

Sent to Council:

Distributed on:

JAN 10 2012

City Manager's Office
Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Leanna Bieganski

SUBJECT: Early Council Packet

DATE: January 10, 2012

Approved

Date

1/10/12

EARLY DISTRIBUTION COUNCIL PACKET FOR
JANUARY 24, 2012

Please find attached the Early Distribution Council Packet for the January 24, 2012 Council Meeting.

6.x Cooperative Agreements for BART Extension to Berryessa.

Recommendation:

- (a) Approve two Cooperative Agreements, at no cost to the City, pursuant to the Master Agreement with the Santa Clara Valley Transportation Authority (VTA) for design and construction of the BART extension to Berryessa relating to:
 - (1) Reconstruction of the existing City-owned storm and sanitary sewer siphon at Lundy Avenue and former Union Pacific Railroad tracks.
 - (2) Relocation of existing City utilities at Trade Zone Boulevard and former Union Pacific Railroad tracks.
- (b) Adopt a resolution authorizing the City Manager to negotiate and execute the following three Cooperative Agreements, at no cost to the City, pursuant to the Master Agreement with the VTA for the design, construction, and reimbursement relating to the BART project:
 - (1) The construction of a new City street to be called "Berryessa Station Way", improvements to existing Berryessa Road and Mabury Road, and improvements to the existing storm drain system at Sierra Road and Lundy Avenue and reconfiguration of Sierra Road and Lundy Avenue.
 - (2) A Cooperative Agreement for cost reimbursement for City of San Jose project management services in an amount not to exceed \$600,000 for the period of January 1, 2012 through December 31, 2014.
 - (3) A Cooperative Agreement for cost reimbursement for City of San Jose design review, encroachment permits, and construction inspection services in an amount not to exceed \$4,100,000 for the period of January 1, 2012 through December 31, 2016.

CEQA: Resolution by the City, as a responsible agency for the Project under CEQA, to be adopted in accordance with the provisions of Section 15096(h) of the CEQA Guidelines (set forth at Title 14 of the California Code of Regulations, Chapter 3). The Final Environmental Impact Report prepared by the VTA for the extension of the BART system to Berryessa in City (the "Final EIR") was certified and related findings adopted by the VTA Board on December 9, 2004, the Final Supplemental Environmental Impact Report prepared for the Project (the "Final SEIR") was certified and related findings adopted by the VTA Board on June 7, 2007, and the Final Supplemental Environmental Impact Report #2 prepared for the Project (the "Final SEIR2") was certified and related findings adopted by the VTA Board on March 3, 2011. The Administration has reviewed these actions and findings by the VTA and concurs with that analysis, which concurrence is reflected in the proposed CEQA resolution for this item. Council District 4.
(Transportation)

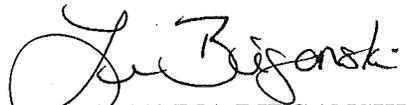
8.x Spending Plan for the Supplemental Law Enforcement Services Fund.

Recommendation:

- (a) Approve the proposed 2011-2013 Spending Plan for the Supplemental Law Enforcement Services (SLES) Fund for \$1,819,465 and authorize the Chief of Police to amend the spending plan in conformity to the budget priorities set out in this Memorandum in the event State SLES Grant payments are less than expected.
- (b) Adopt the following 2011-2012 Appropriation Ordinance and Funding Sources Resolution Amendments in the Supplemental Law Enforcement Services Fund (Fund 414):
 - (1) Increase the Earned Revenue by \$298,357; and
 - (2) Establish a SLES Grant 2011-2013 appropriation for the Police Department in the amount of \$298,357.
- (c) City Council certification that:
 - (1) Funding strategies will be pursued so that the projected funding for operations and maintenance of the Police Department's Automated Field Reporting/Records Management System (AFR/RMS) will be made available in the first year of operation; and
 - (2) Appropriate efforts will be undertaken so that those funding strategies cover the entire cost of the project, including operations and maintenance costs, as to not require a decrease in existing basic neighborhood services.

CEQA: Not a Project, File No.PP10-066(a). (Police/City Manager's Office)

These items will also be included in the Council Agenda Packet with item numbers.


LEANNA BIEGANSKI
Council Liaison





Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Hans F. Larsen

**SUBJECT: COOPERATIVE AGREEMENTS
FOR BART EXTENSION TO
BERRYESSA**

DATE: January 3, 2012

Approved

Date

1/4/12

COUNCIL DISTRICT: 4

RECOMMENDATION

1. Approve two Cooperative Agreements, at no cost to the City, pursuant to the Master Agreement with the Santa Clara Valley Transportation Authority (VTA) for design and construction of the BART extension to Berryessa relating to:
 - a. Reconstruction of the existing City-owned storm and sanitary sewer siphon at Lundy Avenue and former Union Pacific Railroad tracks.
 - b. Relocation of existing City utilities at Trade Zone Boulevard and former Union Pacific Railroad tracks.
2. Adopt a resolution authorizing the City Manager to negotiate and execute the following three Cooperative Agreements, at no cost to the City, pursuant to the Master Agreement with the VTA for the design, construction, and reimbursement relating to the BART project:
 - a. The construction of a new City street to be called "Berryessa Station Way", improvements to existing Berryessa Road and Mabury Road, and improvements to the existing storm drain system at Sierra Road and Lundy Avenue and reconfiguration of Sierra Road and Lundy Avenue.
 - b. A Cooperative Agreement for cost reimbursement for City of San Jose project management services in an amount not to exceed \$600,000 for the period of January 1, 2012 through December 31, 2014.
 - c. A Cooperative Agreement for cost reimbursement for City of San Jose design review, encroachment permits, and construction inspection services in an amount not to exceed \$4,100,000 for the period of January 1, 2012 through December 31, 2016.

OUTCOME

The recommended actions help facilitate the design and construction of the BART extension to Berryessa including the design and construction of City streets, storm drains, sanitary sewers, water lines, and electrical facilities as needed to support timely implementation of the BART project.

BACKGROUND

In June 2010, the City and VTA entered into a Master Agreement, whereby both parties agreed to consult and cooperate on the planning, environmental review, preliminary engineering, final design and construction, and funding of the BART Berryessa Extension Project. The Master Agreement provided a framework for the on-going interaction between both parties and also provided the framework for subsequent agreements about specific project issues and future City funding.

Due to the size and complexity of the project, the City and VTA meet regularly to address major project design elements. Staff at this time is requesting Council approval of the proposed five Cooperative Agreements between the City and VTA to further establish and define responsibilities on specific design, construction, and maintenance issues for some major project elements and provide the funding necessary for City project management, design review, encroachment permits, and construction inspection services. The agreements serve the following purposes:

- The agreements reflect a strong working partnership with City of San José as required in part to fulfill Federal funding requirements for collaboration and resolution on major issues with local jurisdictions; and
- It is necessary for the City and VTA to establish design resolution for major design elements of the project prior to proceeding to the design-build process. Execution of the agreements will ensure that any proposed modifications by the design-build contractor to key City infrastructure will require coordination and collaboration.
- The agreements provide funding for City staff to provide project management, design review, encroachment permits, and inspection services for construction of the project as established by the Master Agreement.

The planning and construction of the BART project is progressing on schedule. On December 8, 2011, the VTA Board authorized awarding the design-build contract, with work starting in early 2012. The start of BART service at the Berryessa Station is planned for late 2016.

ANALYSIS

Cooperative Agreements For Design and Construction

The three Design and Construction Cooperative Agreements discuss specific roles and responsibilities where San José and VTA will, at specific locations, cause changes to existing City infrastructure as a result of the BART project. The proposed agreements do not cover all City infrastructure work for the BART project but are focused on key design elements that require additional coordination and specific design resolution. All BART related City infrastructure construction or modifications including new roadways, lighting, storm and sanitary sewers, and signals will be designed and constructed by BART and maintained and operated by the City once the project is accepted.

In addition, all work within City of San José right-of-way, including those elements described in these proposed agreements, will go through a full plan review and inspection process as described in the Master Agreement. The Departments of Transportation and Public Works are partnering in facilitating the project's design and construction and are continuing to meet with the VTA on the implementation of the project. Below are brief descriptions of the three proposed agreements:

- Berryessa Station Way Agreement – This proposed agreement addresses the construction of new and modifications to existing City roadways and facilities in the vicinity of the future Berryessa BART station campus. New infrastructure will include streets and sidewalks with provisions for bicycles, landscaping, lighting, five new traffic signals, and public art. Street improvements will occur on Berryessa Road and Mabury Road as well as construction of a new City street to be known as Berryessa Station Way. In addition to the Berryessa station campus improvements, the existing storm drain system at Sierra Road and Lundy Avenue will also be improved and the roadway reconfigured.
- Lundy Place Siphon Agreement – This proposed agreement addresses reconstruction of a City owned storm and sanitary sewer siphon under the future BART trench planned for the area at Lundy Place and the former Union Pacific Rail Road (UPRR) tracks.
- Trade Zone Boulevard Agreement – This proposed agreement addresses installation of City water and electrical facilities onto a new bridge over the BART trench at Trade Zone Boulevard and UPRR. It also acknowledges the City undertaking of new maintenance obligations as a result of changes to existing City infrastructure to facilitate the project.

All three agreements are tied to the Master Agreement in which the VTA states its commitment to provide new infrastructure at no cost to City, including construction outreach and mitigation before and during the construction of the BART project.

Cooperative Agreements for Reimbursement of City Service Costs

The City and the VTA entered into a Master Agreement to provide interagency coordination of the final engineering and construction activities of the Silicon Valley Rapid Transit Project. The cooperative agreements included provisions for City to request for the reimbursement of staff costs in facilitation BART project review, encroachment permits, and inspection. These proposed Cooperative Agreements will fund the following services:

- Project Management Agreement – This proposed agreement is for a three-year commitment, retroactive from January 1, 2012 through December 31st, 2014. A two-person management team will be formed consisting of City staff, one Senior Engineer and one Support Manager, to assist the VTA in review of project plans and specifications. The VTA will be responsible for the reimbursement to the City for 100% of incurred costs of salary and benefits, exclusive of City overhead costs, for one Senior Engineer, and 100% of incurred costs of salary and benefits, exclusive of City overhead costs, for one Support Manager. The VTA will provide office space, supplies and equipment for the two-person management team while co-located at the VTA offices. The management team will meet periodically with an Executive Committee comprised of affected City departments such as Transportation, Public Works, Planning, Office of Economic Development, Redevelopment Agency, and Public Safety departments to discuss project plan and document reviews. The agreement will cover up to \$600,000 of project management support. As part of the invoicing process staff will continuously monitor the funding levels with VTA to assure that the funding is sufficient to cover all the management support required to complete the BART project. If at any time it is determined that additional funding is required, the City and VTA will need to negotiate an amendment to the agreement. The City will charge on a reimbursement basis per hours worked on the project.
- Design Review and Inspection Agreement – This proposed agreement is for a five-year commitment retroactive from January 1, 2012 through December 31, 2016. The funding will provide for City services required for the issuance of encroachment permits and other services for all work, excluding private utility work, related to the construction of the BART extension within City right-of-way. The services will include coordination of permits, improvement plan review, traffic signal review, and inspection services. The agreement will cover up to \$4,100,000 of City services. The funding level was determined based on the construction cost of City facilities as part of the project. During the construction of the project the City will work with VTA continuously as part of the invoice process to align with the funding estimates established as part of the agreement. However if during construction it is determined that additional funding is required, the City and VTA will need to negotiate an amendment to the agreement. The City will charge on a reimbursement basis per hours worked on the project.

January 3, 2012

Subject: Cooperative Agreements for BART Extension to Berryessa

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EVALUATION AND FOLLOW-UP

The construction of the BART project will have a formal outreach process managed by the VTA and coordinated with City staff.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 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)**
- Criterion 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 memorandum will be posted on the City's website as part of the Council Agenda outreach process. As part of the BART project, City staff and the VTA will conduct regular public outreach as the project progresses. The VTA has conducted numerous public meetings, open houses, and other public forums to advise the public on this project. Additional public information is distributed and made available through advertisements, flyers, mail-outs, and e-mails, and on the VTA's project website.

COORDINATION

This item has been coordinated with the Department of Public Works, the City Attorneys Office, the City Manager's Budget Office, and the Department of Planning, Building and Code Enforcement.

FISCAL/POLICY ALIGNMENT

The BART project aligns with the City's Envision 2040 goals to facilitate increased travel by transit and the Transportation & Environment CSA goals to provide viable transportation choices that support a strong economy.

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Subject: Cooperative Agreements for BART Extension to Berryessa

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COST SUMMARY/IMPLICATIONS

The design and construction of City infrastructure will be fully funded by the BART project. Costs incurred by the City for project management will be reimbursed by the VTA and at this time it is anticipated a request to appropriate funds for this purpose and recognize the associated revenue will be brought forward for Council consideration at the end of 2011-2012, once the costs for this fiscal year are known. The remaining funds will be programmed as part of the 2012-2013 Capital Budget and 2013-2017 Capital Improvement Program.

Future maintenance and operations of Berryessa Station Way (including associated improvements such as lighting and signals) and the new siphons will cost the City approximately \$40,000 a year. The BART project will also modify or upgrade other City facilities as part of construction. These modifications are not expected to have a significant cumulative effect on ongoing maintenance and operations.

CEQA

Resolution by the City, as a responsible agency for the Project under CEQA, to be adopted in accordance with the provisions of Section 15096(h) of the CEQA Guidelines (set forth at Title 14 of the California Code of Regulations, Chapter 3)

The Final Environmental Impact Report prepared by the VTA for the extension of the BART system to Berryessa in City (the "Final EIR") was certified and related findings adopted by the VTA Board on December 9, 2004, the Final Supplemental Environmental Impact Report prepared for the Project (the "Final SEIR") was certified and related findings adopted by the VTA Board on June 7, 2007, and the Final Supplemental Environmental Impact Report #2 prepared for the Project (the "Final SEIR2") was certified and related findings adopted by the VTA Board on March 3, 2011. The Administration has reviewed these actions and findings by the VTA and concurs with that analysis, which concurrence is reflected in the proposed CEQA resolution for this item.

/s/

HANS F. LARSEN
Director of Transportation

For questions please contact Manuel Pineda, Deputy Director for Transportation Planning and Project Delivery at 975-3295.



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Christopher M. Moore
Jennifer A. Maguire

SUBJECT: SEE BELOW

DATE: January 3, 2012

Approved

Date 1/10/12

SUBJECT: APPROVAL OF THE PROPOSED 2011-2013 SPENDING PLAN FOR THE SUPPLEMENTAL LAW ENFORCEMENT SERVICES (SLES) FUND GRANT AND ADOPTION OF RELATED APPROPRIATION ORDINANCE AND FUNDING SOURCES RESOLUTION AMENDMENTS IN THE SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND

RECOMMENDATION

It is recommended the City Council approve the following actions:

1. Approve the proposed 2011-2013 Spending Plan for the Supplemental Law Enforcement Services (SLES) Fund for \$1,819,465 and authorize the Chief of Police to amend the spending plan in conformity to the budget priorities set out in this Memorandum in the event State SLES Grant payments are less than expected.
2. Adopt the following 2011-2012 Appropriation Ordinance and Funding Sources Resolution Amendments in the Supplemental Law Enforcement Services Fund (Fund 414):
 - a) Increase the Earned Revenue by \$298,357; and
 - b) Establish an appropriation for the Police Department for the SLES Grant 2011-2013 for \$298,357.
3. City Council certification that: (1) funding strategies will be pursued so that the projected funding for operations and maintenance of the Police Department's Automated Field Reporting/Records Management System (AFR/RMS) will be made available in the first year of operation; and (2) appropriate efforts will be undertaken so that those funding strategies cover the entire cost of the project, including operations and maintenance costs, as to not require a decrease in existing basic neighborhood services.

OUTCOME

The 2011-2013 SLES amount allocated to San José is \$1,819,465. This allocation is the City of San José’s share of funds awarded to the County of Santa Clara for front-line law enforcement activities. Approval of the 2011-2013 SLES Spending Plan will provide additional resources to the City for front-line law enforcement activity.

BACKGROUND

Supplemental Law Enforcement Services Grant funding is received from the State of California’s Citizen’s Option for Public Safety (COPS) Program via the County of Santa Clara. The program began in fiscal year 1996-1997 and continues to be funded. The use of the SLES funds is only for front-line, municipal police services and should supplement, not supplant, current front-line law enforcement services. Funds must be encumbered or spent within the two-year grant cycle. The Spending Plan for these funds is approved by a separate, five-member Supplemental Law Enforcement Oversight Committee (SLEOC) chaired by the Santa Clara County District Attorney’s Office. Approval by SLEOC will occur once City Council has approved the proposed Spending Plan.

In November 2011, the City received its first payment for the 2011-2013 SLES Grant in the amount of \$298,357. Three additional quarterly payments are estimated to be approximately \$500,000 each. The sunset date for expending or encumbering the 2011-2013 SLES Grant funds is June 30, 2013. In order for the Police Department to utilize these funds, approval of the proposed Spending Plan and related appropriation of funds is required.

Payments for the 2010-2012 SLES Grant fell short of the expected \$1,230,297. Only \$1,091,416 was received due to budget shortfalls at the State level, causing overall SLES Grant funding reductions. With these reductions, and some changes in priorities, funding was shifted to purchase officer safety items such as radios and tasers for Project #2. In order to make this purchase, it was decided to delay the purchase of some of the computers until SLES 11-13. The following table illustrates the changes to the original 2010-2012 Spending Plan for this grant:

SLES 2010-2012 Updated Spending Plan			
Project #	Item	Original Amount	Updated Amount
1	Department Hardware, Software and Technology Upgrades (includes AFR/RMS, computers, and electronic storage)	\$860,000	\$642,115
2	Officer Safety Equipment and Enhancements in Investigative Abilities (includes Mobile ID Phase 3, radios, tasers, and investigative equipment)	\$364,146	\$443,150
	Grants Administration Funding	\$6,151	\$6,151
	Total	\$1,230,297	\$1,091,416

ANALYSIS

The Police Department proposes the following 2011-2013 SLES Spending Plan:

SLES 2011-2013 Spending Plan	
Item	Amount
AFR/RMS Implementation (Hardware, Software, and backfill and overtime for training)	\$1,713,314
Officer Safety Equipment and Enhancements in Investigative Abilities	\$100,000
Grants Administration Funding	\$6,151
Total	\$1,819,465

AFR/RMS Implementation: Funding is being set aside to fund a portion for the Automated Field Reporting/Records Management System (AFR/RMS) project. The Department’s current RMS is inefficient from a record processing standpoint. The new AFR/RMS is intended to centralize data, reduce data entry redundancies and enable the Police Department to conduct more thorough and detailed analysis of crime and resources. In addition to funding hardware and software, SJPD will use the funding for overtime and backfill to ensure adequate staffing levels in patrol, investigations, and dispatch while staff are receiving training.

Officer Safety Equipment and Enhancements in Investigative Abilities: Funding is allocated in the Spending Plan for equipment to directly enhance the safety of the officers in the field and to enhance the investigative abilities of the officers in the detective bureau. Funding is being set aside to fund the purchase of handpack radios, tasers and/or other officer safety equipment.

Grants Administration: Funding is allocated to provide a portion of salary and benefits as allowed under the grant guidelines for grant administrative duties such as planning, development, procurement, and financial reporting.

At this time, the Police Department is requesting appropriation of only the funding received by the State to date. As additional funds are received, the Department will return to the City Council to request appropriation of the remaining grant amounts. If subsequent payments total less than expected, the Department’s priorities are the Automated Field Reporting/Records Management System, Officer Safety Equipment and Enhancements in Investigative Abilities, and Grants Administration Funding.

EVALUATION AND FOLLOW-UP

Expenditures will be made according to the Spending Plan once approved by the City Council and the SLEOC committee and upon receipt of funding. All funding must be expended or encumbered before June 30, 2013. As the remaining funds are received, the Department will

request appropriation of the remaining grant amounts, including any interest earned on SLES funds. According to the grant guidelines, interest earned must be used in the same manner as the grant funds for front-line municipal law enforcement.

PUBLIC OUTREACH

- ✓ **Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 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)**
- Criterion 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 memorandum meets Criterion 1 and will be posted on the City's website for the January 24, 2012 City Council Agenda. The City is required to report on the expenditure of these funds to the five-member Santa Clara County SLES Oversight Committee. Members include representatives from the Santa Clara County District Attorney's Office, Sheriff's Office, County Executive's Office, a Santa Clara County Police Chief, and a Santa Clara County City Manager.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office.

FISCAL/POLICY ALIGNMENT

Staff is recommending City Council certification for the AFR/RMS project to comply with Budget Principle 8. This Budget Principle states that Capital projects with annual maintenance and operations (M&O) costs greater than \$100,000 in the General Fund should not proceed without City Council certification. This certification recommendation was not brought forward previously, because the ongoing M&O costs of AFR/RMS were uncertain; however, the ongoing M&O costs, which exceed \$100,000, are discussed below.

COST SUMMARY/IMPLICATIONS

The handpack radios may have minor ongoing maintenance and repair expenses. These expenses will be absorbed in the Police Department's existing non-personal/equipment budget.

The City Council approved the AFR/RMS project on March 1, 2011 (Item 8.1). The ongoing M&O costs for the AFR/RMS project are subject to the annual appropriation of funds. Currently, the system has an expected “go-live” date of July 1, 2012. Once the system is live, the Department will need to maintain the current RMS for three years. Due to the quality of the data in the current RMS and the staff work required, the Department has decided not to convert data from the current RMS to the new AFR/RMS. The current system will be maintained in a static state to allow personnel to access past information since the Department will not be migrating old information into the new system. This will ensure the information in the new system is accurate and consistent. The M&O costs for the current RMS is budgeted at \$236,000 annually. This cost will decrease to \$100,000 annually from FY 2013-2014 to FY 2015-2016. The savings will be used to offset M&O of the new AFR/RMS.

Current RMS M&O Budget and Costs

EXISTING RMS	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	TOTAL
Current RMS M&O Budget	\$236,000	\$236,000	\$236,000	\$236,000	\$236,000	\$236,000	\$1,416,000
Current RMS Costs	\$236,000	\$100,000	\$100,000	\$100,000	0	0	\$536,000
Available Savings for new AFR/RMS	0	\$136,000	\$136,000	\$136,000	\$236,000	\$236,000	\$880,000

M&O will be required for the new system once fully implemented. The costs include a one year warranty period and 24x7 full emergency support and upgrades, per the Support Agreement with Versaterm, our AFR/RMS vendor. This will impact the General Fund since ongoing maintenance costs typically are not paid through grant funding. The total Phase 1, 2 and 3 costs for the first five years of maintenance after the initial one-year warranty period for each phase is \$2.26 million. These costs, which would be incurred between FY 2013-2014 and FY 2017-2018, would average \$452,166 per fiscal year. A portion of the \$2.26 million total cost would be offset by maintenance cost savings of \$880,000 from the existing system over the five-year period.

New AFR/RMS M&O Costs

NEW AFR/RMS	FY12-13	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18	TOTAL
Versaterm		\$370,615	\$473,903	\$497,006	\$511,916	\$407,392	\$2,260,832
Additional Vendors		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Current RMS Savings		-\$136,000	-\$136,000	-\$136,000	-\$236,000	-\$236,000	-\$880,000
Total M&O Costs for new AFR/RMS		\$334,615	\$437,903	\$461,006	\$375,916	\$271,392	\$1,880,832

January 3, 2012

Subject: Approval of the 2011-13 SLES Spending Plan and Related Appropriation Actions

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If the City Council certifies the AFR/RMS project, as outlined in Recommendation 3 of this memorandum, M&O funding for the project will be addressed as part of the 2013-2017 General Fund Forecast. The remaining ongoing maintenance of approximately \$1.88 million for Versaterm and the additional vendors will be factored into the General Fund Five-Year Forecast for 2013-2017. Staff will renew the maintenance agreement annually, but anticipate the cost to remain consistent, aside from end-of-life hardware replacements.

BUDGET REFERENCE

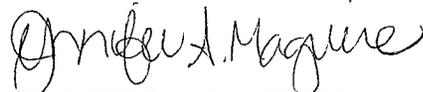
<u>Fund #</u>	<u>Appn #</u>	<u>Appropriation Name</u>	<u>Total Appropriation</u>	2011-2012 Adopted Budget <u>Page</u>	Last Budget Action (<u>Date, Ord. No.</u>)
414	3877	SLES Grant 2010- 2012	\$ 1,032,997	XI - 87	10/18/11 Ord. No. 28979

CEQA

Not a Project, File No.PP10-066 (a).

/s/

CHRISTOPHER M. MOORE
Chief of Police


JENNIFER A. MAGUIRE
Budget Director

I hereby certify that there will be available for appropriation in the Supplemental Law Enforcement Services Fund in the Fiscal Year 2011-2012 moneys in excess of those heretofore appropriated therefrom, said excess being at least \$298,357.


JENNIFER A. MAGUIRE
Budget Director

For further questions, please contact Rick Cheney, Grants Analyst, at 537-1632, or Melanie Jimenez, UASI Project Manager, at 537-1663.