

COUNCIL AGENDA: 12-16-08
ITEM: 3.6

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Lee Price, MMC
City Clerk 

SUBJECT: SEE BELOW

DATE: 12-12-08

**SUBJECT: 2009 LEGISLATIVE GUIDING PRINCIPLES, PRIORITIES AND
ADVOCACY ISSUES**

RECOMMENDATION

As recommended by the Rules and Open Government Committee of December 10, 2008 and outlined in the attached memos previously submitted to the Rules and Open Government Committee, approve the 2009 Legislative Guiding Principles, Priorities and Advocacy Issues for the first year of the two-year Legislative Session in Sacramento and the 111th Congress.



Memorandum

TO: RULES AND OPEN GOVERNMENT COMMITTEE **FROM:** Betsy Shotwell

SUBJECT: SEE BELOW

DATE: December 3, 2008

Approved

Christine J. Shippy

Date

12/5/08

SUBJECT: 2009 LEGISLATIVE GUIDING PRINCIPLES, PRIORITIES AND ADVOCACY ISSUES

RECOMMENDATION

Accept the 2009 Legislative Guiding Principles, Priorities and Advocacy Issues for the first year of the two-year Legislative Session in Sacramento and the 111th Congress. A one-week turnaround to the City Council is requested so that staff can begin carrying out Council direction in Sacramento and Washington, D.C.

OUTCOME

Input from the Rules and Open Government Committee will be incorporated into the 2009 Legislative Guiding and Priorities and will be forwarded to the City Council for adoption. The Legislative Guiding Principles and 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 in Washington, D.C. Key to the foundation of our legislative strategy are the City Council's five adopted priorities including:

- Regain our status as the safest big city in America;
- Eliminate the structural budget deficit;
- Reduce deferred maintenance and the infrastructure backlog and develop a strategy to improve infrastructure;
- Increase economic vitality; and
- Provide full funding for parks, pool, community centers and libraries.

In addition, advocacy for those measures that support the City's efforts to thrive as an environmentally sustainable city and advance the Green Vision goals is critical.

BACKGROUND

In the fall of 2008, City Service Areas (CSAs) developed legislative principles that have been consolidated into the City's 2009 Legislative Guiding Principles. During the month of October, the draft Guiding Principles document was presented before the Transportation and Environment, Neighborhood Services and Education, and Public Safety, Finance and Strategic Support Committees. 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 has developed the 2009 Legislative Priorities and Advocacy Issues, which consist of actionable items of high priority to the City (and the legislative work plan). These items include both State and Federal priorities; additional Federal appropriation requests are attached. A separate regional priority document is being prepared to be presented in early 2009.

The New Presidential Administration, the State's Structural Budget Deficit and the Economy

Following the outcome of the City's current appropriation requests pending Congressional action in January of 2009, and the anticipated transition of the President-elect, staff will return to the City Council in early 2009 with an updated list of City priorities at the Federal level, as needed. It is anticipated that, with the upcoming change in the Administration, policies and programs will undoubtedly be affected by President-elect Obama's plan of direction. As the economic recession deepens, both the President-elect, and Congressional leaders have been calling for an economic recovery initiative that would include major investments in infrastructure to create jobs and fuel long-term economic growth. Such priorities include addressing neglected public infrastructure, modernizing schools and building alternative energy technologies.

At the State level, the Governor and the Legislature are considering legislation and proposals to stimulate the economy as well. City staff is working in a coordinated effort to develop proposals, support programs and infrastructure initiatives to stimulate the economy and, create and retain employment. Proposals are being developed by City departments to maximize opportunities and benefits for the City and for inclusion in the State stimulus package that will be submitted at the Federal level. Further information will be provided to the City Council in a separate Information Memorandum.

In addition to the above mentioned evolving legislative strategies that the City will pursue in Sacramento and in Washington, D.C., legislative priorities range from pursuing State legislation to assist with recycling and litter abatement to seeking State and Federal funding opportunities for transportation infrastructure, airport construction and affordable housing

programs. Together, the documents form the foundation for proactive participation with our State and Federal delegation on those issues of highest priority to the City in 2009.

ANALYSIS

The 2009 Legislative Guiding Principles are organized by the following legislative guiding principles:

- Protect Local Control
- Ensure Region's Competitiveness and Protect City Revenue Base
- Protect and Increase Local Funding; No Unfunded Mandates
- Pursue Federal and State Funding for Key Efforts
- Preserve Redevelopment as a Tool for Revitalization
- Promote Livability, Sustainable Development and Environmental Protection
- Support Efforts to Keep San José Safe

The 2009 Legislative Priorities identify prioritized actionable items briefly described under the categories as follows:

- Advance Airport Construction Projects
- Maximize Transportation Funding
- Fund Education and Literacy Programs
- Secure Housing Program Funds
- Advance Environmental Initiatives
- Support Parks and Recreation Opportunities
- Fund Clean and Green Job Training

As stated in the Legislative Guiding Principles, 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, it will again be critical that the City support legislation, including fiscal reform 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. Other Federal activities related to the City's priorities may also be impacted as well with the Federal government's budget deficit anticipated to hit \$1 trillion next year alone.

As these "living" documents concern circumstances 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, the Mayor is convening the second annual Clean Tech Legislative Summit in December which will lead to the

development of the second Clean Tech Legislative Agenda with the focus on spurring innovation and job creation in San Jose. These priorities will require proactive advocacy with policy-makers, regulatory agencies, and active partnerships and collaborations with a wide variety of organizations at the regional, State and Federal levels.

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 document will be posted on the City's website for the December 10, 2008 Rules and Open Government Committee meeting where Council and the public have the opportunity to comment.

COORDINATION

The documents attached were coordinated with City Departments, City Service Areas, 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

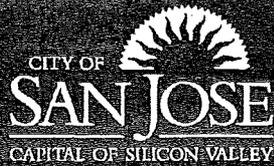
The 2009 Legislative Guiding Principles, Legislative Priorities and Advocacy Issues, will further the City's legislative policy goals and form the foundation of the City's efforts to work with our regional, State and Federal partners on issues of concern and interest to the City.



BETSY SHOTWELL

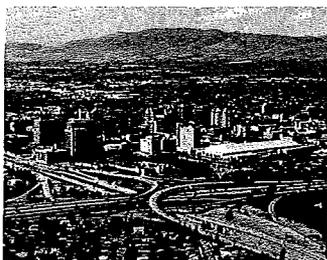
Director, Intergovernmental Relations

Attachments: 2009 Legislative Guiding Principles and Legislative Priorities and Advocacy Issues



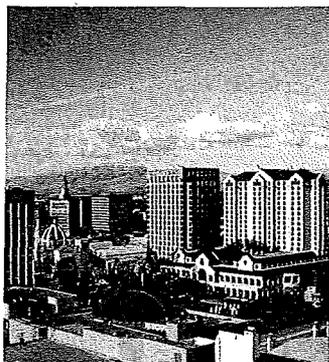
City of San José

2009 Legislative Guiding Principles

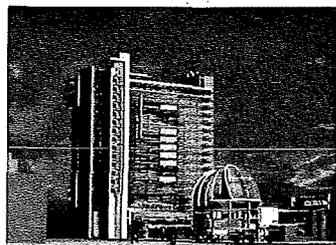


San José, the “Capital of Silicon Valley” and county seat of Santa Clara County, is the third largest city in California, tenth largest in the nation and home to a population of 989,500 residents. While San José and Silicon Valley are largely associated with the technology industry, the City’s business profile is diverse and healthy with the presence of robust commercial, retail, industrial, professional and service businesses and a thriving clean technology sector. The City is proud of the cultural and ethnic diversity of its population and workforce and the rich cultural identity of its many neighborhoods. City residents speak more than 52 different languages. San José ranks first in the nation in terms of the number of college graduates per capita.

The City of San José is often recognized as a leader in municipal services, economic prosperity, and for its quality of life. This reputation is, in part, a result of City government’s ability to influence regional, state and national policies that impact service delivery.



Over the past years, the City of San José has experienced continuous growth in residential population. This has presented significant public policy challenges related to the municipal services that the City provides and the ability to respond effectively to changing needs. The challenge of effectively responding to emerging trends with informed policy and legislative initiatives will continue to increase, along with the complexity of the issues and diverse expectations from residents and the change in the Federal Administration. This document highlights the City’s legislative guiding principles; together with the City’s legislative priorities, they form the basis of the City’s efforts to work with our federal and State partners. This document is organized by the following legislative guiding principles:



- Protect Local Control
- Ensure Region’s Competitiveness/Protect City Revenue Base
- Protect and Increase Local Funding; No Unfunded Mandates
- Pursue Federal and State Funding for Key Efforts
- Preserve Redevelopment as a Tool for Revitalization
- Promote Livability, Sustainable Development, and Environmental Protection
- Support Efforts to Keep San José Safe

A. Protect Local Control

The City values its ability to exercise local control, enable excellent public services and protect and enhance the quality of life for San José residents. The City supports local control efforts to streamline regulations that simplify the job of running the City.

Specifically, the City supports efforts, legislation, and policies that:

1. Protect local government revenues by maintaining local authority over the collection of fees and generation of revenues.
2. Reward cities that routinely provide their fair share of housing, while relieving them of slow, unnecessary, or unproductive regulatory review.
3. Allow greater local control regarding the location and permitting of group homes, while ensuring reasonable accommodations to the disabled.
4. Protect the rights of cities to manage local integrated waste management facilities, programs, and materials.
5. Promote legislation and policies that increase local control of utility infrastructure.
6. Promote the ability of cities, in the area of telecommunications, to have control over the collection of fees and raising of revenues through franchise agreements.
7. Protect local decision making in relation to transportation and land-use decisions. Maintain local land-use authority.
8. Result in an appropriate risk balance between construction contractors and the City, thus enabling the highest return for capital improvement dollars while making San José an attractive source of contracting work.
9. Promote a regulatory environment that allows and encourages cities to implement innovative programs to achieve local, state, and national environmental goals.
10. Oppose legislation that reduces the authority and/or ability of local government to determine how best to effectively operate local programs, services and activities.
11. Retain local control for 700 MHz spectrum.

B. Ensure Region's Competitiveness and Protect City Revenue Base

The City embraces efforts to obtain funding for economic development and environmental initiatives, including planning and implementation of regional transportation and traffic congestion relief projects, the creation of affordable housing, and the creation of a Clean Technology economic sector.

The City supports efforts, legislation, and policies that:

1. Provide resources and incentives for workforce training, job creation, small business development, and research and development, especially for green jobs.
2. Give more flexibility to Workforce Investment Boards and enable WIBs to target services according to local needs.
3. Oppose policies that undermine San José's competitiveness and the City's revenue base, or that adversely impact San José-based businesses.
4. Encourage innovation and employment in the development of new and sustainable products, technology, and services.
5. Improve methods of assessment, collection and allocation of local revenues, and oppose efforts that threaten the sources and flexibility of existing revenues.
6. Support the implementation of the San José International Airport Terminal Area Improvement Program, a \$1.5 billion capital development program to improve airport facilities in two phases.
7. Support legislation that allows for the flexible use or repayment of local agency funds to advance key infrastructure issues.

C. Protect and Increase Local Funding; No Unfunded Mandates

Oppose legislation, policies, or budgets that have negative impacts on City services, revenues or costs. The City supports efforts, legislation, and policies that:

1. Ensure that mandated programs are linked to funding to offset the local costs.
2. Support the cost of public safety overtime associated with federal actions and mandates, including changes in Homeland Security alert color codes.
3. Promote policies that provide a more sustainable and cost-effective delivery of workers' compensation benefits for injured City employees.
4. Provide State funding and efforts that strengthen the monitoring of sex offenders.
5. Ensure sufficient funding for security efforts, and law enforcement including funding for staffing, facilities, training and equipment.
6. Support State and Federal transportation funding mechanisms and support legislation to reduce the approval of taxes for transportation and infrastructure funding measures to less than two-thirds majority.
7. Support policies that incorporate the costs of recycling, and disposal of products and materials to producers and users, and encourage re-design of products to be less toxic, more easily recycled, and more durable/repairable.
8. Support State and Federal aviation legislation, policies, funding, mechanisms and activities that focus on: a) securing funding that will support the Terminal Area Improvement Program and/or will improve airport safety, security and convenience; b) increasing the Passenger Facility Charges (PFC) ceiling rate; c) allowing airports greater flexibility in the use of local sources of revenue; d) maintaining and increasing funding for the Airport Improvement Program; and e) ensuring federal capital and operating programs are funded by stable and predictable revenue streams.
9. Pursue and support legislative efforts that curb and/or control the escalating cost of employer provided healthcare.
10. Reduce legal barriers to establishment of assessment districts.

D. Pursue Federal and State Funding for Key Efforts

The City supports legislation that increases Federal and State funding for City and regional efforts.

1. Protect and enhance current sources of federal programs including the Low-Income Housing Tax Credits, HOME, ESG and HOPWA.
2. End chronic homelessness in 10 years.
3. Fully fund the CDBG Program and the HUD Section 108 Program and ensure that the City gets its fair share.
4. Fund infrastructure, construction, repair and replacement of flood control and storm drainage systems, potable and recycled water systems, sanitary sewer systems, and wastewater treatment facilities in all areas of San Jose including redevelopment areas.
5. Preserve and pursue California's and San Jose's share of federal and State transportation funding, for planning and implementation of State and regional transportation and traffic congestion relief projects.
6. Enable the development and protection of transportation funding for the maintenance and operations of local streets and roads.
7. Provide transportation investment to preserve existing facilities, support multimodal travel and enhance community livability.
8. Seek funding to ensure sustainable long-term water supplies, including recycled water projects.
9. Provide funding for library construction activities and enhanced library services.
10. Enable the construction of high quality child care centers and improve the professional development and training of early childhood educators.
11. Support reauthorization efforts of the Federal Transportation bill that include flexibility for local agencies, and key themes from the Transportation for Tomorrow report including: maintaining the current transportation system, metropolitan mobility, highway safety, energy security, and investments in intercity and High-Speed Rail.

12. Support efforts to maintain and increase transportation investment through activities such as, increasing the gas tax, expanding user pricing, VMT fees, and Public Private Partnerships.
13. Provide rewards in the form of funding for transportation and affordable housing to communities that have the largest share of Regional Housing Need Allocations (RHNA)
14. Promote California's High-Speed Rail project, which includes an approved southern gateway alignment through the Pacheco Pass into San Jose and support federal and state activities that will advance California's project.
15. Support efforts that promote BART, Airport transit access, roadway/Interchange Improvements, bikeways and pedestrian enhancements.
16. Ensure adequate funding of Water Pollution Control Plant infrastructure needs.
17. Create new permanent sources of funding for affordable housing at both the State and Federal level including the funding for a National Housing Trust Fund and legislation that encourages the fair, equitable and timely dispersal of Statewide Housing Bond monies that maximize San Jose's ability to compete (pursuant to the City's adopted Proposition 1C Guiding Principles).
18. Increase California's conforming loans and FHA multifamily loan limits and regain San Jose's designation as a Difficult Development Area (DDA) in order to provide maximum funding and housing opportunities for San Jose residents and other high-cost areas.
19. Restore Federal Justice Assistance Grant (JAG) funding to assist with purchase of necessary equipment to perform law enforcement functions.

E. Preserve Redevelopment as a Tool for City Revitalization

The City supports legislation and policies that maintain the local autonomy of the Redevelopment Agency and protect the Agency's flexibility to use redevelopment funds, while opposing efforts to limit or divert the use of redevelopment funds (including 20% funds) or any diversion of redevelopment funds by the State.

1. Oppose efforts to limit the reasonable use of eminent domain in the implementation of the City's redevelopment and neighborhood revitalization.
2. Oppose efforts to reduce the powers of redevelopment agencies to reduce blight and improve our neighborhoods.
3. Support efforts to increase flexibility with respect to the Agency's construction processes.
4. Oppose efforts that would eliminate or curtail the Agency's efforts to assist businesses create and retain jobs through the Enterprise Zone Program.

F. Promote Livability, Sustainable Development, and Environmental Protection

The City values a sustainable quality of life in an urban environment, including child care, aging and youth services, urban parks and open space, recreation facilities, environmental protection, climate protection, vibrant libraries, arts and culture. The City supports legislation and policies that emphasize sustainable development; improve environmental standards and the regulatory process; provide incentives and financial measures for preservation of natural resources; promote sustainable energy policies; and are consistent with the Green Vision.

The City supports legislation that promotes livability, sustainable development, and environmental protection that:

1. Promotes initiatives and secure funding that address climate change, and supports San Jose's Green Vision efforts to become a Sustainable City, through Green building initiatives, pollution prevention practices, water, waste, and energy efficiency, and regional, state and global initiatives (e.g., Urban Environmental Accords.)
2. Enacts Extended Producer Responsibility (EPR) statewide and nationally.
3. Protects the environment through conservation and, preservation of natural resources, habitat, and improving the health of local watersheds.
4. Expands and maintains the City's system of trails and recreational facilities.

5. Streamlines the CEQA process, to promote infill and high-density housing and employment near public transportation or corridors.
6. Promotes research, development, production and procurement of environmentally preferable goods, services, and transportation.
7. Maintains the effectiveness of housing and community development efforts, including the administration of the City's Housing Authority. Support efforts to make the City Housing Authority a Moving to Work Jurisdiction.
8. Encourages public utility companies to prioritize and efficiently maintain and construct underground projects.
9. Supports Source Reduction and increased recycling and composting in order to achieve Zero Waste.
10. Supports efforts that provide greater flexibility for the successful delivery of transportation projects including innovative project management tools, as well as environmental streamlining.
11. Provides funding for transportation infrastructure that supports infill and higher density housing and employment, as well as Transit-Oriented Development (TOD).
12. Provides funding for programs that promote health and wellness, increase access to local organic foods, increase physical activity and ensure proper nutrition and nutrition services to improve seniors' and children's individual health.
13. Provides funding for the preservation of open space and the acquisition of parkland in park deficient and low-income communities.
14. Facilitates collaboration between cities and schools to increase community use of facilities.
15. Promotes access to affordable health care for seniors and youth.
16. Promotes user-pays policies as they relate to costs associated with handling, recycling, and disposal of hazardous and/or universal waste materials.
17. Supports state and federal incentives that foster energy innovations including energy efficiency, smart grid, clean renewable energy, energy conversion and storage technological development.
18. Promotes Housing Element reform and addresses regional planning and land-use issues of concern to San José.

19. Addresses infrastructure improvements in mobilehome parks that serve low-income households.
20. Maintains a city's ability to manage the location of growth, such as Urban Growth Boundaries and other techniques.
21. Promotes and provides funding for the improvements and restoration of existing parks and for the creation of new parks and recreation facilities.
22. Provides funding for improvements and restoration of aging infrastructure in the regional parks.
23. Promotes turf play activities and provide funding for aquatic sport facilities.

G. Support Efforts to Keep San José Safe

The City supports legislation and policies that enable local officials to access resources to provide quality police, fire, emergency management, and emergency medical services to the community.

Support legislation and policies that:

1. Provide opportunities for community policing and public safety education programs.
2. Secure or protect ongoing funding for Homeland Security efforts to enable the City, as a local first responder, to effectively respond to all forms of emergencies.
3. Ensure that San José receives a proportionate share of funding for public safety/security initiatives.
4. Provide ongoing support for proposals related to interoperability of communications systems for Police and Fire.
5. Increase resources to deter gang involvement and involve youth in positive alternatives.
6. Promote transportation safety and security for all modes including traffic calming within neighborhoods, safe routes to school for children, and increase local authority to set effective traffic control practices on local streets.
7. Provide innovative funding sources to increase enforcement and safety measures

on local streets as well as provides funding to provide transportation safety education.

8. Promote technologies that provide for the increased safety of road users including, pedestrians, bicyclists and drivers.
9. Increase resources that effectively address and assist individuals impacted by domestic violence through prevention, education, and intervention programs and services.

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPARTMENT
		A	B	C			
ADVANCE AIRPORT CONSTRUCTION PROJECTS							
Airport Baggage System — The City worked with TSA to develop a funding approach for state-of-the-art baggage screening systems at San Jose International Airport. This past year saw significant progress on the completion of the funding approach by awarding funding for Terminal A . The City now needs TSA support for funding the remaining portion of funding for baggage screening systems by including the Terminal B project in TSA's FY 2010 spend plan.	Federal	X	X		Up to \$32 million in capital funding.	Submitted application for TSA funding of Terminal B in October 2007. Airport staff has also been working with local TSA staff to design state-of-the-art passenger screening checkpoints at Terminals A and B. Terminal B funding issue needs to be determined ASAP to avoid delays and unnecessary costs in design/build process. CSJ Request: Up to \$32 million in capital funding depending on solution. Consequence/Results: Securing TSA funding will allow the reallocation of scarce TAIP funding to other TAIP project costs. Funding issue needs to be determined ASAP to avoid possible delays and unnecessary costs in design/build process.	Jim Webb/Airport
Increase in Passenger Facility Charge —As part of the federal reauthorization legislation for the Federal Aviation Administration, the City actively supports an increase in the ceiling of \$4.50 to \$7.50 per enplaned passenger for the passenger facility charge (PFC). PFC's are locally-raised revenue applied to address locally-identified airport priorities. In addition, the City 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	Federal	X	X		Up to an additional \$15 million a year in revenue (based on current level of passenger activity and depending on if and how much the ceiling is raised)	June 2007 – Council adopts legislative position to increase the PFC ceiling level. Although the House passed a bill in September 2007 providing a \$7.00 PFC, the Senate has failed to act. New legislation now seems unlikely until Mid-late 2009. City staff will continue to closely watch the bill's progress and convey concerns and	Jim Webb /Airport

<p>locally-raised PFC funding to address federal aviation priorities at local airports. The City supports treating airport bonds as tax-exempt public purpose bonds. By treating Airport bonds as "qualified private activity" bonds, which are subject to the Alternative Minimum Tax, the difference in financing costs are significant.</p>						<p>positions to the Congressional delegation as appropriate CSJ Request: Increase the ceiling of \$4.50 for the passenger facility charge (PFC) to \$7.50. Consequence/Results: 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 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.</p>	
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MAXIMIZE TRANSPORTATION FUNDING

<p>New Federal Transportation Bill – The current Federal transportation funding policy program SAFETEA-LU expires in 2009. The current program is facing severe deficits as a result of declining gas tax revenues due to reduced fuel consumption. A new Federal transportation policy is needed to support the financing of transportation system maintenance, operations and enhancement.</p>	Federal	X	X	X	<p>Significant source of funding for transportation. Current Federal transportation bill funding amount is \$244 billion (over 6 years)</p>	<p>City policy priority action is to influence the development of a new Federal transportation funding bill that supports the City's objectives related infrastructure condition, safety, multi-modal mobility, economic development and environmental sustainability. Key policy issues include: adequate and sustainable funding, focus on maintenance and safety, support for intercity transit (e.g., BART and High Speed Trains), delegated authority to local/regional level for local investments, and R&D support for new technology.</p>	Hans Larsen, DOT
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FUND EDUCATION & LITERACY PROGRAMS

<p>Developing Inclusive Learning Services at the Library for Young Children -Santa Clara County has 13,000 children between the ages of 0 to 5 with diagnosed disabilities or special needs. This project will modify library programs and services so that they are more inclusive for all children in this age range. The library will offer story time programs that have been adapted so that all children can participate, add books to the children's collection that have been adapted to better meet the needs of children with physical and cognitive disabilities or delays, add resources for preschools and child care sites to help them develop inclusive learning environments, and increase the material collection for parents and primary caregivers of children with disabilities or special needs. The Library offers a unique opportunity for young children to grow and develop together, become aware of differences and similarities, and develop a sense that everyone, regardless of abilities or disabilities, has an important contribution to make.</p>	Federal			X	<p>Amount considered for Federal request: Full Project (5 sites): \$106,220/\$67,348 match</p> <p>Scaled Project (3 sites): \$87,945/ \$54,392 match</p>	<p>CSJ Request: Between \$87,945 and \$106,220. Consequences/Results: Would modify library programs and services so that they are more inclusive for children in this age group with disabilities or special needs.</p>	Jane Light/Kary Bloom, Library
<p>Quality Child Care Rating System -- Currently, there are no standards in place or related measurement instruments to evaluate the quality of preschool and child care programs in San José. This project will develop and pilot a Quality Rating and Improvement System for use in San José that aligns with California Title V and Title 22 licensing regulations and the established Smart Start San José quality standards. Having this system in place will raise the quality of child care in San José; increase the positive outcomes for children in child care, particularly for at-risk children; provide benchmarks so preschools and child care sites can better create quality programs; and support parents / primary caregivers in identifying quality preschool and child care sites for their children. Once developed, the Quality Rating and Improvement System can serve as a replicable model for other cities, counties, and the state.</p>	Federal			X	<p>Amount considered for Federal request: \$237,022/\$128,615 match</p>	<p>CSJ Request: \$237,022 Consequences/Results: Having this system in place will raise the quality of child care in San José and help families identify quality preschool and child care programs.</p>	Jane Light/Kary Bloom, Library
<p>Workplace Literacy -- American businesses are estimated to lose over \$60 billion in productivity each year because employees lack basic skills. In San José, 1 in 5 adults (close to 200,000 residents) has 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 José including restaurant and fast food staff, custodial and housekeeping employees, early educators and landscapers. Participants will improve their English language reading and writing skills with an emphasis on the vocabulary and 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	<p>Amount considered for Federal request / match Full Project 100 Learners: \$124,600 / \$82,500</p> <p>Scaled Project 80 Learners: \$98,600 / \$66,700</p> <p>Scaled Project 50 learners:</p>	<p>(This is still in the running for 2009/10 funding. If funded in that budget, we would pull from 2010/ 11 list.)</p> <p>CSJ Request: Between \$72,200 and \$124,600</p>	Jane Light/Kary Bloom, Library

					\$72,200 / \$42,700	Consequences/Results: Participants will improve their work force related literacy skills so they can advance in the workplace. This helps to build the San José economy and increase the quality of life for families.	
Preserving San Jose's Past: A Digitization Project: San José, Santa Clara Valley, and the Bay Area played pivotal roles in the growth and development of California and the nation. The Special Collections of the San José Public Library contain many one-of-a-kind materials documenting the area's history. Many of these items are now over 100 years old, which means usage is becoming counterproductive to their preservation. Access is further limited because the materials can only be used at the Dr. Martin Luther King, Jr. Library in downtown San José. This project would digitize a portion of the holdings. Once digitized and on the Internet, these important historical documents would be accessible to anyone interested in learning about or from our history.	Federal			X	Amount considered for Federal request; \$150,678/ match \$43,732	CSJ Request: \$150,678 Consequences/Results: Helps to preserve one-of-a-kind materials documenting the history of San José and Santa Clara Valley, and makes them profoundly more accessible by being available on the Internet.	Jane Light/Kary Bloom, Library

SUPPORT PARKS AND RECREATION OPPORTUNITIES

Trail Funding -San Jose is seeking National Recreational Trail designation for its trail network in 2009. Development of the 100-mile network creates a national model of complete transportation system with all modes well served.	Federal			X			Yves Zsutty/PRNS
Trail Project :							
<ul style="list-style-type: none"> Guadalupe Creek Trail Pedestrian Bridge – South of Almaden Expressway/Coleman Rd intersection. 					\$ 3.5 million	Construction may begin after completion of construction documents and NEPA. Both are currently funded and should be completed by January 2010.	
<ul style="list-style-type: none"> Bay Trail Reach 9B Pedestrian Bridge – In Alviso, parallel to Gold Street. 					\$ 4.1 million	"	
<ul style="list-style-type: none"> Los Gatos Creek Trail – San Carlos St. to Santa Clara St. 					\$ 5.86 million	NEPA preparation could occur immediately with construction	

<ul style="list-style-type: none"> Lower Guadalupe River Trail – Montague Expressway to Gold St. Coyote Creek Trail – Story Road to 101 					<p>\$ 6.8 million</p> <p>\$ 18 million</p>	<p>following.</p> <p>Project could commence after June 2010.</p> <p>Construction could commence after June 2010</p>	
<p>Del Monte Park – The new park will serve the Burbank/Del Monte Neighborhoods located within the area bounded by Hwy. 17 and Los Gatos Creek. The development of this park will address the park needs of the Burbank/Del Monte Neighborhood and will satisfy the City's long term goal of providing neighborhood parks to serve this residential goal. Proposed park improvements include playground, restroom, dog park, picnic areas, walkways and open green space.</p>	Federal			X	\$ 2.4 million	<p>Project will be complete as soon as federal funding becomes available. No additional federal funding will be needed.</p>	
<p>Autumn Street Parkway and Guadalupe River Park Expansion – Acquisition and development of the last phases of the Guadalupe River Park and creation of a river frontage road, required transportation mitigation for the planned expansion of downtown San Jose.</p> <p>Environmental Impact Report for "Strategy 2000 San Jose Great Downtown Strategy" requires parkway as a condition of next phase of residential development</p>	Federal			X	\$ 1 million	<p>Preliminary engineering for Autumn Street is funded and underway with a completion date for 100% plans and specifications for the first segment of Autumn Street in June 2009 with the 65% plans completed for the second segment of Autumn completed in June 2010. Construction of the first segment should commence in September 2009. The land acquisition for both the road and park for the second segment is not until 2012 unless other sources of funding are secured.</p>	Dennis Korabjak/RDA
SECURE HOUSING PROGRAM FUNDS							
<p>Secure Federal Funds to Help with Foreclosures - In the third quarter of 2008, Santa Clara County experienced a 70 percent increase in the number of mortgage defaults over the same period one year ago. Foreclosures have particularly impacted East San José where a significant number of lower-income households stretched to buy less expensive starter homes or were placed into inappropriate mortgages. It is anticipated that the foreclosures will continue to rise.</p> <p>In the fall of 2008, the City of San José was allocated \$5.6 million through the Housing and Economic Recovery Act. However, this</p>	Federal			X	<p>This could result in millions of dollars in revenue to help families that are going through the foreclosure process.</p>	<p>CSJ Request: Closely monitor legislation that will provide additional assistance to families and neighborhoods that are being impacted by foreclosures. In addition, to seek a larger portion of this funding for San José.</p> <p>Consequences/Results: By not mitigating the results of the</p>	Leslye Krutko/Melissa Whitley, Housing

<p>amount of money is insufficient to make a noticeable impact on San José's foreclosure situation.</p> <p>It will be important to continue to monitor legislation, similar to last year's Housing & Economic Recovery Act (HR 3221) or stimulus packages that may be introduced which will provide relief to households that are being impacted by the foreclosure crisis and to work to ensure San José receives federal funding to address this problem.</p>					<p>foreclosure crisis, it may lead to more families losing their homes, depreciated home values, distressed neighborhoods, and displaced tenants.</p>	
<p>Secure Federal Funding for Affordable Housing – Over the next seven years, the City of San José needs to plan for the development of an additional 34,000 housing units, 60% of which will be needed for extremely-low, very-low, low, and moderate incomes.</p> <p>In addition to the goal of building these affordable units, the City is also focused on ending chronic homelessness. The City has made great strides through extensive partnerships with County agencies and nonprofits.</p> <p>The City has limited funds available to meet the demand for affordable housing construction and the need for homeless assistance. 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. 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>	Federal		X	X	<p>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 providing more affordable housing and ending chronic homelessness.</p> <p>CSJ Request:</p> <ol style="list-style-type: none"> 1. Ensure that the new Presidential Administration prioritizes funding for affordable housing. 2. Closely monitor stimulus packages to ensure they include funding for affordable housing. 3. Be actively involved in the formula design for the distribution of funds through the National Housing Trust Fund (NHTF). Also, ensure that any NHTF program has a dedicated source of financing. <p>Consequences/Results: 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>	Leslye Krutko/ Melissa Whatley -Housing
<p>Changing the federal poverty line to a standard that recognizes high-cost areas - 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 no longer adequately represents the cost of living for today's working parents, who must pay for food, 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</p>	Federal		X	X	<p>Unknown, but would likely result in thousands of more families in San Jose qualifying for aid and receiving more federal funding.</p> <p>CSJ Requests: 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</p>	Leslye Krutko/ Melissa Whatley - Housing

<p>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>The current poverty rate in Santa Clara County is about 8%, but over 25% of our County residents have incomes too low to pay for basic needs such as housing, food, childcare, healthcare, and transportation. Because the federal government gives more weight to poverty line and less to true need, high-cost areas like San José and residents throughout California lose out on vital services.</p>						<p>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. Continue to be an active participant in Step up Silicon Valley, a county-wide effort led by Catholic Charities to cut poverty in half by 2010. 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 interest and concern about this issue.</p> <p>Consequences/Results: By changing the poverty standard San Jose and its residents would receive more federal dollars to assist with many direct assistance programs.</p>	
<p>Community Development Block Grant (CDBG) - 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 approximately \$10 million in CDBG funding from the federal government. 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 was largely due to the shrinking federal budget and attempts by the outgoing 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 \$10 million per year for CDBG. If the program is significantly reduced or the formula allocation is altered by Congress, San José's low-income residents will be adversely impacted.</p>	<p>CSJ Request: 1. Ensure that the new Presidential Administration increases funding of the CDBG program.</p> <p>2. Work with the Presidential Administration and Congress to use CDBG as an economic stimulus tool.</p> <p>3. Work with U.S. Department of Housing and Urban Development (HUD) and the Congress to increase funding of the CDBG program and protect San José from future reductions.</p> <p>4. Oppose federal entitlement formula changes that will disadvantage San Jose and other</p>	<p>Leslye Krutko/Melissa Whatley - Housing</p>

					high-cost regions in the Bay Area.	
					5. Request federal funding to help nonprofit organizations to meet Americans with Disability Act (ADA) standards and maintain eligibility for CDBG funding.	
					Consequences/Results: Significant reductions to, or elimination of CDBG would adversely impact low income residents of San Jose.	

ADVANCE ENVIRONMENTAL INITIATIVES

<p>Support and Funding for energy efficiency, carbon reduction, and other activities that support implementation of the City's Green Vision." -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>CSJ Request: Federal legislation that is consistent with the City's Green-Vision strategy and provide funding to promote these policies and practices.</p> <p>Consequences/Results: Help address pursuing the Green Vision goals to transform San Jose into an environmentally sustainable community.</p>	John Stufflebean ESD
<p>San Jose Environmental Innovation Center - Renovation of an abandoned warehouse space in central San Jose for the purposes of establishing a regional center providing residential and conditionally exempt small quantity generators (CESQG) household hazardous waste drop-offs and other environmental services, including environmental education, Green Building demonstration areas, and a recycled / re-use materials operation.</p> <p>This project would provide needed opportunities for San Jose area residents, particularly those at lower income levels and in underserved areas, to receive environmental services such as household hazardous waste drop-off and low-cost purchase of home improvement supplies. In addition, the Center will provide environmental education opportunities for residents and small business owners to learn about environmental issues of national and regional importance, including waste reduction, pollution prevention, green building, urban runoff, and watershed protection. Many of these programs are mandated through the Clean Water Act and the Endangered Species Act.</p>	Federal	X		<p>Total On-Going and Future Costs: \$6.2 million. Local/Non-Federal Commitment (funded by the City of SJ): \$5.2 million. Amount considered for FY 10 request: \$ 1 million</p>	<p>CSJ Request: \$1 million</p> <p>Consequences/Results: A key goal of the facility will be to reduce toxics and improve neighborhood and small business participation in the region's environmental quality programs.</p>	

While the education center and environmental services are intended to serve all residents and businesses of Santa Clara County, the facility is strategically located in a blighted industrial zone, surrounded by economically disadvantaged neighborhoods. A key goal of the facility will be to reduce toxics and improve neighborhood and small business participation in the region's environmental quality programs. Local program data supports the conclusion that Santa Clara County cities must increase their efforts to improve program participation in these disadvantaged neighborhoods in order to improve environmental quality and reduce the incidence of child poisonings from household chemicals. Small businesses need low-cost hazardous waste disposal and information about energy, water, and resource conservation, to reduce operational hazards and costs, improve profitability, and remain in business.

FUND CLEAN AND GREEN JOB TRAINING

Clean and Green Job Training Program – This program will focus on increasing awareness, training and assistance with job placement of San Jose residents into careers within the clean and green industry. This program will be coordinated by the local workforce investment board, work2future, which will work in conjunction with the community colleges and other pertinent training programs to develop curriculum appropriate for the clean and green careers growing rapidly throughout Silicon Valley. In addition, with this proposed funding work2future will develop various occupational assessment tools and web-based informational tools to increase local resident's awareness of on-going jobs and career training opportunities.

Federal

X

\$1 million – 100 individuals served and trained.

CSJ Request: \$ 1 million
Consequences/Results: Program would initiate immediately upon receipt of funding.

Jeff Ruster/OED

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
MAXIMIZE TRANSPORTATION FUNDING							
<p>Proposition 1B – In November 2006, California voters approved Proposition 1B, the \$19.9 billion bond measure for transportation system improvements. \$234 million in funding has been allocated to projects in San Jose including: I-880 HOV in North San Jose (\$95M); Route 101 Improvements near Tully Road (\$52M); Santa Clara/Alum Rock Bus Rapid Transit (\$45M), San Jose Local Street Pavement Maintenance (\$20M), San Jose Traffic Light Synchronization (\$15M); and Blossom Hill/Monterey Highway Pedestrian Overcrossing (\$6.8M). Remaining funding allocation opportunities are through the State /Local Partnership Program.</p>	State	X			\$234 million has been allocated for projects in San Jose	City policy priority action is to assure timely use of already allocated funds and seek opportunities from State/Local Partnership Program.	Jim Helmer & Hans Larsen, DOT
SECURE HOUSING PROGRAM FUNDS							
<p>Permanent Source – Per the Governor’s direction, the Department of Housing and Community Development (HCD) was asked to develop recommendations for the Administration on securing a long term funding source that is dedicated to financing affordable housing. Over the last year, HCD has conducted various stakeholder meetings throughout the state soliciting feedback on the programs that should be funded by the permanent source, how the funds should be distributed, as well as possible sources of funding. The Governor is expected to announce the Permanent Source Program at his annual State of the State Address in January 2009.</p>	State	X			Depending on the criteria for distributing the funds, it could result in millions in revenue for San José’s affordable housing programs	<p>CSJ Request: City should continue to be involved in stakeholder meetings to ensure that the formula used to determine funding allocations benefits San José</p> <p>Consequences/Results: The creation of this program could result in a significant amount of revenue to fund the City’s affordable housing programs.</p>	Leslye Krutko/Melissa Whatley-Housing

ADVANCE ENVIRONMENTAL INITIATIVES

<p>Increased Department of Conservation grants for recycling and litter abatement - 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. Collection of California Redemption Value (container deposits) on additional plastic containers as proposed in SB 1625 in 2008 (which did not pass), is necessary both to address the same environmental issues and to provide sufficient revenues to the State to fund both this proposal and the one-time increase in competitive grants authorized by SB 1357. Support other changes to the California Beverage Container Recycling Act (AB 2020) that reduce City costs or improve funding opportunities for recycling and litter control.</p>	<p>State</p>	<p>X</p>		<p>X</p>	<p>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. Addition of all plastic containers to AB 2020 system would reduce costs of litter control and increase revenue to City's recycling industry.</p>	<p>Sponsor/support of legislation working with the League of California Cities (LCC) and Californians Against Waster (CAW). Start by working with the Litter TAC and with City departments already funding litter control to determine existing costs and desired improvements. CSJ Request: Sponsor/support legislation to increase City/County payment program which would allocate to the City an additional \$508,000per year and add all plastic containers not currently covered by CRV to reduce litter burden and to ensure sufficient funds are available. Consequences/Results: City would benefit from reduced container litter, increased funding to perform current work, increased revenue to City's recycling contractors and processors, and the ability to expand some litter control and recycling programs that can not be supported by local user fees.</p>	<p>John Stufflebean, ESD</p>
<p>Support efforts to increase state funding to create adequate infrastructure for organics and inerts - 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 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. Support other changes related to the California Integrated Waste Management Act (AB 939) that support Zero Waste, including provisions for increased funding for handling hard-to-recycle wastes or to provide for take-back or other producer responsibility measures.</p>	<p>State</p>	<p>X</p>			<p>Appropriate \$30 million per year state wide from the State's Integrated Waste Management Fund to develop 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</p>	<p>CSJ Request: Support/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. Consequences/Results: The City would benefit from increased funding to fund processing infrastructure and recycling programs that can not be supported by local user fees, supporting the City's Green Vision by helping to fund facilities needed to achieve Zero Waste and that will provide new Green Jobs.</p>	<p>John Stufflebean, ESD</p>

				creating competition; the potential savings to the City are on the order of \$1 million per 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.		
Proposition 84 - The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 – 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.	State	X		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.	The legislature appropriates the funds to the Department of Water Resources with the passage of SB 1XX (Perata) and the Department and will define additional criteria for allocating the various funds. CSJ Request: That related projects of priority to the City be considered for funding as money becomes available. Consequences/Results: City projects receive funding for much needed water infrastructure	John Stufflebean, ESD
Proposition 1E – Disaster Preparedness and Flood Prevention Bond – 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.	State	X		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.	Department of Water Resources to appropriate remaining funds CSJ Request: That related projects of priority to the City be considered for funding as money becomes available. Consequences/Results: City projects receive funding for flood control infrastructure	John Stufflebean, ESD

<p>Greenhouse Gas Emissions Bill, SB 375 – During the 2007-08 Legislative Session, the Governor signed into law, SB 375 (Steinberg), which will reduce regional greenhouse gas emissions from cars and light trucks and requires Metropolitan Planning Organizations to add a sustainable communities strategy to their regional transportation plan. It will require housing and transportation plans to be aligned and encourage more compact community footprints that will reduce greenhouse gas emissions. It also provides California Environmental Quality Act (CEQA) relief for developments that are consistent with the Sustainable Communities Strategy and contribute to reductions in greenhouse gas emissions. It is anticipated that there will be additional legislation introduced during the 2009-10 Legislative Session related to the implementation of SB 375.</p>	State		X		Unknown	<p>CSJ Request: The City should support clean-up legislation to extend CEQA streamlining to public transportation projects and commercial land uses that are consistent with the sustainable communities' strategy. In addition, the City also needs to monitor how the bill is implemented so that timelines are clear and coordinated for adoption of the Regional Transportation, Sustainable Communities Strategy, and Housing Element. The City will also need to work with regional partners.</p> <p>Consequences/Results: Implementation of SB 375 will be a complex process. If the City is not engaged with clean-up legislation or the implementation, it may have a negative effect on the City's local planning efforts.</p>	<p>Co-Leads: Joe Horwedel, Laurel Prevetti, PBCE; Jim Helmer, Hans Larsen, DOT; Leslye Krutko, Melissa Whatley, Housing; Mary Ellen Dick, Jennifer Seguin, Kerrie Romanow, ESD</p>
SUPPORT PARKS AND RECREATIONS OPPORTUNITIES							
<p>Proposition 84 – Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 – In addition to funding major natural resource protection and water programs, with the passage of the Statewide Park Act, AB 31 (2008), \$400 million in grants will be awarded on a competitive basis to the most critically underserved communities across the State for the creation of new parks and new recreational facilities.</p> <p>The creation of new parks in neighborhoods where none currently exist will be given priority. These new parks will meet the recreational, cultural, social, educational, and environmental needs of families, youth, seniors, and other population groups. Grants will fund acquisition and construction costs (capital outlay), and cannot pay for program and operational costs.</p> <p>There will be two rounds of funding. Amount of funds for each round is \$184 million.</p>	State		X		Receipt of grant funds from \$100,000 to \$5 million.	<p>The State Parks and Recreation Dept.'s Office of Grants and Local Services is writing a draft version of the application guide and it will be released this winter for public comment. Public hearings on the draft application guide will be held throughout the State. Call for applications (round 1) will be scheduled for 4/01/09 (approximately) and applications will be due about six months later. All projects to close out December, 2016.</p> <p>For an application to be eligible: It must satisfy any one:</p> <ol style="list-style-type: none"> 1) Community within proximity of the project has <3 acres/1000 residents of usable park space. 2) The median household income of census tracts in the proximity of the project is <\$45,316. <p>CSJ Request: That related projects of priority to the City be considered for funding as money becomes available.</p> <p>Consequences: City projects receive funding.</p>	<p>Matt Cano, PR&NS</p>

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
MAXIMIZE TRANSPORTATION FUNDING							
<p>High-Speed Rail – The California High Speed Rail Authority has developed a \$34 billion project to implement a 220 mph “bullet train” system in California providing connections between the Bay Area, the Central Valley, and Southern California. The system includes a Downtown San Jose stop at the Diridon Transit Center.</p>	State/ Federal	X	X		State and federal funds are required to move the project forward.	<p>City policy priority action is to:</p> <ul style="list-style-type: none"> - Support State investment in system development (Prop 1A, approved by the voters November 4, is a \$9.95 billion State funding measure) - Support Federal and private investment for high speed rail - Encourage initial system construction in the San Francisco - San Jose-Fresno- Los Angeles corridor - Support financing mechanisms for expansion of Diridon Transit Center 	Jim Helmer & Hans Larsen, DOT
<p>BART To Silicon Valley - 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 José and Santa Clara. The project cost of \$6.1 billion (in escalated dollars) is 88% funded by State and local sources. The project design is 65% complete. State environmental clearance is complete (CEQA) and Federal environmental clearance is in progress (NEPA). The schedule goal for project completion is 2017.</p>	State/ Federal	X		X	\$750 million is needed in Federal funds for BART project construction and \$240 million of State money remains to be allocated	<p>City policy priority action is to:</p> <ul style="list-style-type: none"> - Seek sustainable source of operating funds for BART service (County Measure B is on November 2008 ballot) <p>Seek Federal funding share of \$750 million for project construction (through New Rail Starts process starting in summer 2009)</p>	Hans Larsen, DOT

<p>Green Technologies – The surface transportation system is among the largest user of energy and more than 40 percent of greenhouse gas emissions, in Santa Clara County, come from cars, trucks, buses, and other vehicles. On October 30, 2007, the San Jose City Council adopted the Green Vision, a fifteen-year plan to transform San José into a sustainable community. As part of the Green Vision, San José is dedicated to Green Mobility. The Department of Transportation will pursue Green Mobility and improvement to the environment through the use of existing and future technologies that are environmentally friendly and sustainable.</p>	State/ Federal	X	X			<p>City policy priority action is to:</p> <ul style="list-style-type: none"> - Advocate for policies that foster new technologies that are consistent with the City's Green Vision and are environmentally friendly and could potentially lower the City's operating and maintenance costs. - Seek funding for demonstration projects such as: cooling stations, low-energy lighting, plug-in vehicle charging stations, and other innovative transportation projects. 	
ADVANCE ENVIRONMENTAL INITIATIVES							
<p>Grants and bonding authorities that make additional resources available for local water and wastewater utilities to undertake infrastructure improvements, including water reclamation. - 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			X	Unknown	<p>CSJ Request: Funding for much needed water infrastructure needs including funding for the San Jose/ Santa Clara Water Pollution Plant.</p> <p>Consequences/Results: Updating and repairing of the aging infrastructure within the City and the South Bay.</p>	John Stufflebean, ESD
ENSURE PUBLIC SAFETY							
<p>Ongoing Funding/Grant Support-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>	State/ Federal			X	Unknown	<p>The Department will continue to seek and apply for funding to continue these initiatives.</p> <p>CSJ Request: Seek grant funding for the continuation of grant supported programs.</p> <p>Consequences/Results: Grant funding provides for the continuation of much needed public safety programs e.g. the Sexual Predator Compliance Program.</p>	Lt. Laurence Ryan, Research & Development Unit/Office of the Chief

<p>Expand Gang Intervention Services- 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"> • There has been a 35% increase in gang related incidents in 2007(1100) over 2006(817) • 42% of the offenders in gang related incidents are youth ages 15-19 • 41% of the victims in these incidents are of the same age group <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 issues of gang violence and provided support to gang-impacted youth and their families. Services may include but 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>	<p>State/ Federal</p>	<p>X</p>		<p>X</p>	<p>Amount considered for Federal request: \$400,000</p> <p>City submitted application to the California Gang Reduction Intervention and Prevention (CalGRIP) grant funding program to support efforts of the MGPTF.</p>	<p>FY 09 funding request of \$250,000 is pending in Congress</p> <p>CSJ Request: Submit request in early 2009 for possible Federal FY 2010 funding. City submitted request of \$200,000 from the CalGRIP grant program.</p> <p>Consequences/Result: 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.</p>	<p>Angel Rios, PRNS</p>
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