
Library and Education Commission Letter for 3/17 Mayor's Budget Message

From Hunter, Cassie <[REDACTED]>
Date Tue 3/3/2026 3:57 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

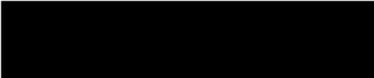
 1 attachment (158 KB)
FY 26-27 LEC Budget Position Message_Final.pdf;

Hello,

On behalf of the Chair of the Library and Education Commission, I am requesting that the attached letter be entered into the public record and included as part of the March 17, 2026 City Council agenda item, **Approval of the Fiscal Year 2026–2027 March Budget Message**.

Please let me know if you have any questions or require any additional information.

Thank you,
Cassie Hunter
Administrative Analyst
City of San José | San José Public Library
150 E. San Fernando
San Jose, CA 95112

 <https://www.sjpl.org/>

February 18, 2026

Dear Honorable Mayor and City Council:

On behalf of the San José Library and Education Commission, we appreciate your leadership and commitment to equitable access to information, life-long learning, technology, and essential community resources. As you develop the Fiscal Year 2026-27 budget, the Commission respectfully urges the City to maintain full funding for San José Public Library operations, staffing, collections, digital equity programs, and continued implementation of the Facilities and Customer Experience Master Plan.

Libraries are where San José's commitment to opportunity becomes tangible.

The San José Public Library is one of the City's most utilized and cost-effective public services, serving as a cornerstone of education, workforce development, and digital access for residents of all ages.

Over the past year, library visits increased by 6.35%, reaching 3.8 million visits, reflecting growing demand for education, workforce training, and digital literacy programs.

Additionally, the elimination of late fees removed financial barriers for thousands of families. These outcomes clearly demonstrate that when the City invests in its libraries, residents respond by using and benefiting from them. To ensure continued access to these essential services during a period of fiscal constraint, the Commission respectfully requests support for the following priorities:

Maintain Core Library Operations and Staffing: Preserve current Library hours so branches remain open and accessible seven days per week. Protect library staff positions, as staff are essential to delivering programs, supporting technology access, and providing front-line community service.

Preserve and Expand Library Services and Collections: Protect funding for physical and digital collections in English and world languages. Recent budget reductions have significantly reduced access to materials, particularly audiobooks, eResources, and digital content. For example, there are currently 75,458 holds on eBooks and eAudiobooks, and more than 7,400 items have months-long waiting lists. As circulation increases year over year, a reduction in funding for the supply of materials will have a disproportionate impact on those who cannot afford to access information except through the library. Sustained investment in collections is essential to ensuring equitable access to learning and information across neighborhoods.

Strengthen Workforce Development and Career Pathways: Continue funding proven programs, including SJPL Works, the Resilience Corps Learning Pathway, College & Career Pathways, and Career Online High School. These programs provide job seekers and students with career readiness training, credentials, and pathways to economic mobility. The Resilience Corps alone contributed **176,775 hours of public service**, with a **97.8% completion rate**. Career Online High School has graduated **237 students** since 2016, with **77% continuing to college**, expanding educational opportunities for adults.

Support Libraries as Community Hubs for Learning & Engagement: Sustain funding for early education programs, youth engagement initiatives, and out-of-school learning opportunities aligned with San José's Education Policy and the Youth Commission's priorities. Early literacy efforts reached **39,824 participants** through **3,561 programs** at nine Family Learning Centers last year. These programs strengthen libraries as trusted neighborhood hubs that support learning, connection, and civic participation. This also includes sustaining public access computing, digital skills programming such as AI Literacy Training and the opening of the AI Center at the Dr. Martin Luther King Jr. Library, and cybersecurity staffing to ensure the Library's public network remains safe, reliable, and accessible for all residents.

Advance the Facilities and Customer Experience Master Plan: Continue progress and support for the Facilities and Customer Experience Master Plan, which provides a strategic roadmap to address long-standing **infrastructure gaps that leave approximately 497,000 residents underserved**. 11 of the City's 25 branch libraries are more than 20 years old and require ongoing investment to remain safe, accessible, and functional. Continued progress on this plan will enable critical maintenance and repairs, accessibility upgrades, and thoughtfully designed spaces that support workforce training, technology innovation, maker spaces, community gathering, and flexible programming.

Library programs support student success, workforce readiness, and long-term economic stability. At the same time, the Library is already supplementing core services through the San José Public Library Foundation, which is also experiencing financial constraints. Philanthropy plays an important role in enhancing services, but it cannot replace sustained public investment in permanent staffing, collections, and facilities maintenance. Relying on fundraising to backfill core services risks uneven access across neighborhoods and undermines the City's equity goals.

The San José Public Library supports the Mayor and City Council's priorities for economic growth, educational attainment, digital inclusion, and safe and vibrant neighborhoods. Continued investment in funding ensures the City maintains momentum, avoids higher long-term costs, and preserves access to services residents rely on every day.

Libraries are where San José's commitment to opportunity becomes tangible.

Libraries are safe, welcoming spaces that support life-long learning, prepare residents for work, and strengthen community connection. **The Library and Education Commission urge the Mayor and City Council to prioritize Library funding in the FY 2026-27 budget so that all San José residents can continue to learn, work, and thrive.**

Thank you for your leadership and continued support of the San José Public Library.

Best Regards,

/s/

Angelica Ramos
Commission Chair

On behalf of the San José Public Library and Education Commission

Subject: Safety Not Guaranteed: Crossing Guard Hiring Freeze + School Consolidation Concerns

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Dear San José Unified Leaders, City Officials, and Community Representatives,
I am writing regarding the Schools of Tomorrow consolidation proposals and a critical safety issue that has not been adequately addressed in the public process.
We recently spoke directly with the City of San José Crossing Guard Program Supervisor to better understand what would happen if elementary school students are reassigned across major corridors such as Almaden Expressway, Capitol Expressway, or other high-volume roadways.
Here are the confirmed facts:

- Crossing guards cannot publicly advocate. They are City employees under the Police Department, and any communication must go through Media Relations.
- New crossing guards are not automatically assigned when schools consolidate.
- A school must submit a formal request, complete a student count (grades 1-8 only), undergo a DOT traffic study, receive a qualifying score, and then be placed on a waitlist.
- The process takes approximately one year.
- There is currently a hiring freeze in effect for crossing guards due to budget constraints.
- TK and Kindergarten students do not count in the qualification formula.
- The City cannot begin studies or pre-approve intersections until closures are finalized.

In plain terms:

If school closures increase the number of children crossing high-speed roads, there is no guarantee that crossing guards will be added and no guarantee that staffing will even be available.

This raises serious questions about how student safety is being weighed within the “Ideal School” framework and the evaluation of consolidation options.

In the February 24 STIC materials, the committee was asked to reflect on tradeoffs through a “Three Voices” framework

VI.i. Three Voices Reflection

□ One of those voices—the Protector—specifically asks which options generate the least risk in losing existing strengths and local assets.

Safe walkability is not abstract. It is measurable. It affects working families daily. And under current city constraints, it is not guaranteed.

Additionally, in the official February 24 Responses to STIC Member Questions

2026.02.24 Responses to STIC Me...

□, the district acknowledges transportation impacts are being examined. However, the operational reality at the city level suggests that mitigation capacity is extremely limited.

Before any vote proceeds, we respectfully request:

1. A formal public statement from the City of San José clarifying crossing guard capacity and hiring freeze status.
2. A transportation impact summary for each remaining consolidation option.

3. A timeline analysis showing how student safety will be protected during the one-year crossing guard qualification process.
4. Clarification of whether TK/K students — who are excluded from qualification metrics — are being included in safety modeling.

School consolidation is not just a facilities conversation. It is a public safety conversation. If we are restructuring elementary access across major arterial roads without guaranteed safety infrastructure, then “ideal” becomes theoretical rather than practical. We ask for transparency, clarity, and evidence-based planning before irreversible decisions are made. Respectfully,

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Bicycle and Pedestrian Advisory Committee Letter for 3/17 Mayor's Budget Message

From Smith, Ryan <ryan.smith@sanjoseca.gov>
Date Thu 3/5/2026 2:53 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

 1 attachment (176 KB)

BPAC - Budget Recommendations, Feb 2026.pdf;

Hello,

Please see that attached letter from the San Jose Bicycle and Pedestrian Advisory Committee (BPAC) for inclusion with public record and the March 17, 2026, City Council agenda item, "Approval of the Fiscal Year 2026-2027 Mayor's March Budget Message." This letter was approved by BPAC at their 2/23/26 committee meeting.

Please let me know if you have any questions.

Thanks,

Ryan

Ryan Smith

Associate Transportation Specialist | Department of Transportation
City of San José
200 East Santa Clara Street, 8th floor
San José, CA 95113


www.sanjoseca.gov

February 23, 2026

TO: San José City Council; John Ristow, Director of Transportation
FROM: San José Bicycle and Pedestrian Advisory Committee (BPAC)

SUBJECT: BPAC Budget Priorities for FY26-27

Dear Honorable Mayor, City Council, and Director Ristow:

The San José Bicycle and Pedestrian Advisory Committee urges the City Council to prioritize funding for street safety and active transportation in the FY26-27 budget. Every traffic fatality in San José is preventable. The Vision Zero program is essential to eliminating traffic violence and directly advances the Council's focus areas of Increasing Community Safety. The Active Transportation program is necessary for the City to meet its housing, mobility, and climate goals, and supports the Council's focus on Attracting Investments in Jobs and Housing.

Our priority recommendations are:

1. Redirect a portion of SB-1 gas tax funds to street safety projects
2. Fund safety improvements in school zones
3. Fund timely trail underpass clearing after storms
4. Update the Complete Streets Design Standards and accelerate project delivery

Redirect a portion of SB-1 gas tax funds to street safety projects

We recommend the City redirect a portion of its SB-1 Local Streets and Roads Program (LSRP) formula revenue to fully fund the Vision Zero Action Plan, and to deliver quick-builds and slip lane removals in school zones and along bike corridors. Multiple peer cities use portions of their LSRP allocations for quick-build and hardscape street safety projects, whereas San José has always put 100% of its allocation (~\$27M/year in FY24) into pavement, striping, and ADA curb ramps.

The City's pavement program moves the Vision Zero needle slightly through lane reconfigurations, but dedicating LSRP funds to additional uses would enable building substantially more life-saving infrastructure. These funds can also be used to secure matching grants. Over the long term, this approach would allow Vision Zero goals to be achieved through fewer distinct capital projects, saving lives and dollars. (See attached SB-1 LSRP Policy Brief.)

Fund safety improvements in school zones

School pick-up and drop-off is a dangerous time for students and others walking, biking, and rolling. We recommend funding for two targeted interventions:

- **Daylighting**: Clearly mark no-parking areas near crossings around schools to improve pedestrian visibility at intersections.
- **No Right Turn on Red**: Install signage prohibiting right turns on red at school zone intersections during arrival and dismissal. Research shows this reduces conflicts between vehicles and pedestrians and cyclists. This could initially be a pilot with temporary signage to collect information on the feasibility and costs. (See attached No RTOR Policy Brief.)

We appreciate staff and Council for utilizing AB 43 to lower speed limits on safety corridors and encourage continued use of AB 43 and the new AB 382 (Berman, 2025) to lower speed limits around schools to their lowest legal limit.

Fund timely trail underpass clearing after storms

San José maintains over 60 miles of trails. These are cherished by cyclists and pedestrians, and according to the city's own statistics, the Guadalupe River Trail alone serves 750k users/year. [As BPAC reported to T&E in October 2025 \(see Attachment A, page 2\)](#)¹, underpasses along our river trails regularly remain slick and muddy for weeks after storms, and some remain submerged due to drainage issues. This creates liability for the City, discourages winter trail use, and undermines the reliability of the entire network (current replacement cost of several hundred million dollars). BPAC members have observed that the City of Santa Clara clears its comparable underpasses significantly faster. We ask that the City fund and direct Parks, Recreation and Neighborhood Services (PRNS) to match that standard. Since this involves only a handful of underpasses for a few months per year, we expect the budget impact to be modest. To streamline this work, we recommend budgeting for PRNS-DOT collaboration ahead of time based on historical workloads, rather than requiring real-time quotes after each storm. Maintaining clean, safe, and accessible trails supports the Council's focus on Cleaning Up Our Neighborhoods.

Update Complete Streets Design Standards and accelerate project delivery

Given San José's structural deficit, maximizing the impact of every dollar and staff hour is critical. We recommend DOT budget sufficient staff time for a substantial update to the [2018 Complete Streets Design Standards & Guidelines](#)². The goal is to increase the baseline safety benefit of every repavement and streetscape project, and ensure systematic implementation of new best practices such as daylighting.

¹ <https://sanjose.legistar.com/View.ashx?M=F&ID=14821047&GUID=ABB32019-5BAA-4FF0-B976-F4E1FDCE8FD5>

² <https://www.sanjoseca.gov/home/showpublisheddocument/33113/636771160514830000>

We also urge Council to work with staff to identify project delivery bottlenecks that can be relieved within existing budget constraints, via procedural or technological (AI or otherwise) innovations. For the safety of our residents, it is imperative that the City find ways to deliver more quick-build projects per year, and deliver each one more quickly and affordably from conception to completion.

Conclusion

San José's traffic injuries and fatalities are preventable. By investing in these critical programs around schools, along bikeways, and throughout our trail system, the City can save lives and prevent injuries, improve quality of life, create a walkable city, and advance its sustainability and equity goals. We also advise continued funding for Viva Calle, the beloved program that lets everyone experience the power of safe streets for a day. BPAC is available to present on any of these recommendations at Council's convenience. We urge the Council to ensure that street and trail safety remain a top priority in this year's budget.

The letter was approved by BPAC at the February 23, 2026, BPAC meeting.

Sincerely,

A handwritten signature in black ink that reads "Jordan Moldow". The signature is written in a cursive, flowing style.

Jordan Moldow, Chairperson

About BPAC

The Bicycle and Pedestrian Advisory Committee advises the Department of Transportation (DOT) on issues affecting active transportation in San José. BPAC provides recommendations on projects, policies, and priorities affecting walking and biking; acts as a liaison to the community; and promotes safety and community involvement.

Attachments

Attachment A. SB-1 LSRP Policy Brief: Utilize a portion of SB 1 Local Streets and Roads Program formula revenues to fund the Vision Zero Action Plan, the Walk Safe San José Plan, and the Better Bike Plan.

Attachment B. No RTOR Policy Brief: Provide funding for signage, pilot programs, and systematic implementation of NO-Right-Turn-On-Red at selected school zone intersections during student drop-off and pick-up.

Attachment A. SB-1 LSRP Policy Brief

Utilize a portion of SB 1 Local Streets and Roads Program formula revenues to fund the Vision Zero Action Plan, the Walk Safe San José Plan, and the Better Bike Plan.

Relevant History / Background

The Road Repair and Accountability Act of 2017 (SB 1) is a gas tax that created various funding programs. The Local Streets and Roads Program (LSRP) provides reliable annual funding to every California city and county, “for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.” San José’s FY24-25 LSRP allocation is \$27.6 million.

In San José, the LSRP funds major street rehabilitations (including most Vision Zero and Bike Plan corridors), while repaving neighborhood streets with Measure T funds (and other sources). San José has always put 100% of its LSRP allocation into design and construction of pavement, striping, and ADA curb ramps. In many cases, DOT uses these projects to implement the Vision Zero Action Plan and the Better Bike Plan, by painting new bike lanes, reconfiguring car lanes, widening bike lanes, etc.

The LSRP can fund safety projects that go beyond repaving and restriping. Some of our peer cities use portions of their allocations to design and construct quick-build and hardscape street safety projects. San José should also use some of these funds to implement more complex Vision Zero projects.

Problem

Our Vision Zero Action Plan and Better Bike Plan are underfunded. The city’s LSRP program is able to move the needle slightly via lane reconfigurations, but much life saving infrastructure is excluded from our LSRP projects. Once new pavement is laid, the insufficiently-safe street design is cemented (pun intended) until the next scheduled repaving.

Separated bikeways, slip lane removals, protected intersections, sidewalk extensions, pedestrian refuge islands, etc. are never funded by San José’s LSRP dollars. Even quick-build materials aren’t being funded with LSRP dollars. The city’s Active Transportation Program has only one non-discretionary funding source: the California Transportation Development Act, Article III (TDA-3), which is about \$1M per year for San José. TDA-3 is used to fund that kind of infrastructure, but \$1M doesn’t go far enough, leaving us reliant on one-time sources to implement Vision Zero.

Policy / Solution

Utilize a portion of LSRP formula revenues to fund the Vision Zero Action Plan, the Walk Safe San José Plan, and the Better Bike Plan. This would serve as a second guaranteed annual funding source for those programs.

In the short term this would increase the guaranteed funding available for building out the desperately needed quick-build network. Medium term, we would be making more steady progress on bringing major corridors to the highest standards for complete streets. In the long term it would take fewer capital projects to complete the three plans.

Research / Precedent

SB 1's Local Streets and Roads Program (LSRP) explicitly permits funding for "critical safety projects" beyond basic maintenance and rehabilitation. Multiple California cities already use LSRP funds for Vision Zero and active transportation work, establishing clear precedent for San José's proposed approach.

Fremont has funded roundabout installation, protected intersections, and complete streets upgrades through LSRP. Oakland has allocated LSRP dollars to high-priority traffic calming with dedicated public works staffing. El Cerrito uses LSRP for its Active Transportation Plan implementation. East Palo Alto funds traffic calming devices through LSRP. Los Angeles operates an annual Vision Zero program funded by LSRP, including staffing and safety materials.

SB 1 guidelines allow agencies to pool LSRP resources via Memoranda of Understanding and permit up to 25 percent of LSRP revenues to fund debt service on voter-approved bonds for eligible transportation projects.

Attachment B. No RTOR Policy Brief

Provide funding for signage, pilot programs, and systematic implementation of NO-Right-Turn-On-Red at selected school zone intersections during student drop-off and pick-up.

Relevant History / Background

Right Turn on Red (RTOR) is often viewed as standard practice to keep traffic moving. However, this was only introduced during the 1973 oil crisis to reduce fuel consumption by idling vehicles. Early evaluation identified that RTOR increased pedestrian and cyclist crashes by 50 to 100 percent. The negative impact of allowing RTOR is even more pronounced in recent years due to the growing weight and height of vehicles, driver inattention, and increased conflicts with more vulnerable modes of transportation.

Problem

RTOR creates a specific and well-documented conflict between cars, pedestrians, and cyclists, always to the detriment of the latter two. The problem is amplified when pedestrian volumes are high, visibility is reduced, and when vehicles queue in the bicycle lanes instead of the thru lane. School zones during drop off and pick up have all these challenges and many more.

Additionally, there are children exiting and entering vehicles, often on both sides of the street, and sometimes in the middle lane instead of curbside lanes. There are child bicyclists on sidewalks, bicycle lanes, and sometimes car lanes because they must go around the car queue. Drivers are looking for their children or a place to park instead of watching out for pedestrians and cyclists. Many feel unsafe to walk or bike around school zones during these times, and we get a doom loop of more parents wanting to drop their children off at the school entrance rather than let them walk, even if it is only one block.

Policy / Solution

Fortunately, this amplification occurs predictably, twice a day, 5 days a week and serves as a perfect opportunity to implement RTOR safety improvements. We should provide funding to implement RTOR restriction at the riskiest intersections during school pick up and drop off. Portable signage costs as little as \$500 per intersection, and are reusable year round. Set up and taken down can be done by crossing guards, parents, school staff, or volunteers for no additional costs and very little additional labor. With the consistent 5-days school schedule, the PDCA evaluation cycle will be very fast and effective. Funding should be provided to pilot this solution at applicable public schools to identify the most effective signage, intersections, and implementation protocol. Then evaluate the program for expansion.

These policy and budget actions support the “Increasing Community Safety” Council focus area, as well as the safety goals in the Council-adopted Better Bike Plan and Vision Zero Action Plan.

Research / Precedent

There are about 50 San José schools within 20 meters of a signalized intersection, and about 38 schools within 10 meters (Source: query of OpenStreetMap data).
San Francisco, CA ("No Right Turn on Red" before and after)

The San Francisco Municipal Transportation Agency (SFMTA) implemented "No Turn on Red" (NTOR) at over 50 intersections in 2021. The results were immediate and verifiable: driver compliance reached 92% without additional police enforcement, while "close calls" between vehicles and pedestrians dropped by 80%, and crosswalk encroachments decreased by 70% (SFMTA, 2022). Due to this success, the city has moved beyond the pilot phase and is currently executing a quick-build expansion to 200 downtown intersections through 2025. This serves as the model San José should adopt at the downtown core.

Kansas City, MO ("No Right Turn on Red" in School Zone Model)

In November 2025, the Kansas City Council passed Ordinance 250927. This law specifically bans RTOR in school zones during school hours. The legislation was drafted in response to the death of a 9-year-old, who was struck near a Kansas City School (news article). This serves as the minimal model San José should adopt – a targeted restriction protecting children during the most vulnerable times of day.

Washington, D.C. ("No Right Turn on Red" city-wide implementation)

In Washington DC, the “Safer Streets Amendment Act” implemented a ban on RTOR at most intersections in the District. Pilot data from 100 intersections prior to the full ban showed a 92% decrease in drivers failing to yield to pedestrians. (news article)

San José Better Bike Plan 2025

“Restrict right turns on red where appropriate” is called out as a strategy for improving design and building “A Next Generation Bike Network” (Chapter 4). It further suggests to “identify turning thresholds where right-turn on red restrictions or other exclusive turning phases are recommended”, and suggests “downtown, urban villages, and within proximity of major transit stations” as focus areas (Chapter 5).

Fw: City of San Jose Budget public comment

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 3/10/2026 10:56 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

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From: Tristan Lopez [REDACTED]
Sent: Tuesday, March 10, 2026 10:44 AM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: City of San Jose Budget public comment

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Hello City Counsel,

I understand budget cuts need to be made when facing the expected budget deficit.

The public library system plays a critical role in developing and supporting the members of our community. I personally use library resources frequently. The library feels like a one stop shop that helps me get access to 95% of the resources I need. For the resources I need but the library doesn't have I can request the library to get.

Investing in Library programs that empower residents to access digital tools, develop professional skills, and use career resources is key to achieving the City's goals of reducing unsheltered homelessness, increasing community safety, cleaning up our neighborhoods, and growing our economy.

San José libraries saw a 20% increase in visits last year, reflecting a growing demand for Library services. Any cuts to Library services would disproportionately affect the residents who rely on them most: seniors, students, job seekers, and families.

Please make the majority of budget cuts to the police department.

Thank you for your time and consideration of my comment.

Best,
Tristan Lopez
San Jose resident

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Fw: Library system and city budget

From City Clerk <city.clerk@sanjoseca.gov>

Date Tue 3/10/2026 11:24 AM

To Rules and Open Government Committee Agendas <rulescommitteeagenda@sanjoseca.gov>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor

San Jose, CA 95113

Main: 408-535-1260

Fax: 408-292-6207

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From: Raechelle Lynn [REDACTED]

Sent: Tuesday, March 10, 2026 11:18 AM

To: City Clerk <city.clerk@sanjoseca.gov>

Subject: Library system and city budget

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I know the budget is being worked on for the next fiscal year and I want to comment on the importance of the San Jose library system. Our libraries support our communities in countless ways and offer a safe place for our children and teens to study, read and play. They allow free access to much needed information, technology, entertainment, and space for everyone in our neighborhoods. With so many essential services being cut, I hope the library system remains a priority. The books and dedicated spaces are already there, please use the funds necessary to keep them open and accessible to all.

Thank you,
Raechelle Velarde

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Fw: Advocating for our Libraries!

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 3/10/2026 2:35 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José

200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

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From: nathan balderrama [REDACTED]
Sent: Tuesday, March 10, 2026 12:20 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Advocating for our Libraries!

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Just wanted to share how vital our libraries are (in particular the MLK branch downtown)
Please don't cut any services as libraries provide a sense of community and also a source of internet access for those who don't have it at home. We visit our library at least once a week and love being able to check out books/physical media to take home. Libraries are one of the few community constants that anyone can enjoy for free.

Nathan

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Fw: Devoted client of public library

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 3/10/2026 2:42 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José
200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

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From: Rusty & Marilyn Smith [REDACTED]
Sent: Tuesday, March 10, 2026 2:07 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Devoted client of public library

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I am a devoted public library user and have been since my children were small. Children's books were the bulk of our reading for many years starting in the 1970s. Our daughters loved library day when they'd get to pick out books to read over the next couple of weeks. They have all left home and have been using public libraries in other cities for decades. We are a family of readers, that's for sure!

Now that my husband and I are in our 80s we take full advantage of the electronic request system that brings books to us from all corners of the state of California. We appreciate this greatly.

Please budget enough for the libraries this year. Do not shortchange this wonderful public resource. Please.

Marilynn Smith

[REDACTED]
San Jose, CA 95127
[REDACTED]

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Fw: Public libraries

From City Clerk <city.clerk@sanjoseca.gov>
Date Tue 3/10/2026 2:42 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José
200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

How is our service? Your [feedback](#) is appreciated!

From: Carol Christensen <[REDACTED]>
Sent: Tuesday, March 10, 2026 1:58 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Public libraries

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I realize cuts are necessary to balance the City budget, however I hope that in making cuts the City Council considers the importance of the city public libraries to the citizens of San Jose. There are more than places to get books. I generally vote at a nearby library. It has a place for students to get resources for projects, to study, and rooms for team meetings. Lots of us seniors on fixed budgets rely on the library for reading material. It is a valued resource.

Carol Christensen
[REDACTED]

45 year resident of San Jose

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FW: Keep Funding Almaden Library and Community Center

From City Clerk <city.clerk@sanjoseca.gov>
Date Wed 3/11/2026 7:55 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

-----Original Message-----

From: J K [REDACTED]
Sent: Tuesday, March 10, 2026 8:48 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Keep Funding Almaden Library and Community Center

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[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hi,

I know the City is facing some financial difficulties, and I understand the desire and the need to cut back. With that said, I urge you to prioritize keeping the Almaden Community Center and Library as fully funded as possible.

The Library and Community Center serve an important role in our lives and those of other community members. My children and I enjoy going to the library after school to read books, relax, learn a new skill, have a snack, or play with the toys in the children's wing. We enjoy seeing many other people there playing ping pong or mahjong, checking out new books, or learning tai chi, just to name a few activities. Lastly, the library is a great place to go when the weather is not great outside - it is a nice place to cool off in the summer (without the added cost to the electric bill).

Please prioritize keeping the libraries funded and open.

Thanks,
Jessica Klein
San Jose Resident

FW: Libraries are important

From City Clerk <city.clerk@sanjoseca.gov>
Date Wed 3/11/2026 7:56 AM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: Bill Bruns [REDACTED]
Sent: Tuesday, March 10, 2026 7:49 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: Libraries are important

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Please preserve the libraries - not only do they provide information and education, but a great deal of enjoyment for folks, including folks who cannot go to the library, through the web. And for children and stressed parents they provide a place for benign after-school time!

Bill Bruns

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FW: comment on SJPL

From City Clerk <city.clerk@sanjoseca.gov>
Date Wed 3/11/2026 1:36 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

From: Crystal Campisi [REDACTED]
Sent: Wednesday, March 11, 2026 1:35 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Subject: comment on SJPL

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I LOVE the library! I just went on vacation, and on the plane I had no less than 4 books with me! I had 6 checked out, but they were too heavy for my carry-on! I love to find new books, reserve them online, and just wait for them to be available, it works great! Please don't take services away or shorten hours for the library. We all need it to be open! It's right down the street from me, and so convenient. And movies, too! FREE! We love these services and use them often, please keep them in tact!!

thank you,

Crystal Campisi

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Fw: City of San Jose Budget Item (March 17, 2026)

From City Clerk <city.clerk@sanjoseca.gov>
Date Wed 3/11/2026 2:26 PM
To Agendadesk <Agendadesk@sanjoseca.gov>

Office of the City Clerk | City of San José
200 E. Santa Clara St., Tower 14th Floor
San Jose, CA 95113
Main: 408-535-1260
Fax: 408-292-6207

How is our service? Your [feedback](#) is appreciated!

From: Judy Rookstool [REDACTED]
Sent: Wednesday, March 11, 2026 2:13 PM
To: City Clerk <city.clerk@sanjoseca.gov>
Cc: Bourne, Jill <jill.bourne@sjlibrary.org>
Subject: City of San Jose Budget Item (March 17, 2026)

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Members of the City of San Jose City Council:

Literacy, citizenship, and workforce development support are extremely important functions of the San José Public Library system and should be reflected in the City of San Jose budget as a core function, even as we face a deficit. There are many local problems to address, but we shouldn't lose sight of what reflects the values of our

community. We must provide resources to our libraries to serve all the community, including our most vulnerable members.

The library system has endured cuts in staff and services any number of times -- threatening this pre-eminent institution which was favored in a bond issue to provide services to all. Even recent limited restoration in previous budgets left shortages in staff and hours of operation throughout the system. Continued cuts to services, staff and hours will only restrict use of the Library and contribute to the growing digital divide in San José.

The Library has taken the lead in implementing the City's Education and Digital Literacy Strategy. Continued funding for staff, digital literacy education, and hotspot connectivity is needed to sustain and build on this work. Greater library usage increases the overall literacy skills of our community, which creates more economic opportunity for its members and boosts our local economy.

I implore city leaders to fully fund our Library in order to ensure equity of opportunity for all of our residents.

Sincerely,

Judy Rookstool, District 6 Resident and Library
Patron

cc: Jill Bourne, Director, San Jose Public Library

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