facility Upgrade (ARFF)</b> — The City wants to replace the current ARFF facility, which is now more than 40 years old, to accommodate a new larger ARFF vehicle and the rescue rig (used by 5 vehicles) as well as spare equipment that is now stored in a separate building. The new building would increase in size from 10,000 square feet to 20,000 square feet to accommodate the larger the additional equipment as well Airport Police and Fire personnel and the Airport's Emergency Operations Center. Funding is needed to design and construct the replacement facility.</p>	Federal			X	\$17 million	<p>The current total cost of the proposed facility is \$27.2 million. The FAA has programmed \$5 million grant for FY 08-09. In addition, to secure the grant, the City must contribute a 20% match. (The City will eventually need to contribute a 20% funding match – or about \$5.5 million – of the \$27.2 million cost of the project.) Assuming grant funding will be available for FY 08-09, the schedule is as follows:</p> <ul style="list-style-type: none"> <li>▪ 7/08– 3/10: Consultant selection and design</li> <li>▪ 3/10-12/11: Construction</li> </ul> <p><u>CSJ Request:</u> \$17 million  <u>Consequences/Results:</u> Replace current ARFF to accommodate a new larger ARFF vehicle and rescue</p>	Jim Webb/Airport

						rig, spare equipment, public safety personnel and airport EOC.	
<p><b>Funding for Automated People Mover (APM)</b> – In 2000, the voters of Santa Clara County approved a sales tax measure (Measure A) for transit projects that included an Automated People Mover (APM) connection from Mineta San Jose International Airport to BART, Caltrain and light rail. The VTA Board has adopted a goal for completing the project by 2018. The VTA has proposed to fund 60% of the project capital cost from local Measure A revenues. The City and VTA are working to develop the project engineering as well as a “business plan” addressing funding options for the remaining capital costs and operations. Funding options include the consideration of public-private partnerships and Federal grants. The VTA has budgeted some funding for the project development work. It is proposed that the City and VTA jointly seek additional Federal grant funds for project development. The APM project supports the City’s “Green Mobility” goals by “encouraging the use of zero-emission modes of transportation to get to and from the airport”.</p>	Federal	X		X	Undetermined at this time	<p>The APM is expected to be operational in 2018.  <b>CSJ Request:</b> The City and VTA jointly seek additional federal grant funds for project development.  <b>Consequences/Results:</b> APM supports the City’s “Green Mobility” goals by “encouraging the use of zero-emission modes of transportation to get to and from the airport.”</p>	Jim Webb/Airport and Hans Larsen/DOT

**FUNDING FOR EDUCATION & LITERACY PROGRAMS**

<p><b>Services for New Americans</b>-Nearly 37% of the city’s residents were born outside of the U.S. and 16.3% entered the Country between 1990 and 2000. The largest immigrant groups in Santa Clara County are Latino, Vietnamese, Filipino, Chinese and Asian Indian. A 1999 Report, <i>Bridging Borders in Silicon Valley</i>, identified three major categories of immigrant needs: Family Safety Net, Employment, and Resettlement issues. To address these needs the Library will offer a life skills program, Services for New Americans that will consist of services and workshops in multiple languages that will be augmented with culturally and linguistically relevant materials. Program focus areas will include; Health Education, Job Seeking Skills; Citizenship; English Language Learning; Family Safety and Resettlement.</p>	Federal			X	Amount considered for Federal request: \$285,000	<p>This has been “picked up” for the past two years. If it is not funded this year, we would like to resubmit  <b>CSJ Request:</b> \$285,000  <b>Consequences/Results:</b> Funding would provide a much needed life skills program for immigrants to have a more successful transition to the U.S. and citizenship.</p>	Jane Light/Kary Bloom, Library
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<p><b>A Great Start, An Early Start!</b>-Supports the early childhood development of children ages 0-5 so that they are better prepared to succeed in kindergarten. Through this program, the library would develop and offer hands-on, interactive workshops for parents and primary caregivers on the following topics: Early Literacy, Childhood Health, Developmental Assets, and Basic Parenting. Workshops will be culturally and linguistically appropriate for the audience and include home materials and information. Workshops will be replicated at all library locations in the City.</p>	Federal			x	Amount considered for Federal request: \$176,250.	This has been "picked-up" for the past two years. If not funded this year, we would like to resubmit. <b>CSJ Request:</b> \$176,250 <b>Consequences/Results:</b> Development of interactive workshops for parents and primary caregivers to support the early childhood development of children.	Jane Light/Kary Bloom, Library
<p><b>Healthy Families-</b> Healthy Families will provide programs and materials at the San Jose Public Library to help families select healthy lifestyles. Programs will focus on the most significant health issues in our community such as childhood obesity. Additionally, the project will add a health literacy component to adult and family literacy programs. Health literacy is designed to assist low-level literacy adults in addressing health needs.</p>	Federal			X	Amount considered for Federal request;\$250,000	Submitted in the past, but not selected to go forward. <b>CSJ Request:</b> \$250,000 <b>Consequences/Results:</b> Program would help San Jose residents learn more about and address the health issues they confront through programs and materials at the library.	Jane Light/Kary Bloom, Library
<p><b>Special Collections Digitization Project-</b> This project, in collaboration with San Jose State University, will create the infrastructure for the special collections digital collection encompassing the Public Library's California Room, San Jose State University's Special Collections, The Martha Heasley Cox Center for Steinbeck Studies and the Ira F. Brilliant Center for Beethoven Studies. This infrastructure will make it possible for nearly 100,000 images to be stored in a digital format, and made available to a wide range of users who may not otherwise have easy access to the materials including K-12 students and teachers, university students and faculty, and general public. Additionally, the San Jose Public Library would like to digitize several hundred unique items in its California Room Collection which chronicle the history and development of Santa Clara County and Silicon Valley. Of particular interest are items from the Clyde Arbuckle Collection. Mr. Arbuckle was the San Jose Historian for over 40 years and the Library has acquired most of his archives.</p>	Federal			X	Amount considered for Federal request; \$211,000	New Project <b>CSJ Request:</b> \$211,000 for digitization of 300-400 items in the California Collection. <b>Consequences/Results:</b> Unique and primary documents which chronicle the history and development of Northern California with emphasis on the Internet. Currently these documents are held in the California Room vaults and only accessible at the Dr. Martin Luther King Jr. library.	Jane Light/Kary Bloom, Library

<p><b>Workplace Literacy-</b>American businesses are estimated to lose over \$60 billion in productivity each year because employees lack basic skills. In San Jose, 1 in 5 adults (close to 200,000 residents) have difficulty with basic reading and writing skills. The Library, through its adult literacy program will offer workplace literacy programs, at the work site. To a variety of workers in San Jose including restaurant and fast food staff, custodial and housekeeping employees, early educators and landscapers. Participants will improve their English language reading and writing skills related to the specific industry. Increasing the workplace skills in our community helps build our economy and the quality of life for families.</p>	Federal			X	Amount considered for Federal request;\$ 116,100	Submitted last year, but not taken forward <b>CSJ Request:</b> \$116,000 <b>Consequences/Results:</b> Library would offer workplace literacy skills to counter lost productivity due to employee's lack of basic reading and writing skills.	Jane Light/Kary Bloom, Library
<p><b>San Jose Public Library As a Community Resource for Increasing High School Graduation Rates-</b> Teens in San Jose are not passing the CAHSEE and are dropping out of school at dangerously high rates. In 2006 the three High School Districts in San Jose all had drop out rates higher than 10%-East Side Union HSD at 25.7%, Campbell Union HSD at 22.9% and San Jose Unified HSD at 10.5 %.( California Department of Education). CASHEE results for students who are English Language Learners are significantly lower than those of fluent English Language students. This project can best serve students at-risk of dropping out of school, and those who need additional support to pass the CAHSEE.</p>	Federal			X	Amount considered for Federal request \$100,000	New Project <b>CSJ Request:</b> \$211,000 to initial project <b>Consequences/Results:</b> To help curb the dangerously high rates of teens dropping out of school, the proposed project would assess how the Library could best define its role in addressing the needs of teens at risk.	Jane Light/Kary Bloom, Library
<b>SECURE HOUSING PROGRAM FUNDS</b>							
<p><b>Create Federal Funding Sources to End Chronic Homeless -</b> In San Jose there are nearly 5,000 individuals and family's homeless on any given night. In the County of Santa Clara, over 20,000 people experience homelessness each year. In 2003, the City of San Jose adopted a 10-year Strategy to End Chronic Homelessness, which set into motion an aggressive program to eliminate chronic homelessness by developing permanent housing and "wraparound" services to this vulnerable population. The City of San Jose is committed, through the adoption of a 10 year Strategy to End Chronic Homelessness, to address our chronic homelessness problems. To this end, the City has made great strides through extensive partnerships with County agencies and non-profits. However, there are very few permanent sources of funds available at the federal or State level for the development of affordable housing. The most prominent source of funds is the City's Redevelopment 20% Low- and Moderate-Income Housing Funds (LMIHF) set aside. While the City receives a significant amount of funding for affordable housing through its 20% LMHF and some funding from federal entitlement grants, this does not meet all the needs of the communities' low-income and chronically homeless population. It becomes incumbent upon the development community</p>	Federal		X	X	While the specific financial impacts of the following actions is unknown, the City is seeking several million dollars in permanent sources of housing in order to make a significant impact, on ending chronic homelessness.	<p><b>CSJ Request:</b> 1. Support for the National Housing Trust Fund (NHTF) legislation at the federal level. Ensure that any NHTF program has a dedicated source of financing.</p> <p>2. Seek a federal designation of the San Jose Housing Authority as a Moving to Work (MTW) site which allows housing authorities administrative relief and flexibility in allocating Section 8 Vouchers. By becoming a MTW site, additional money, resources, and administrative flexibility in order to set aside more Section 8 Vouchers for the homeless.</p> <p>3. Support for a federal funding to provide seed money for a Jobs</p>	Leslye Krutko/ Melissa Whatley -Housing

<p>and local government to find additional sources of already scarce State and federal dollars to fill the financing gap for affordable housing projects. In addition to scarce resources, it is also important to note that 20% Funds will also eventually run out as State Redevelopment Law has time limits on a local governments' ability to maintain redevelopment project areas. Therefore, it is important that we seek other permanent sources of funds and additional resources through commitment and partnerships at the federal level to address the acute housing crisis throughout the nation. Without additional permanent, dedicated source of funds for affordable housing, it will not be possible to keep pace with the demand for affordable housing in the future or protect our most vulnerable populations.</p>						<p>Training Program for the homeless.</p> <p>4. In collaboration with the County, support for a federal funding for the development of a County respite care center. This would help lower the cost for urgent health care and alleviate pressure on the County's hospital emergency rooms.</p> <p>5. Support for federal funding for the development of a one-stop center for the homeless.</p> <p><b>Consequences/Results:</b> Without additional permanent, dedicated source of funds for affordable housing, it will not be possible to keep pace with the demand for affordable housing in the future or protect our most vulnerable populations.</p>	
<p><b>Changing the federal poverty line to a standard that recognizes high-cost areas</b> - Eligibility for many assistance programs, including federal entitlement funding, is at least partially based on the Federal Poverty Levels, which measures only the cost of food multiplied by three. The Federal Poverty Level simply no longer adequately represents the cost of living for today's working parents, who must pay for not only food but also child care, housing, transportation, and health care. The current federal poverty level for the nation is about \$19,000 per year, per household.</p> <p>The federal poverty line was created in 1964 and was adopted in order to determine the federal food plan. The methodology was established to develop a national standard to measure how much it (minimally) costs to cover the food needs for a family of three. The methodology also only assumes that there is one working person in the household and does not vary by region or number of children.</p> <p>It is obvious that this number severely ignores that there is substantial need in the Bay Area for residents making much more than the federal poverty line. The current poverty rate in Santa Clara County is about 8%, but over 25% of our County residents have incomes too low to pay</p>	Federal		X	X	Unknown, but would likely result in thousands of more families in San Jose qualifying for aid and receiving more federal funding.	<p><b>CSJ Requests:</b> 1. Seek a sponsor for legislation that would move the federal government away from using a poverty line to a self-sufficiency standard which actually measures the amount of money needed to support the basic needs of a family. By changing the standard to a self-sufficiency standard, San Jose and its residents would receive more federal dollars to assist with many direct assistance programs, including federal entitlement dollars, which are partially based on the City's poverty level.</p> <p>2. Build coalitions of support with the National League of Cities, the County, the areas' nonprofits (including United Way), and other high-cost jurisdictions that have an</p>	Leslye Krutko/ Melissa Whatley - Housing

<p>for basic needs such as housing, food, childcare, healthcare, and transportation. Poverty rates may be higher in lower cost areas of the nation, but this doesn't mean that families in the Bay Area fair any better than low-income families elsewhere. However, because the federal government gives more weight to poverty line and less to true need, high-cost areas like San Jose and residents throughout California lose out on vital services.</p>						<p>interest and concern about this issue.</p> <p><b>Consequences/Results:</b> By changing the poverty standard San Jose and its residents would receive more federal dollars to assist with many direct assistance programs.</p>	
<p><b>Community Development Block Grant (CDBG) -</b> The Community Development Block Grant program has been a vital tool in cities' toolboxes for improving lower-income communities. CDBG funds are allocated by the City to community-based organizations for services to San José's low-income residents and also help to fund City capital improvement projects. Last year, the City of San José received about \$13 million in CDBG funding from the federal government. According to the Department of Housing and Urban Development's (HUD) CDBG Performance Profile for FY 05-06, San José expended 85% of its funding for residents making less than 30% of the area median income, over 36% of the money was used in lower-income neighborhoods, and over 24,000 persons were assisted using the CDBG program. While the needs for housing, infrastructure and services grow dramatically, over the last ten years, federal funding to the City of San José for the CDBG program has dropped by nearly 25%. Federal aid for low-income families has seen a sharp decline over the last several years.</p> <p>This is largely due to the shrinking federal budget and attempts by the President's Administration to eliminate, drastically alter, and/or require local governments expand program requirements without providing the necessary funding.</p>	Federal	X	X	X	<p>San Jose receives about \$13 million per year for CDBG. Should the program be eliminated, significantly reduced, or the formula allocation be altered by Congress, it is clear that the low-income residents of San José would be the most adversely impacted.</p>	<p><b>CSJ Request:</b> 1. Work with U.S. Department of Housing and Urban Development (HUD) and the Congress to protect the CDBG program from further funding reductions that will adversely impact San José's entitlement.</p> <p>2. Oppose federal entitlement formula changes that will disadvantage San Jose and other high-cost regions in the Bay Area.</p> <p>3. Request federal funding to help nonprofit organizations to meet Americans with Disability Act (ADA) standards and maintain eligibility for CDBG funding.</p> <p><b>Consequences/Results:</b> Significant reductions to, or elimination of CDBG would adversely impact low income residents of San Jose.</p>	<p>Leslye Krutko/ Melissa Whatley - Housing</p>
<b>ADVANCE ENVIRONMENTAL ISSUES</b>							
<p><b>Support and Funding for energy efficiency, carbon reduction, and other activities that support implementation of the City's Green Vision."</b> Support legislation that is consistent with the City's current and new Environmental policies and practices and provide funding to further these policies and practices.</p>	Federal	X			Unknown	<p>New request for 2008 <b>CSJ Request:</b> Federal legislation that is consistent with the City's current new policies and provide funding to promote these policies and practices. <b>Consequences/Results:</b> Help address pursuing the Green Vision</p>	<p>John Stufflebean ESD</p>

						goals to transform San Jose into an environmentally sustainable community.	
<p><b>FOG (fats, oil and grease) Receiving and Pretreatment Pilot Facilities</b> – The purpose of this request is to perform design and construction of restaurant fats, oil and grease (FOG) reception and pre-treatment and equalization systems. The Plant process group identified anaerobic digestion as an alternative environmentally optimal solution for scum disposal. A pilot program at the Plant has been successfully completed for the disposal of scum and the feasibility and practicality of anaerobic digestion. The next phase is the incorporation of FOG diverted and collected at the source (e.g., restaurants) and delivered to the Plant, for anaerobic digestion and conversion to methane gas and electrical energy. This pilot project includes Receiving and Pretreatment facilities consisting of decanting hoppers, screens, hot pressure wash, heated storage tanks, strain presses and recycle stream. This project would help to reduce blockage problems for wastewater and subsequent storm water collection systems, assist businesses in complying with new requirements, increase landfill and wastewater treatment diversion, and increase electrical power generation at the Plant.</p>	Federal			X	Total project cost \$2.4 Million. Amount to be requested from Federal \$700,000.	<p>Submitted last year, but not taken forward. Submit request in early 2008 for possible Federal 2009 appropriations. <b>CSJ Request:</b> \$700,000 to fund design and construction. <b>Consequences/Results:</b> Would reduce blockage problems for wastewater and subsequent storm water collection systems, landfill and waste water treatment diversion, and electrical power generation.</p>	John Stufflebean, ESD
<p><b>Solar and Private Activity</b>-Pursue possible amendments to Federal Tax Code and/or revisions to IRS regulations in order to provide an exception for Power Purchase Agreements for the installation of solar and other alternative electrical power generation at tax-exempt debt financed facilities.</p> <p>Many of the City's larger facilities, e.g. City Hall and the Convention Center, among others, were financed with tax-exempt debt. The Federal Tax Code and IRS regulations limit the amount of "private activity" that is permitted in a facility financed with tax-exempt debt. Since the issuance of tax-exempt debt results in less tax revenues for the federal government, the Federal Tax Code and IRS regulations include provisions to ensure that facilities built with tax exempt debt are really used for a governmental purpose, and that such facilities are not used for "private activity."</p> <p>If the installer of solar panels continues to have use of the facility following the installation of solar panels, then the private activity issues must be analyzed before entering into the deal. Whether the private activity issues would prevent this type of arrangement depends on the portion of the facility dedicated to the solar panels and the amount of</p>	Federal			x		<p><b>CSJ Request:</b> Work with lobbyist to determine feasibility of pursuing amendments to Federal Tax Code and/or IRS regulations to provide an exception from current "private activity" limitations for Power Purchase Agreements for the installation of solar and other alternative electrical power generation at tax-exempt debt financed facilities <b>Consequences/Results:</b> To allow ability to demonstrate alternative energy technology; advance Green Vision Goals 1-4; reduce operating expenses and attract jobs and events to the City.</p>	Ed Shikada/John Stufflebean - ESD

<p>existing or planned private activity (e.g. retail) at the facility or at other facilities financed from the same bond issue.</p> <p>Many governmental agencies are currently using Power Purchase Agreements (PPA) as a financing option for the installation of solar on their facilities. Under this model, a private entity finances the solar equipment and installation and provides operations and maintenance (O&amp;M) for the term of the contract. The solar system is privately owned, and the "host" site <u>purchases</u> the electricity through a long-term power purchase agreement (PPA). The primary benefit is that a private entity is eligible for various tax and other incentives that may not be available to a local government. In addition, the host site/local government does not have to provide up-front capital for the system. Finally, the long-term electricity contract helps local governments stabilize a portion of their electricity costs — an important benefit given energy market volatility. If the government agency lacks the upfront investment capital, this option provides a method for solar installations.</p> <p>The issue has come up as to whether or not the "hosting" or leasing of the available roof space at a tax-exempt debt financed facility for the solar system comprises "private activity" in excess of the limits permitted under current law and regulations. As no specific project has been developed at this point, the analysis of whether the private activity limitations would affect the City's ability to enter into a PPA has not taken place.</p> <p>Other agencies in California (CA Department of General Services, Airports, Port Authorities) along with other cities may be interested in having a final, national decision/finding to determine this issue.</p>							
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**ENSURE PUBLIC SAFETY**

<p><b>The SJPD Bureau of Field Operations - Special Operations - K9 Unit/Bomb Unit</b> requires ongoing upgrades and enhancements to specialized equipment utilized during critical incidents, possible terrorist threat situations and other special call-out events: a) Tactical ballistic vests b) helmets, c) Large Vehicle Borne Improvised Explosive Devices, d) ScanX Portable X-ray System, e) Bomb Unit/Explosive breaching equipment.</p>	X			X	<p>Amount considered for Federal request: Up to \$355,000.</p>	<p>The Department will continue to seek grant funding sources as grant opportunities are identified  <b>CSJ Request:</b> Up to \$355,000 for Special Operations-K-9 Unit, and the Bomb Unit for specialized equipment.  <b>Consequences/Results:</b> Would upgrade and enhance equipment used for critical incidents.</p>	<p>Lt. Laurence Ryan, Research &amp; Development Unit/Office of the Chief</p>
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<p><b>Police Helicopter-</b>The San Jose Police Department currently has one helicopter to provide service to Fire and Police departments, and is approximately six-years old. Industry standards state service helicopters should be replaced approximately every ten years or 10,000 flight hours. SJPD's helicopter fleet should be augmented with an additional helicopter with enhanced technologies - to be up and flying in support of the current helicopter prior to it reaching replacement flight hours. There is no funding available in the General Fund for this augmentation - the very first helicopter purchased by the SJPD utilized grant funding from LLEBG. The Department was in process of attempting to replace that helicopter when a crash occurred, killing one officer and a civilian. The current and only helicopter was purchased through insurance funding.</p>	Federal			X	Amount considered for Federal request: Up to \$2,198,321.	The Department will continue to seek grant funding sources as grant opportunities are identified. <b>CSJ Request:</b> Up to \$2,198,321 needed for a new helicopter to augment the current helicopter use. <b>Consequences/Results:</b> There is no funding available in the General fund to augment the City's six year old helicopter. Industry standards state that service helicopters should be replaced every ten-years or 10,000 flight hours.	Lt. Laurence Ryan, Research & Development Unit/Office of the Chief
<p><b>Expand Gang Intervention Services-</b> The City should pursue more finding for gang intervention services. The City of San Jose has received State and Federal grants and \$3 million in local San Jose BEST funds to create a prototype gang intervention program and families and friends of youth involved with the gang lifestyle or incarcerated for gang-related crimes. The San José gang intervention program is a collaborative effort involving private citizens, organizations, and local law enforcement to rescue youth from gang involvement and criminal activity.</p> <p>After placing first for the past six years in a row, the City of San Jose placed third in the nation for the "Safest Big City in the US" according to a report published by CQ press. Statistical data that shows the City of San José must continue to address the issue of gang violence are:</p> <ul style="list-style-type: none"> <li>• There has been a 345 increase in gang related incidents in 2007(1100) over 2006(817)</li> <li>• 42% of the offenders in gang related incidents are youth ages 15-19</li> <li>• 41% of the victims in these incidents are of the same age group</li> </ul> <p>The Mayor's Gang Prevention Task Force (MGPTF) is a collaborative effort involving private citizens, city, county, state, local community-based organizations, schools, and law enforcement. The San Jose BEST program is the funding arm of the MGPTF that addresses issued of gang violence and provided support to gang-impacted youth and their families. Services may include by are not limited to gang mediation, truancy intervention, substance abuse services, youth will develop resiliency to stay away from or leave the gang lifestyle and become productive members in the community. Youth workers will be trained to effect health choices.</p>	Federal				Amount considered for Federal request: \$400,000	FY 08 funding request of \$375,000 is pending in Congress <b>CSJ Request:</b> Submit request in early 2008 for possible Federal FY 2009 funding <b>Consequences/Result:</b> Among many related programs, the funds would be used towards increasing use of community centers during non-traditional hours; staff development training; increase level of substance abuse services at middle and high schools; provide grief counseling.	Angel Rios, PRNS

<p><b>Technology Initiatives-</b>The San Jose Police Department has a number of ongoing and critical-need technology initiatives in process, as well as new technology needs such as various server &amp; software upgrades, software augmentations to the E-Citation program (electronic citation hand-held devices) an RMS upgrade, the addition of an AFR system, additional hand-held E-Citation units for beat officers, etc., all which will improve the Department's capacity to prevent and prosecute crimes, as well as enhance a number of ongoing public safety issues. The majority of these initiatives are currently unfunded. Federal support of technology initiatives is critical to law enforcement in order to keep pace with emergency preparedness needs, gang prevention, drug intervention and abatement, cyber crime prevention and enforcement, sexual assault enforcement, interoperable communications, etc.:</p> <ul style="list-style-type: none"> <li>a) Records Management System (RMS) upgrade</li> <li>b) Automated field Reporting (AFR) System addition</li> <li>c) E Citation Program (Electronic hand-held citation devices)</li> <li>d) Intranet Server Upgrades</li> <li>e) Web content Management Software</li> <li>f) Mobile Identification Project</li> <li>g) Forensic Image Processing System Upgrades</li> <li>h) Offsite Data Storage</li> <li>i) Network Security and monitoring tools</li> <li>j) Network &amp; server upgrades</li> </ul>	Federal			X	Amount considered for Federal request: Up to \$7.9 million	<p>The Department will continue to seek grant funding sources as grant opportunities are identified.</p> <p><b>CSJ Request:</b> Up to \$7.9 million in support for critical technology initiatives.</p> <p><b>Consequences/Results:</b> Technology replacement and upgrades would allow for the Police Department to keep pace with the increasing demands for improved technology.</p>	Lt. Laurence Ryan, Research & Development Unit/Office of the Chief
<b>FEDERAL COURTHOUSE IN DOWNTOWN SAN JOSE</b>							
<p><b>Federal Courthouse-</b> Support for construction of a new federal courthouse in downtown San Jose and support for congressional delegation efforts with General Services Administration (GSA) to obtain the necessary funding.</p>	Federal			X	Unknown	<p>The City's federal lobbyists have helped to address issues related to construction of the new federal courthouse in downtown San Jose. City lobbyists have worked with the GSA on process, timelines and coordinating among Senate and House supporters. Reinforcing ongoing local Redevelopment Authority efforts, those activities helped to secure some impediments that might delay moving forward. In addition, they helped advocate for federal funding to acquire a targeted site; although the Senate FY2008</p>	Harry Mavrogenes/ Dennis Korabiak RDA

						<p>appropriations bill included \$32 million for courthouse site acquisition, it ultimately was eliminated when veto threats forced congress to make reductions, cutting building funds by more than half and funding only two courthouses nationwide.</p> <p><b>CSJ Request:</b> Support fro a Federal Courthouse in downtown San José, including future appropriations.</p> <p><b>Consequences/Results:</b> Courthouse funding will result in a downtown federal presence.</p>	
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**BUSINESS OWNERSPACE.COM – CITY OF SAN JOSE SMALL BUSINESS INITIATIVE**

<p>The City of San Jose has launched a new small business initiative, BusinessOwnerSpace.com (BOS), to assist the more than 60,000 small businesses in our local area. BOS, consists of 40 organizations that provide no cost services to entrepreneurs and small businesses. These organizations have formally agreed to operate under the common brand of businessownerspace.com. BOS's main objective is to increase awareness and utilization by the local small business community of the vast array of resources available at no cost to the small business owner. The monies received will allow the City to consolidate the operating infrastructure to increase outreach to the small business community. Specifically, funds will be applied to enhance service delivery quality. To translate key business planning and other technical assistance and training documents into Spanish and Vietnamese, add a new web-based, self-assessment tools to the website and to develop on-line tracking tools so that all the partners can measure key outcomes</p>	Federal			X	<p>Amount requested: \$2000,000</p>	<p>Submit request in early 2008 for possible Federal 2009 appropriation.</p> <p><b>CSJ Request:</b> \$200,000</p> <p><b>Consequences/Results:</b> Allow the City to consolidate the operating infrastructure to increase outreach to the small business community.</p>	Jeff Ruster/OED
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LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>MAXIMIZE TRANSPORTATION FUNDING</b>							
<p><b>BART To Silicon Valley</b> – The Santa Clara Valley Transportation Authority (VTA) is developing the project to extend BART service to Silicon Valley, with station stops located in Milpitas, San Jose and Santa Clara. The estimated cost of the project is \$4.7B (2005 \$) and funding for 80 percent of the project cost is currently identified from local, state and federal sources. Funding from these state and federal sources will continue to be key in keeping the Project moving forward to meet its schedule to begin revenue service in 2016.</p> <p>Major goals for added funding are:</p> <ul style="list-style-type: none"> <li>• Secure minimum of \$750M Federal dollars</li> <li>• Receive \$240M remaining balance from the \$649M TCRP commitment</li> <li>• New funding source for ongoing operations</li> </ul>	State/ Federal	X			<p>Project needs funding to meet capital costs and to fund on-going operations</p>	<p>Assist VTA as it pursues TCRP funding for the Project through the California Transportation Commission (CTC).</p> <p>Support VTA's activities to re-enter the Federal New Starts Process.</p> <p>Support VTA's efforts to seek a new funding source for Project operations.</p> <p><b>CSJ Request:</b> Work with VTA to develop project funding opportunities to meet capital costs and ongoing operations.</p> <p><b>Consequences/Results:</b> Funding will continue to be key in keeping the project moving forward to meet its schedule to begin revenue service in 2016.</p>	Hans Larsen, DOT

<p><b>Funding for Regional Transportation Priorities</b> - The City has several priority transportation projects, which include: BART, Airport People Mover (APM), High Speed Rail, Diridon Expansion, Bus Rapid Transit (BRT), Interchanges, Transportation Incident Management Center (TIMC), and Coyote Creek Trail requiring funding. The City should advocate for a greater share of transportation funding to be returned to local agencies with greater local discretion</p>	State/ Federal	X		X	To be determined	<p>Advocate for the inclusion of the City's projects in Plans developed by MTC, VTA, State, and Federal agencies.          Coordinate with MTC regarding the development of the Regional Transportation Plan 2035 and with VTA regarding the development of the Valley Transportation Plan 2035. Provide information and support to the City's federal advocates as discussions begin regarding the reauthorization of SAFETEA-LU.  <b>CSJ Request:</b> Funding for regional transportation projects.  <b>Consequences/Results:</b> Inclusion of the City's projects in local, regional, state and federal transportation plans for greater share of funding.</p>	Hans Larsen, DOT
<p><b>Funding for Local Transportation Infrastructure Maintenance</b> – A recently produced DOT Transportation Maintenance Master Plan (TMMP) identified the City's backlog of one-time rehabilitation and capital costs at \$453.9M and the annual shortfall of operating costs to maintain San Jose's transportation assets is \$28.7M.</p>	State/ Federal	X			\$453.9 million for the city's backlog and \$28.7 million to maintain City's transportation assets	<p>Advocate for funding strategies at all levels to support Transportation Infrastructure Maintenance Activities including:</p> <ul style="list-style-type: none"> <li>• County Tax Measure</li> <li>• Vehicle License Fees</li> <li>• Increase Gas User Fee</li> <li>• Lower 2/3rds voting requirement for transportation related ballot measures</li> <li>• Increase share of federal funds dedicated to transportation maintenance</li> </ul> <p><b>CSJ Request:</b> Funding for Transportation Infrastructure Maintenance.  <b>Consequences/Results:</b> Much needed funding for the City's backlog of one-time rehabilitation and capital costs and the annual shortfall of operating costs to maintain City's transportation assets.</p>	Hans Larsen, DOT

<p><b>Green Technologies</b> – The City of San José is dedicated to improving the environment through the use of existing and future technologies. The city should advocate for the flexibility to employ new greener technologies to operate streetlights and other transportation related equipment. Additionally, San Jose should advocate for the flexibility to utilize credits earned for solar energy production to offset the costs related to maintaining and operating the transportation system.</p>	State/ Federal	X	X		To be determined	<p>San Jose should advocate for updated state and federal regulations that would allow it to employ green technologies in the operation and maintenance of the transportation system.  <b>CSJ Request:</b> Flexibility to employ new greener technologies to operate street lights and other transportation related equipment. The use of solar energy credits to offset transportation maintenance and operations.  <b>Consequences/Results:</b> Currently, the City is unable to utilize new technologies that are available to operate assets, such as streetlights due to regulations that need to be updated.</p>	Jim Helmer, DOT
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**ADVANCE ENVIRONMENTAL ISSUES**

<p><b>Grants and bonding authorities that make additional resources available for local water and wastewater utilities to undertake infrastructure improvements, including water reclamation.</b> - The distribution of existing approved bond funding in a timely, efficient and effective method would significantly aid in updating and repairing the infrastructure within the City of San Jose and the South Bay. The allocation of additional funds that San Jose can compete for will be necessary if the City is to meet its infrastructure needs. The San Jose/Santa Clara Water Pollution Control Plant alone is expected to need \$200 million in upgrades and replacement infrastructure in the near future.</p>	State/ Federal				Unknown	<p>New Request for 2008  <b>CSJ Request:</b> Funding for much needed water infrastructure needs including funding for the San Jose/ Santa Clara Water Pollution Plant.  <b>Consequences/Results:</b> Updating and repairing of the aging infrastructure within the City and the South Bay.</p>	John Stufflebean, ESD
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**ENSURE PUBLIC SAFETY**

<p><b>Ongoing Funding/Grant Support</b>-Continued grant funding support for enhancements/upgrades/augmentations to current/ongoing grant supported projects such as the Interoperability (ECOMM) project, the Sexual Predator Compliance Program, Internet Crimes Against Children, restoration of COPS More, would provide much needed support to these innovative and effective programs.</p>	<p>State/ Federal</p>			<p>X</p>	<p>Unknown</p>	<p>The Department will continue to seek and apply for funding to continue these initiatives. <b>CSJ Request:</b> Seek grant funding for the continuation of grant supported programs. <b>Consequences/Results:</b> Grant funding provides for the continuation of much needed public safety programs e.g. the Sexual Predator Compliance Program.</p>	<p>Lt. Laurence Ryan, Research &amp; Development Unit/Office of the Chief</p>
<p><b>In-Kind Cash Match</b>-Support the allowance of "in-kind" cash matches (versus cash match only) when applying for Federal/State grants. This would allow the City to participate in many more grant funding opportunities in the future.</p>	<p>State/ Federal</p>				<p>N/A</p>	<p>The Department will continue to seek and apply for grants that allow for 'In-kind" cash match. <b>CSJ Request:</b> Support allowance for using "in-kind" cash matches when applying for State/Federal grants. <b>Consequences/Results:</b> "In-kind" cash matched allow for example, the city to apply for grants, such as the recent Sex Registrant grant to train officers to conduct 290 compliance checks. Without the "in-kind" cash match, the City couldn't apply the regular hours of pay to the off-duty officers' who trained the officers as a 25% "in kind" cash match.</p>	<p>Lt. Laurence Ryan, Research &amp; Development Unit/Office of the Chief</p>