City of San José
Community Oversight Committee

District 1— Gary Cunningham
District 3— Michelle Brenot
District 5— Enrique Arguello
District 7— Hai Bui
District 9— Shruti Chandrasekhar
Citywide (Labor) — Olivia Navarro
Citywide (Business) — Mansukh Singh
Environmental Issues — Lee Space

Carolyn Bauer —District 2
Jai Srinivasan —District 4
Nicholas Cochran —District 6
Open —District 8
Emily G Esparza —District 10
Open — Public Safety
Jay Anand—Citywide (Finance/Accounting)

Meeting Minutes - Draft
REGULAR MEETING AGENDA
June 26, 2025, 6:00 p.m.

Location:
San José City Hall
200 E. Santa Clara Street, San José, CA
Room T-550

How to observe the MEASURE T COMMUNITY OVERSIGHT COMMISION MEETING (No public comment): https://sanjoseca.zoom.us/j/92040421775
Webinar ID: 920 4042 1775
Passcode: None
Or
Phone one-tap:
+14086380968,,92040421775# US (San Jose)
+12133388477,,92040421775# US (Los Angeles)

How to submit written Public Comment before the Meeting: By email to Aziza.Amiri@sanjoseca.gov by 9:00 a.m. the day of the meeting.

Public comment in person only.

I. Call to Order and Roll Call

In Attendance: Gary Cunningham, Carolyn Bauer, Michelle Brenot, Jai Srinivasan, Enrique Arguello, Nicholas Cochran, Hai Bui, Olivia Navarro, Mansukh Singh, Lee Space

Absent: Shruti Chandrasekhar (excused; family matter), Emily Esparza (excused; family emergency), Jay Anand (excused; family matter)

II. Orders of the Day

- Motion to approve by Committee Member Carolyn Bauer
- Second by Committee Member Olivia Navarro

III. Open Forum *(Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate.)*

IV. Consent Calendar

A. Approval of Meeting Minutes from January 16, 2025
- Motion to approve by Committee Member Olivia Navarro
- Second by Committee Member Carolyn Bauer

V. Reports and Information Only

A. Chair
- Chairman Gary Cunningham stressed the importance of committee member commitment and participation for all happenings within the Measure T Community. Requested COC members provide RSVP responses to meeting notifications, monitor the City COC email, and review COC documents before meetings.

B. Director
- Aziza to set up separate meetings with ITD with Olivia Navarro, Enrique Arguello, and Lee Space

C. Council Liaison

D. Staff and Organizations
- COC Responsibilities

VI. Old Business

VII. New Business – Action/Discussion

A. Review and Discuss Brown's Act Compliance
- Brown Act overview provided to COC by Rosa Tsongtaatarii, Chief Deputy City Attorney
  - Email correspondences can be sent but Committee Members needs to BCC
  - Review of any comments on the COC report have to be during a formal public meeting

a. City Staff/DPW Secretary will consolidate comments and bring forth during a formal public

- City Staff/DPW Secretary to share the latest Browns Act

B. Measure T Update Since Last Meeting

- City Staff/DPW Secretary to send presentation to Committee Members
- Invite Department of Transportation representatives to next meeting regarding Pavement program updates

C. Review the Measure T Proposed Budget for Fiscal Year 2025-2026 & 2026-2027

- City Staff/DPW Secretary to share a link to the biannual capital improvement report with committee members

2025-2027 Proposed Biennial Capital Budget | City of San José

- Adopted Budget will be shared once it is available

D. Measure T Third Tranche Bond Issuance Update and Timeline

- Third Tranche Bond Issuance details provided to Measure T COC on June 10, 2025

E. Vote on ByLaws

- City Staff/DPW Secretary to update section 104 to add Department of Public Works
- City Staff/DPW Secretary to Add page numbers
- City Staff/DPW Secretary to Update "Adopted on 26th day of June 26, 2025"
- City Staff/DPW Secretary to Update section 601 to update spelling of Quorum
- Committee Member Carolyn Bauer made a motion to approve the By Laws with the above comments addressed
- Committee Member Olivia Navarro second
- All in favor – Yes (unanimous vote)

F. Vote for Chair

- Chair Gary Cunningham is nominating Committee Member Nicholas Cochran
- Committee Member Carolyn Bauer second the motion
- No oppositions
- All in favor – Yes (unanimous vote)

G. Vote for Vice Chair

- Chair Gary Cunningham is nominating Committee Member Carolyn Bauer
- Committee Member Enrique Arguello second the motion
- No oppositions
- All in favor – Yes (unanimous vote)

H. Vote to establish an ad hoc committee to facilitate preparation of the COC's annual report for fiscal year ending 6/30/2025

- Committee Member Olivia Navarro made a motion to approve
- Committee Member Carolyn Bauer second
- No oppositions
- All in favor – Yes (unanimous vote)

I. Vote to Populate the Ad Hoc Committee

- Chair Gary Cunningham nominating Gary Cunningham, Shruti Chandrasekhar, Michelle Brenot, Carolyn Bauer, and Nicholas Cochran
- Committee Member Mansukh Singh nominates himself to be on the committee
- Committee Member Olivia Navarro would like to nominate herself as a reserve; the reserve can be in the ad hoc until there is a decrease of number of seats filled.
- Chair Gary Cunningham motions to add these committee members to the ad hoc committee.
- Committee Member Enrique Arguello second
- No opposition.
- All in favor - Yes (unanimous vote)

J. Review and Update Schedule of Events

- Remove Wednesday, November 26 item
- Remove "Draft of the Matrix to be sent for Review"
- Add a note for Thursday, January 15, 2026 as a Working Meeting to Review Comments from the COC and to the approve the report with those comments
- Committee Member Carolyn Bauer made a motion to approve the Auditor's Report and COC Report to Council – Preliminary Schedule for FY 25-26 with the above comments addressed
- Committee Member Olivia Navarro second
- No opposition from the committee. No abstain.
- All in favor - Yes (unanimous vote)

VIII. Future Meeting Schedules and Other Related Agenda Items

A. Next Meeting Scheduled for Thursday November 6, 2025

IX. Adjournment at 8:13pm

The Code of Conduct is intended to promote open meetings that welcome debate of public policy issues being discussed by the City Council, their Committees, and City Boards and Commissions in an atmosphere of fairness, courtesy, and respect for differing points of view. The City of San José is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public.

You may speak to the Commission about any discussion item that is on the agenda, and you may also speak during Public Comments on items that are not on the agenda and are within the subject matter jurisdiction of the Commission. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during Public Comments. Pursuant to Government Code Section 54954.2, no matter shall be acted upon by the Commission unless listed on the agenda, which has been posted not less than 72 hours prior to meeting.

Agendas, Staff Reports and some associated documents for the Commission items may be viewed on the https://www.sanjoseca.gov/your-government/departments-offices/public-works/measure-t-community-oversight-committee.

Correspondence to the MEASURE T COMMUNITY OVERSIGHT COMMITTEE are public record and will become part of the City's electronic records, which are accessible through the City's website. Before posting online, the following may be redacted: addresses, email addresses, social security numbers, phone numbers, and signatures. However, please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the MEASURE T COMMUNITY OVERSIGHT COMMITTEE, will become part of the public record. If you do not want your contact information included in the public record, please do not include that information in your communication.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the Public Works Department, 200 East Santa Clara Street, San José, California 95113, at the same time that the public records are distributed or made available to the legislative body. Any draft resolutions or other items posted on the Internet site or distributed in advance of the commission meeting may not be the final documents approved by the commission. Contact Office of the City Clerk for the final document.

The MEASURE T COMMUNITY OVERSIGHT COMMITTEE meets two/three times a year in May and November at 6:00 p.m., with special meetings as necessary. If you have any questions, please direct them to the Commission staff. Thank you for taking the time to attend today's meeting. We look forward to seeing you at future meetings.

To request an accommodation or alternative format under the Americans with Disabilities Act for City-sponsored meetings, events or printed materials, please call (408) 294-9337 (TTY) as soon as possible, but at least three business days before the meeting.

Please direct correspondence and questions to:

City of San José - Attn: Aziza Amiri
200 East Santa Clara Street, San José, California 95113 Tel: (408) 535-5666
Aziza.Amiri@sanjoseca.gov

RESOLUTION NO. 79165

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE ESTABLISHING THE SIZE, COMPOSITION, AND SPECIFIC RESPONSIBILITIES OF THE COMMUNITY OVERSIGHT COMMITTEE FOR THE MEASURE T DISASTER PREPAREDNESS, PUBLIC SAFETY, AND INFRASTRUCTURE BOND MEASURE APPROVED BY SAN JOSE VOTERS ON NOVEMBER 6, 2018

WHEREAS, on November 6, 2018, San José voters approved the Disaster Preparedness, Public Safety, and Infrastructure Bond Measure ("Measure T") authorizing the City of San José ("City") to issue up to $650 million of municipal General Obligation Bonds ("Measure T Bonds") to finance the cost of land or improvement of land for projects that will upgrade public safety facilities to improve emergency and disaster response, repair deteriorating bridges vulnerable to earthquakes, repave streets and potholes in the worst condition, prevent flooding and water contamination including the acquisition of land in the Coyote Valley for these purposes, and repair critical infrastructure; and

WHEREAS, Measure T requires the City Council to appoint a committee comprised of residents of San José to provide community oversight over the expenditure of the Measure T Bonds, and requires that the size, composition, and specific responsibilities of the committee be determined by a City Council action prior to the issuance of any of the Measure T Bonds; and

WHEREAS, the City Council will be considering authorization of the first issuance of the Measure T Bonds at its June 25, 2019 meeting; and

WHEREAS, this Council desires to establish the Measure T Community Oversight Committee, to be comprised of fifteen members, as an advisory committee to the City Council, as set forth in this Resolution; and

WHEREAS, it is anticipated that the nomination process for the Measure T Community Oversight Committee will commence in August 2019 with the appointment of Committee members to occur in time for the Committee to review the first audit of Measure T expenditures in late 2020;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

SECTION 1. ESTABLISHMENT OF COMMITTEE.

The Community Oversight Committee for the Measure T Disaster Preparedness, Public Safety, and Infrastructure Bond Measure approved by San José voters on November 6, 2018 is hereby established and is referred to in this Resolution as the Measure T Community Oversight Committee.

SECTION 2. SIZE, COMPOSITION AND MEMBERSHIP.

The Measure T Community Oversight Committee is to be comprised of fifteen members, with each member nominated pursuant to San José Municipal Code 2.08.180, as may be amended. Each Councilmember shall recommend one Committee member who is a resident of the district of the nominating Council Office. The Mayor shall recommend five members as citywide representatives, with each member possessing subject matter expertise in one of the following fields: public safety, environmental issues, labor, business, and finance or accounting. Each of the nominations shall be considered by the full Council for formal appointment. Nominees must be residents of San José. Nominees possessing subject matter expertise in the fields of emergency and disaster response, public safety, finance, and/or transportation is highly desirable.

SECTION 3. COMMITTEE RESPONSIBILITIES.

A. The Measure T Community Oversight Committee shall serve as an advisory committee to the City Council and shall meet at least once a year.

B. The responsibilities of the Measure T Community Oversight Committee shall include the following:

1. Review the expenditure of the proceeds of Measure T Bonds to ascertain consistency with the voter approved purposes for the funds;

2. In connection with the review of expenditures of Measure T Bonds, review and forward to the City Council the City Auditor's separate audit of the proceeds of the Measure T Bonds as well as the Director of Finance's annual report on the amount of Measure T Bonds issued and the amount of ad valorem tax collected for each prior fiscal year ending June 30th; and

3. Review the status of projects funded with the proceeds of Measure T Bonds and forward a status report on the pending Measure T projects to the City Council.

ADOPTED this 18th day of June, 2019, by the following vote:

AYES:	ARENAS, CARRASCO, DAVIS, DIEP, ESPARZA, FOLEY, JONES, JIMENEZ, KHAMIS, PERALEZ, LICCARDO.
NOES:	NONE.
ABSENT:	NONE.
DISQUALIFIED:	NONE.

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

Open & Public VI

A GUIDE TO THE RALPH M. BROWN ACT

REVISED JANUARY 2024



LEAGUE OF CALIFORNIA CITIES

Photo credit: Courtesy of the City of West Hollywood. Photo by Jon Viscott.

ACKNOWLEDGMENTS

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A GUIDE TO THE RALPH M. BROWN ACT

REVISED JANUARY 2024

CHAPTER 1: IT IS THE PEOPLE'S BUSINESS.....5

CHAPTER 2: LEGISLATIVE BODIES.....11

CHAPTER 3: MEETINGS.....17

CHAPTER 4: AGENDAS, NOTICES, AND PUBLIC PARTICIPATION.....29

CHAPTER 5: CLOSED SESSIONS.....41

CHAPTER 6: REMEDIES.....55

TABLE OF CONTENTS

CHAPTER 1: IT IS THE PEOPLE'S BUSINESS 5

The right of access 6
Broad coverage 6
Narrow exemptions 7
Public participation in meetings 7
Controversy 8
Beyond the law — good business practices 8
Achieving balance 9
Historical note 9

CHAPTER 2: LEGISLATIVE BODIES 11

What is a "legislative body" of a local agency? 12
What is not a "legislative body" for purposes of the Brown Act? 14

CHAPTER 3: MEETINGS 17

Brown Act meetings 18
Six exceptions to the meeting definition 18
Collective briefings 21
Retreats, trainings, and workshops of legislative bodies 21
Serial meetings 22
Informal gatherings 24
Technological conferencing 25
Location of meetings 26

CHAPTER 4: AGENDAS, NOTICES, AND PUBLIC PARTICIPATION 29

Agendas for regular meetings 30
Mailed agenda upon written request 31
Notice requirements for special meetings 32
Notices and agendas for adjourned and continued meetings and hearings 32
Notice requirements for emergency meetings 33
Notice of compensation for simultaneous or serial meetings 33
Educational agency meetings 33
Notice requirements for tax or assessment meetings and hearings 33

Non-agenda items 34
Responding to the public 35
The right to attend and observe meetings 36
Records and recordings 37
The public's right to speak during a meeting 38

CHAPTER 5: CLOSED SESSIONS 41
Agendas and reports 42
Litigation 43
Real estate negotiations 45
Public employment 46
Labor negotiations 47
Labor negotiations — school and community college districts 48
Other Education Code exceptions 48
Joint powers authorities 48
License applicants with criminal records 49
Public security 49
Multijurisdictional law enforcement agency 49
Hospital peer review and trade secrets 49
Other legislative bases for closed session 50
Who may attend closed sessions 50
The confidentiality of closed session discussions 51

CHAPTER 6: REMEDIES 55
Invalidation of action taken 56
Declaratory relief to determine whether past action violated the act 57
Civil action to prevent future violations 57
Costs and attorney's fees 58
Misdemeanor penalties 58
Voluntary resolution 59



Chapter 1

IT IS THE PEOPLE'S BUSINESS

The right of access 6

Broad coverage 6

Narrow exemptions 7

Public participation in meetings 7

Controversy 8

Beyond the law — good business practices 8

Achieving balance 9

Historical note 9

Chapter 1

IT IS THE PEOPLE'S BUSINESS



The right of access

Two key parts of the Brown Act have not changed since its adoption in 1953. One is the act's initial section, declaring the Legislature's intent:

"In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly.

"The people of this State do not yield their sovereignty to the agencies which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created."[1]

The people reconfirmed that intent 50 years later in the November 2004 election by adopting Proposition 59, amending the California Constitution to include a public right of access to government information:

> *"The people have the right of access to information concerning the conduct of the people's business, and, therefore, the meetings of public bodies and the writings of public officials and agencies shall be open to public scrutiny."*[2]

PRACTICE TIP: The key to the Brown Act is a single sentence. In summary, all meetings shall be **open and public** except when the Brown Act authorizes otherwise.

The Brown Act's other unchanged provision is a single sentence:

> *"All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter."*[3]

That one sentence is by far the most important of the entire Brown Act. If the opening is the soul, that sentence is the heart of the Brown Act.

Broad coverage

The Brown Act covers members of virtually every type of local government body, elected or appointed, decision-making or advisory. Some types of private organizations are covered, as are newly elected members of a legislative body, even before they take office.

Similarly, meetings subject to the Brown Act are not limited to face-to-face gatherings. They also include any communication medium or device through which a majority of a legislative body discusses, deliberates, or takes action on an item of business outside of a noticed meeting. They include meetings held from remote locations by teleconference or videoconference.

New communication technologies present new Brown Act challenges. For example, common email practices of forwarding or replying to messages can easily lead to a serial meeting prohibited by the Brown Act, as can participation by members of a legislative body in an internet chatroom or blog dialogue. Social Media posts, comments, and "likes" can result in a Brown Act violation. Communicating during meetings using electronic technology (such as laptop computers, tablets, or smart phones) may create the perception that private communications are influencing the outcome of decisions, and some state legislatures have banned the practice. On the other hand, widespread video streaming and videoconferencing of meetings has greatly expanded public access to the decision-making process.

Narrow exemptions

The express purpose of the Brown Act is to ensure that local government agencies conduct the public's business openly and publicly. Courts and the California Attorney General usually broadly construe the Brown Act in favor of greater public access and narrowly construe exemptions to its general rules.[4]

Generally, public officials should think of themselves as living in glass houses, and that they may only draw the curtains when it is in the public interest to preserve confidentiality. Closed sessions may be held only as specifically authorized by the provisions of the Brown Act itself.

The Brown Act, however, is limited to meetings among a majority of the members of multimember government bodies when the subject relates to local agency business. It does not apply to independent conduct of individual decision-makers. It does not apply to social, ceremonial, educational, and other gatherings as long as a majority of the members of a body do not discuss issues related to their local agency's business. Meetings of temporary advisory committees — as distinguished from standing committees — made up solely of less than a quorum of a legislative body are not subject to the Brown Act.

The law does not apply to local agency staff or employees, but they may facilitate a violation by acting as a conduit for discussion, deliberation, or action by the legislative body. [5]

The law, on the one hand, recognizes the need of individual local officials to meet and discuss matters with their constituents and staff. On the other hand, it requires — with certain specific exceptions to protect the community and preserve individual rights — that the decision-making process be public. Sometimes the boundary between the two is not easy to draw.

PRACTICE TIP: Think of the government's house as being made of glass. The curtains may be drawn only to further the public's interest. A local policy on the use of laptop computers, tablets, and smart phones during Brown Act meetings may help avoid problems.

Public participation in meetings

In addition to requiring the public's business to be conducted in open, noticed meetings, the Brown Act also extends to the public the right to participate in meetings. Individuals, lobbyists, and members of the news media possess the right to attend, record, broadcast, and participate in public meetings. The public's participation is further enhanced by the Brown Act's requirement that a meaningful agenda be posted in advance of meetings, by limiting discussion and action to matters listed on the agenda, and by requiring that meeting materials be made available.

Legislative bodies may, however, adopt reasonable regulations on public testimony and the conduct of public meetings, including measures to address disruptive conduct and limits on the time allotted to each speaker. For more information, see chapter 4.

Controversy

Not surprisingly, the Brown Act has been a source of confusion and controversy since its inception. News media and government watchdogs often argue the law is toothless, pointing out that there has never been a single criminal conviction for a violation. They often suspect that closed sessions are being misused.

Some public officials complain that the Brown Act makes it difficult to respond to constituents and requires public discussions of items better discussed privately, such as why a particular person should not be appointed to a board or commission. Many elected officials find the Brown Act inconsistent with their private business experiences. Closed meetings can be more efficient; they eliminate grandstanding and promote candor. The techniques that serve well in business — the working lunch, the sharing of information through a series of phone calls or emails, the backroom conversations and compromises — are often not possible under the Brown Act.

As a matter of public policy, California (along with many other states) has concluded that there is more to be gained than lost by conducting public business in the open. Government behind closed doors may well be efficient and businesslike, but it may be perceived as unresponsive and untrustworthy.

PRACTICE TIP: Transparency is a foundational value for ethical government practices. The Brown Act is a floor, not a ceiling, for conduct.

Beyond the law — good business practices

Violations of the Brown Act can lead to invalidation of an agency's action, payment of a challenger's attorney fees, public embarrassment, even criminal prosecution. But the Brown Act is a floor, not a ceiling, for conduct of public officials. This guide is focused not only on the Brown Act as a minimum standard, but also on meeting practices or activities that, legal or not, are likely to create controversy. Problems may crop up, for example, when agenda descriptions are too brief or vague, when an informal get-together takes on the appearance of a meeting, when an agency conducts too much of its business in closed session or discusses matters in closed session that are beyond the authorized scope, or when controversial issues arise that are not on the agenda.



The Brown Act allows a legislative body to adopt practices and requirements for greater access to meetings for itself and its subordinate committees and bodies that are more stringent than the law itself requires.[6] Rather than simply restate the basic requirements of the Brown Act, local open meeting policies should strive to anticipate and prevent problems in areas where the Brown Act does not provide full guidance. As with the adoption of any other significant policy, public comment should be solicited.

A local policy could build on these basic Brown Act goals:

- A legislative body's need to get its business done smoothly.
- The public's right to participate meaningfully in meetings, and to review documents used in decision-making at a relevant point in time.

- A local agency's right to confidentially address certain negotiations, personnel matters, claims, and litigation.
- The right of the press to fully understand and communicate public agency decision-making.

A detailed and comprehensive public meeting and information policy, especially if reviewed periodically, can be an important element in maintaining or improving public relations. Such a policy exceeds the absolute requirements of the law — but if the law were enough, this guide would be unnecessary. A narrow legalistic approach will not avoid or resolve potential controversies. An agency should consider going beyond the law and look at its unique circumstances to determine if there is a better way to prevent potential problems and promote public trust. At the very least, local agencies need to think about how their agendas are structured in order to make Brown Act compliance easier. They need to plan carefully to make sure public participation fits smoothly into the process.

PRACTICE TIP: The Brown Act should be viewed as a tool to facilitate the business of local government agencies. Local policies that go beyond the minimum requirements of law may help instill public confidence and avoid problems.

Achieving balance

The Brown Act should be neither an excuse for hiding the ball nor a mechanism for hindering efficient and orderly meetings. The Brown Act represents a balance among the interests of constituencies whose interests do not always coincide. It calls for openness in local government, yet should allow government to function responsively and productively.

There must be both adequate notice of what discussion and action are to occur during a meeting as well as a normal degree of spontaneity in the dialogue between elected officials and their constituents.

The ability of an elected official to confer with constituents or colleagues must be balanced against the important public policy prohibiting decision-making outside of public meetings.

In the end, implementation of the Brown Act must ensure full participation of the public and preserve the integrity of the decision-making process, yet not stifle government officials and impede the effective and natural operation of government.

Historical note

In late 1951, *San Francisco Chronicle* reporter Mike Harris spent six weeks looking into the way local agencies conducted meetings. State law had long required that business be done in public, but Harris discovered secret meetings or caucuses were common. He wrote a 10-part series titled "Your Secret Government" that ran in May and June 1952.

Out of the series came a decision to push for a new state open-meeting law. Harris and Richard (Bud) Carpenter, legal counsel for the League of California Cities, drafted such a bill and Assembly Member Ralph M. Brown agreed to carry it. The Legislature passed the bill, and Governor Earl Warren signed it into law in 1953.

The Ralph M. Brown Act, known as the Brown Act, has evolved under a series of amendments and court decisions, and has been the model for other open-meeting laws, such as the Bagley-Keene Act, enacted in 1967 to cover state agencies.

Assembly Member Brown is best known for the open-meeting law that carries his name. He was elected to the Assembly in 1942 and served 19 years, including the last three years as Speaker. He then became an appellate court justice.

Updates to this publication responding to changes in the Brown Act or new court interpretations are available at **https://www.calcities.org/home/resources/open-government2**. A current version of the Brown Act may be found at **https://leginfor.legislature.ca.gov**.

ENDNOTES

1 Cal. Gov. Code, § 54950.

2 Cal. Const., Art. 1, § 3, subd. (b)(1).

3 Cal. Gov. Code, § 54953, subd. (a).

4 This principle of broad construction when it furthers public access and narrow construction if a provision limits public access is also stated in the amendment to the State's Constitution adopted by Proposition 59 in 2004. California Const., Art. 1, § 3, subd. (b)(2).

5 Cal. Gov. Code, § 54952.2, subds. (b)(2) and (c)(1); Wolfe v. City of Fremont (2006) 144 Cal.App.4th 533.

6 Cal. Gov. Code, § 54953.7.



Chapter 2

LEGISLATIVE BODIES

What is a "legislative body" of a local agency? 12

What is not a "legislative body" for purposes of the Brown Act? 14

Chapter 2

LEGISLATIVE BODIES

The Brown Act applies to the legislative bodies of local agencies. It defines "legislative body" broadly to include just about every type of decision-making body of a local agency.[1]



What is a "legislative body" of a local agency?

A "legislative body" includes the following:

- The **"governing body** of a local agency" and certain of its subsidiary bodies; "or any other local body created by state or federal statute."[2] This includes city councils, boards of supervisors, school boards, and boards of trustees of special districts. A "local agency" is any city, county, city and county, school district, municipal corporation, successor agency to a redevelopment agency, district, political subdivision, or other local public agency.[3] A housing authority is a local agency under the Brown Act even though it is created by and is an agent of the state.[4] The California Attorney General has opined that air pollution control districts and regional open space districts are also covered.[5] Entities created pursuant to joint powers agreements are also local agencies within the meaning of the Brown Act.[6]
- **Newly elected members** of a legislative body who have not yet assumed office must conform to the requirements of the Brown Act as if already in office.[7] Thus, meetings between incumbents and newly elected members of a legislative body, such as a meeting between two outgoing members and a member-elect of a five-member body, could violate the Brown Act.

PRACTICE TIP: The prudent presumption is that an advisory committee or task force is subject to the Brown Act. Even if one clearly is not, it may want to comply with the Brown Act. Public meetings may reduce the possibility of misunderstandings and controversy.

Q. On the morning following the election to a five-member legislative body of a local agency, two successful candidates, neither an incumbent, meet with an incumbent member of the legislative body for a celebratory breakfast. Does this violate the Brown Act?

A. *It might, and absolutely would if the conversation turns to agency business. Even though the candidates-elect have not officially been sworn in, the Brown Act applies. If purely a social event, there is no violation, but it would be preferable if others were invited to attend to avoid the appearance of impropriety.*

- **Appointed bodies** — whether permanent or temporary, decision-making or advisory — including planning commissions, civil service commissions, and other subsidiary committees, boards, and bodies. Volunteer groups, executive search committees, task forces, and blue ribbon committees created by formal action of the governing body are legislative bodies. When the members of two or more legislative bodies are appointed to serve on an entirely separate advisory group, the resulting body may be subject to the Brown Act. In one reported case, a city council created a committee of two members of the city council and two members of the city planning commission to review qualifications of prospective planning commissioners and make recommendations to the council. The court held that their joint mission made them a legislative body subject to the Brown Act. Had the two committees remained separate and met only to exchange information and report back to their respective boards, they would have been exempt from the Brown Act.[8]
- **Standing committees** of a legislative body, irrespective of their composition, which have either (1) a continuing subject matter jurisdiction or (2) a meeting schedule fixed by charter, ordinance, resolution, or formal action of a legislative body.[9] Even if it comprises less than a quorum of the governing body, a standing committee is subject to the Brown Act. For example, if a governing body creates committees on budget and finance or on public safety that are not limited in duration or scope, those are standing committees subject to the Brown Act. Further, according to the California Attorney General, function over form controls. For example, a statement by the legislative body that the advisory committee "shall not exercise continuing subject matter jurisdiction" or the fact that the committee does not have a fixed meeting schedule is not determinative.[10] "Formal action" by a legislative body includes authorization given to the agency's executive officer to appoint an advisory committee pursuant to agency-adopted policy.[11] A majority of the members of a legislative body may attend an open and public meeting of a standing committee of that body, provided the members who are not part of the standing committee only observe.[12] For more information, see chapter 3.
- The governing body of any **private organization** either (1) created by the legislative body in order to exercise authority that may lawfully be delegated by such body to a private corporation, limited liability company, or other entity or (2) that receives agency funding and whose governing board includes a member of the legislative body of the local agency appointed by the legislative body as a full voting member of the private entity's governing board.[13] These include some nonprofit corporations created by local agencies.[14] If a local agency contracts with a private firm for a service (for example, payroll, janitorial, or food services), the private firm is not covered by the Brown Act.[15] When a member of a legislative body sits on a board of a private organization as a private person and is not appointed by the legislative body, the board will not be subject to the Brown Act. Similarly, when the legislative body appoints someone other than one of its own members to such boards, the Brown Act does not apply. Nor does it apply when a private organization merely receives agency funding.[16]

PRACTICE TIP: It can be difficult to determine whether a subcommittee of a body falls into the category of a standing committee or an exempt temporary committee. Suppose a committee is created to explore the renewal of a franchise or a topic of similarly limited scope and duration. Is it an exempt temporary committee or a nonexempt standing committee? The answer may depend on factors such as how meeting schedules are determined, the scope of the committee's charge, or whether the committee exists long enough to have "continuing jurisdiction."

Q. The local chamber of commerce is funded in part by the city. The mayor sits on the chamber's board of directors. Is the chamber board a legislative body subject to the Brown Act?

A. *Maybe. If the chamber's governing documents require the mayor to be on the board and the city council appoints the mayor to that position, the board is a legislative body. If, however, the chamber board independently appoints the mayor to its board, or the mayor attends chamber board meetings in a purely advisory capacity, it is not.*

Q. If a community college district board creates an auxiliary organization to operate a campus bookstore or cafeteria, is the board of the organization a legislative body?

A. *Yes. But if the district instead contracts with a private firm to operate the bookstore or cafeteria, the Brown Act would not apply to the private firm.*

- **Certain types of hospital operators.** A lessee of a hospital (or portion of a hospital) first leased under Health and Safety Code subsection 32121(p) after Jan. 1, 1994, which exercises "material authority" delegated to it by a local agency, whether or not such lessee is organized and operated by the agency or by a delegated authority.[17]

What is <u>not</u> a "legislative body" for purposes of the Brown Act?

- A temporary advisory committee composed **solely of less than a quorum** of the legislative body that serves a limited or single purpose, that is not perpetual, and that will be dissolved once its specific task is completed is not subject to the Brown Act.[18] Temporary committees are sometimes called *ad hoc* committees, a term not used in the Brown Act. Examples include an advisory committee composed of less than a quorum created to interview candidates for a vacant position or to meet with representatives of other entities to exchange information on a matter of concern to the agency, such as traffic congestion.[19]
- Groups advisory to a single decision-maker or appointed by staff are not covered. The Brown Act applies only to committees created by formal action of the legislative body and not to committees created by others. A committee advising a superintendent of schools would not be covered by the Brown Act. However, the same committee, if created by formal action of the school board, would be covered.[20]

Q. A member of the legislative body of a local agency informally establishes an advisory committee of five residents to advise her on issues as they arise. Does the Brown Act apply to this committee?

A. *No, because the committee has not been established by formal action of the legislative body.*

Q. During a meeting of the city council, the council directs the city manager to form an advisory committee of residents to develop recommendations for a new ordinance. The city manager forms the committee and appoints its members; the committee is instructed to direct its recommendations to the city manager. Does the Brown Act apply to this committee?

A. *Possibly, because the direction from the city council might be regarded as a formal action of the body, notwithstanding that the city manager controls the committee.*

- Individual decision-makers who are not elected or appointed members of a legislative body are not covered by the Brown Act. For example, a disciplinary hearing presided over by a department head or a meeting of agency department heads is not subject to the Brown Act since such assemblies are not those of a legislative body.[21]
- Public employees, each acting individually and not engaging in collective deliberation on a specific issue, such as the drafting and review of an agreement, do not constitute a legislative body under the Brown Act, even if the drafting and review process was established by a legislative body.[22]
- County central committees of political parties are also not Brown Act bodies.[23]

Legal counsel for a governing body is not a member of the governing body, therefore, the Brown Act does not apply to them. But counsel should take care not to facilitate Brown Act violations by members of the governing body.[24]

ENDNOTES

1 *Taxpayers for Livable Communities v. City of Malibu* (2005) 126 Cal.App.4th 1123, 1127.

2 Cal. Gov. Code, § 54952, subds. (a) and (b).

3 Cal. Gov. Code, § 54951; Cal. Health & Saf. Code, § 34173, subd. (g) (successor agencies to former redevelopment agencies subject to the Brown Act). But see Cal. Ed. Code § 35147, which exempts certain school councils and school site advisory committees from the Brown Act and imposes upon them a separate set of rules.

4 *Torres v. Board of Commissioners of Housing Authority of Tulare County* (1979) 89 Cal.App.3d 545, 549-550.

5 71 Ops.Cal.Atty.Gen. 96 (1988); 73 Ops.Cal.Atty.Gen. 1 (1990).

6 *McKee v. Los Angeles Interagency Metropolitan Police Apprehension Crime Task Force* (2005) 134 Cal. App.4th 354, 362.

7 Cal. Gov. Code, § 54952.1.

8 *Joiner v. City of Sebastopol* (1981) 125 Cal.App.3d 799, 804-805.

9 Cal. Gov. Code, § 54952, subd. (b)

10 79 Ops.Cal.Atty.Gen. 69 (1996).

11 *Frazer v. Dixon Unified School District* (1993) 18 Cal.App.4th 781, 793.

12 Cal. Gov. Code § 54952, subd. (c)(6).

13 Cal. Gov. Code, § 54952, subd. (c)(1). Regarding private organizations that receive local agency funding, the same rule applies to a full voting member appointed prior to February 9, 1996, who, after that date, is made a nonvoting board member by the legislative body. Cal. Gov. Code § 54952, subd. (c)(2).

14 Cal. Gov. Code, § 54952(c)(1)(A); *International Longshoremen's and Warehousemen's Union v. Los Angeles Export Terminal, Inc.* (1999) 69 Cal.App.4th 287, 300; *Epstein v. Hollywood Entertainment Dist. II Business Improvement District* (2001) 87 Cal.App.4th 862, 876; see also 85 Ops.Cal.Atty.Gen. 55 (2002).

15 *International Longshoremen's and Warehousemen's Union v. Los Angeles Export Terminal, Inc.* (1999) 69 Cal.App.4th 287, 300 fn. 5.

16 *"The Brown Act, Open Meetings for Local Legislative Bodies,"* California Attorney General's Office (2003), p. 7.

17 Cal. Gov. Code, § 54952, subd. (d).

18 Cal. Gov. Code, § 54952, subd. (b); see also *Freedom Newspapers, Inc. v. Orange County Employees Retirement System Board of Directors* (1993) 6 Cal.4th 821, 832.

19 *Taxpayers for Livable Communities v. City of Malibu* (2005) 126 Cal.App.4th 1123, 1129.

20 56 Ops.Cal.Atty.Gen. 14, 16-17 (1973).

21 *Wilson v. San Francisco Municipal Railway* (1973) 29 Cal.App.3d 870, 878-879.

22 *Golightly v. Molina* (2014) 229 Cal.App.4th 1501, 1513.

23 59 Ops.Cal.Atty.Gen. 162, 164 (1976).

24 *GFRCO, Inc. v. Superior Court of Riverside County* (2023) 89 Cal.App.5th 1295, 1323; *Stockton Newspapers, Inc. v. Redevelopment Agency of the City of Stockton* (1985) 171 Cal.App.3d 95, 105 (a series of individual telephone calls between the agency attorney and the members of the body constituted a meeting).



Chapter 3

MEETINGS

Brown Act meetings 18

Six exceptions to the meeting definition 18

Collective briefings 21

Retreats, trainings, and workshops of legislative bodies 21

Serial meetings 22

Informal gatherings 24

Technological conferencing 25

Location of meetings 26

Chapter 3

MEETINGS



The Brown Act only applies to meetings of local legislative bodies. It defines a meeting as "any congregation of a majority of the members of a legislative body at the same time and location, including teleconference location as permitted by Section 54953, to hear, discuss, deliberate, or take any action on any item that is within the subject matter jurisdiction of the legislative body."[1] The term *meeting* is not limited to gatherings at which action is taken but includes deliberative gatherings as well. A hearing before an individual hearing officer is not a meeting under the Brown Act because it is not a hearing before a legislative body.[2]

Brown Act meetings

Brown Act meetings include a legislative body's regular meetings, special meetings, emergency meetings, and adjourned meetings.

- **"Regular meetings"** are meetings occurring at the dates, times, and location set by resolution, ordinance, or other formal action by the legislative body and are subject to 72-hour posting requirements.[3]
- **"Special meetings"** are meetings called by the presiding officer or majority of the legislative body to discuss only discrete items on the agenda under the Brown Act's notice requirements for special meetings and are subject to 24-hour posting requirements.[4]
- **"Emergency meetings"** are a limited class of meetings held when prompt action is needed due to actual or threatened disruption of public facilities and are held on little notice.[5]
- **"Adjourned meetings"** are regular or special meetings that have been adjourned or re-adjourned to a time and place specified in the order of adjournment, with no agenda required for regular meetings adjourned for less than five calendar days as long as no additional business is transacted.[6]

Six exceptions to the meeting definition

The Brown Act creates six exceptions to the meeting definition:[7]

Individual contacts

The first exception involves individual contacts between a member of the legislative body and any other person. The Brown Act does not limit a legislative body member acting on their own. This exception recognizes the right to confer with constituents, advocates, consultants, news reporters, local agency staff, or a colleague.

Individual contacts, however, cannot be used to do in stages what would be prohibited in one step. For example, a series of individual contacts that leads to discussion, deliberation, or action among a majority of the members of a legislative body is prohibited. Such serial meetings are discussed below.

Conferences

The second exception allows a legislative body majority to attend a conference or similar gathering open to the public that addresses issues of general interest to the public or to public agencies of the type represented by the legislative body.

Among other things, this exception permits legislative body members to attend annual association conferences of city, county, school, community college, and other local agency officials, as long as those meetings are open to the public. However, a majority of members cannot discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within their local agency's subject matter jurisdiction.

Community meetings

The third exception allows a legislative body majority to attend an open and publicized meeting held by another organization to address a topic of local community concern. A majority cannot discuss among themselves, other than as part of the scheduled program, business of a specific nature that is within the legislative body's subject matter jurisdiction. Under this exception, a legislative body majority may attend a local service club meeting or a local candidates' night if the meetings are open to the public.

> **"I see we have four distinguished members of the city council at our meeting tonight," said the chair of the Environmental Action Coalition. "I wonder if they have anything to say about the controversy over enacting a slow growth ordinance?"**
>
> *The Brown Act permits a majority of a legislative body to attend and speak at an open and publicized meeting conducted by another organization. The Brown Act may nevertheless be violated if a majority discusses, deliberates, or takes action on an item during the meeting of the other organization. There is a fine line between what is permitted and what is not; hence, members should exercise caution when participating in these types of events.*

Q. The local chamber of commerce sponsors an open and public candidate debate during an election campaign. Three of the five agency members are up for reelection and all three participate. All of the candidates are asked their views on a controversial project scheduled for a meeting to occur just after the election. May the three incumbents answer the question?

A. *Yes, because the chamber of commerce, not the city, is organizing the debate. The city should not sponsor the event or assign city staff to help organize or run the event. Also, the Brown Act does not constrain the incumbents from expressing their views regarding important matters facing the local agency as part of the political process the same as any other candidates. Finally, incumbents participating in the event should take care to limit their remarks to the program set by the chamber and safeguard due process by indicating they will keep an open mind regarding specific applications that might come before the council.*

Q. May the three incumbents accept an invitation from the editorial board of a local paper to all candidates to meet as a group and answer questions about and/or debate city issues?

A. *No, unlike the chamber of commerce event, this would not be allowed under the Brown Act because it is not an open and publicized meeting.*

Other legislative bodies

The fourth exception allows a majority of a legislative body to attend an open and publicized meeting of (1) another body of the local agency and (2) a legislative body of another local agency.[8] Again, the majority cannot discuss among themselves, other than as part of the scheduled meeting, business of a specific nature that is within their subject matter jurisdiction. This exception allows, for example, a city council or a majority of a board of supervisors to attend a controversial meeting of the planning commission.

Nothing in the Brown Act prevents the majority of a legislative body from sitting together at such a meeting. They may choose not to, however, to preclude any possibility of improperly discussing local agency business and to avoid the appearance of a Brown Act violation. Further, aside from the Brown Act, there may be other reasons, such as due process considerations, why the members should avoid giving public testimony, trying to influence the outcome of proceedings before a subordinate body, or discussing the merits with interested parties.

Q. The entire legislative body intends to testify against a bill before the Senate Local Government Committee in Sacramento. Must this activity be noticed as a meeting of the body?

A. *No, because the members are attending and participating in an open meeting of another governmental body that the public may attend.*

Q. The members then proceed upstairs to the office of their local assembly member to discuss issues of local interest. Must this session be noticed as a meeting and be open to the public?

A. *Yes, because the entire body may not meet behind closed doors except for proper closed sessions. The same answer applies to a private lunch or dinner with the assembly member.*

Standing committees

The fifth exception authorizes the attendance of a majority at an open and noticed meeting of a standing committee of the legislative body, provided that the legislative body members who are not members of the standing committee attend only as observers (meaning that they cannot speak or otherwise participate in the meeting, and they must sit where members of the public sit).[9]

Q. The legislative body establishes a standing committee of two of its five members that meets monthly. A third member of the legislative body wants to attend these meetings and participate. May she?

A. *She may attend, but only as an observer; she may not participate.*

Q. Can the legislative body establish multiple standing committees with partially overlapping jurisdiction?

A. *Yes. One result of this overlap in jurisdiction may be that three or more of the members of the legislative body ultimately end up discussing an issue as part of a standing committee meeting. This is allowed under the Brown Act provided each standing committee meeting is publicly noticed and no more than two of the five members discuss the issue at any given standing committee meeting.*

Social or ceremonial events

The final exception permits a majority of a legislative body to attend a purely social or ceremonial occasion. Once again, a majority cannot discuss business among themselves of a specific nature that is within the subject matter jurisdiction of the legislative body.

Nothing in the Brown Act prevents a majority of members from attending the same football game, party, wedding, funeral, reception, or farewell. The test is not whether a majority of a legislative body attend the function, but whether business of a specific nature within the subject matter jurisdiction of the body is discussed. As long as no such business is discussed, there is no violation of the Brown Act.

Grand Jury Testimony

In addition, members of a legislative body, either individually or collectively, may give testimony in private before a grand jury.[10] This is the equivalent of a seventh exception to the Brown Act's definition of a "meeting."

Collective briefings



None of these exceptions permits a majority of a legislative body to meet together with staff in advance of a meeting for a collective briefing. Any such briefings that involve a majority of the body in the same place and time must be open to the public and satisfy Brown Act meeting notice and agenda requirements. Staff may provide written briefings (e.g., staff updates, emails from the city manager, confidential memos from the city attorney) to the full legislative body, but apart from privileged memos, the written materials may be subject to disclosure as public records as discussed in chapter 4.

Retreats, trainings, and workshops of legislative bodies

Gatherings by a majority of legislative body members at the legislative body's retreats, study sessions, trainings, or workshops are subject to the requirements of the Brown Act. This is the case whether the gathering focuses on long-range agency planning, discussion of critical local issues, satisfying state-mandated ethics training requirements, or team building and group dynamics.[11]

Q. The legislative body wants to hold a team-building session to improve relations among its members. May such a session be conducted behind closed doors?

A. *No, this is not a proper subject for a closed session, and there is no other basis to exclude the public. Council relations are a matter of public business.*

Serial meetings

One of the most frequently asked questions about the Brown Act involves serial meetings. At any one time, such meetings include only a portion of a legislative body, but eventually they comprise a majority. The Brown Act provides that "[a] majority of the members of a legislative body shall not, outside a meeting … use a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body."[12] The problem with serial meetings is the process, which deprives the public of an opportunity for meaningful observation of and participation in legislative body decision-making.



Photo credit: Courtesy of the City of West Hollywood. Photo by Jon Viscott.

The serial meeting may occur by either a "daisy chain" or a "hub and spoke" sequence. In the daisy chain scenario, Member A contacts Member B, Member B contacts Member C, Member C contacts Member D, and so on until a quorum has discussed, deliberated, or taken action on an item within the legislative body's subject matter jurisdiction. The hub and spoke process involves at least two scenarios. In the first scenario, Member A (the hub) sequentially contacts Members B, C, D, and so on (the spokes) until a quorum has been contacted. In the second scenario, a staff member (the hub), functioning as an intermediary for the legislative body or one of its members, communicates with a majority of members (the spokes) one by one for discussion, deliberation, or a decision on a proposed action.[13] Another example of a serial meeting is when a chief executive officer (the hub) briefs a majority of members (the spokes) prior to a formal meeting and, in the process, information about the members' respective views is revealed. Each of these scenarios violates the Brown Act.

A legislative body member has the right, if not the duty, to meet with constituents to address their concerns. That member also has the right to confer with a colleague (but not with a majority of the body, counting the member) or appropriate staff about local agency business. An employee or official of a local agency may engage in separate conversations or communications outside of an open and noticed meeting "with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body."[14]

The Brown Act is violated, however, if several one-on-one meetings or conferences lead to a discussion, deliberation, or action by a majority. In one case, a violation occurred when a quorum

of a city council, by a letter that had been circulated among members outside of a formal meeting, directed staff to take action in an eminent domain proceeding.[15]

A unilateral written communication to the legislative body, such as an informational or advisory memorandum, does not violate the Brown Act.[16] Such a memo, however, may be a public record.[17]

The phone call was from a lobbyist. "Say, I need your vote for that project in the south area. How about it?"

"Well, I don't know," replied Board Member Aletto. "That's kind of a sticky proposition. You sure you need my vote?"

"Well, I've got Bradley and Cohen lined up and another vote leaning. With you, I'd be over the top."

Moments later, the phone rings again. "Hey, I've been hearing some rumbles on that south area project," said the newspaper reporter. "I'm counting noses. How are you voting on it?"

The lobbyist and the reporter are facilitating a violation of the Brown Act. The board member may have violated the Brown Act by hearing about the positions of other board members and indeed coaxing the lobbyist to reveal the other board members' positions by asking, "You sure you need my vote?" The prudent course is to avoid such leading conversations and to caution lobbyists, staff, and news media against revealing such positions of others.

The mayor sat down across from the city manager. "From now on," he declared, "I want you to provide individual briefings on upcoming agenda items. Some of this material is very technical, and the council members don't want to sound like idiots asking about it in public. Besides that, briefings will speed up the meeting."

Agency employees or officials may have separate conversations or communications outside of an open and noticed meeting "with members of a legislative body in order to answer questions or provide information regarding a matter that is within the subject matter jurisdiction of the local agency if that person does not communicate to members of the legislative body the comments or position of any other member or members of the legislative body."[18] Members should always be vigilant when discussing local agency business with anyone to avoid conversations that could lead to a discussion, deliberation, or action taken among the majority of the legislative body.

"Thanks for the information," said Council Member Kim. "These zoning changes can be tricky, and now I think I'm better equipped to make the right decision."

"Glad to be of assistance," replied the planning director. "I'm sure Council Member Jones is OK with these changes. How are you leaning?"

"Well," said Council Member Kim, "I'm leaning toward approval. I know that two of my colleagues definitely favor approval."

PRACTICE TIP: When briefing legislative body members, staff must exercise care not to disclose other members' views and positions.

The planning director should not disclose Jones' prospective vote, and Kim should not disclose the prospective votes of two colleagues. Under these facts, there likely has been a serial meeting in violation of the Brown Act.

Q. Various social media platforms and websites include forums where agency employees and officials can discuss issues of local agency business. Members of the legislative body participate regularly. Does this scenario present a potential for violation of the Brown Act?

A. *Yes, because it is a technological device that may serve to allow for a majority of members to discuss, deliberate, or take action on matters of agency business.*

Q. A member of a legislative body contacts two other members on a five-member body relative to scheduling a special meeting. Is this an illegal serial meeting?

A. *No, the Brown Act expressly allows a majority of a body to call a special meeting, though the members should avoid discussing the merits of what is to be taken up at the meeting.*

Particular care should be exercised when staff briefings of legislative body members occur by email because of the ease of using the "reply all" option that may inadvertently result in a Brown Act violation. Staff should consider using the "bcc" (blind carbon copy) option when addressing an email to multiple members of the legislative body and remind recipients not to "reply all."

Social media should also be used with care. A member of the legislative body cannot respond directly to any communication on an internet-based social media platform that is made, posted, or shared by any other member of the legislative body. This applies to matters within the subject matter jurisdiction of the legislative body. For example, if one member of a legislative body "likes" a social media post of one other member of the same body, that could violate the Brown Act, depending on the nature of the post.[19]

Finally, electronic communications (such as text messaging) among members of a legislative body during a public meeting should be discouraged. If such communications are sent to a majority of members of the body, either directly or through an intermediary, on a matter on the meeting agenda, that could violate the Brown Act. Electronic communications sent to less than a majority of members of the body during a quasi-judicial proceeding could potentially raise due process concerns, even if not per se prohibited by the Brown Act. Additionally, some legislative bodies have rules governing electronic communications during meetings of the legislative body and how their members should proceed if they receive a communication on an agenda item that is not part of the record or not part of an agenda packet.

Informal gatherings

Members of legislative bodies are often tempted to mix business with pleasure — for example, by holding a post-meeting gathering. Informal gatherings at which local agency business is discussed or transacted violate the law if they are not conducted in conformance with the Brown Act.[20] A gathering at which a quorum of the legislative body discusses matters within their jurisdiction violates the Brown Act even if that gathering occurs in a public place. The Brown Act is not satisfied by public visibility alone. It also requires public notice and an opportunity to attend, hear, and participate.

Thursday at 11:30 a.m., as they did every week, the board of directors of the Dry Gulch Irrigation District trooped into Pop's Donut Shoppe for an hour of talk and fellowship. They sat at the corner window, fronting on Main and Broadway, to show they had nothing to hide. Whenever he could, the managing editor of the weekly newspaper down the street hurried over to join the board.

A gathering like this would not violate the Brown Act if board members scrupulously avoided talking about irrigation district issues — which might be difficult. This kind of situation should be avoided. The public is unlikely to believe the board members could meet regularly without discussing public business. A newspaper executive's presence does not lessen the potential for a violation of the Brown Act.

Technological conferencing



Photo credit: Courtesy of the City of West Hollywood. Photo by Jon Viscott.

Except for certain non-substantive purposes, such as scheduling a special meeting, a conference call including a majority of the members of a legislative body is an unlawful meeting. But in an effort to keep up with modern technologies, the Brown Act specifically allows a legislative body to use any type of teleconferencing to meet, receive public comment and testimony, deliberate, or conduct a closed session.[21] While the Brown Act contains specific requirements for conducting a teleconference, the decision to use teleconferencing is entirely discretionary with the body. No person has a right under the Brown Act to have a meeting by teleconference.

Teleconference is defined as "a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both."[22] In addition to the specific requirements relating to teleconferencing, the meeting must comply with all provisions of the Brown Act otherwise applicable. The Brown Act contains the following teleconferencing requirements:[23]

- Teleconferencing may be used for all purposes during any meeting.
- At least a quorum of the legislative body must participate from locations within the local agency's jurisdiction.
- Additional teleconference locations may be made available for the public.
- Each teleconference location must be specifically identified in the notice and agenda of the meeting, including a full address and room number, as may be applicable.
- Agendas must be posted at each teleconference location, even if a hotel room or a residence.
- Each teleconference location, including a hotel room or residence, must be accessible to the public and have technology, such as a speakerphone, to enable the public to participate
- The agenda must provide the opportunity for the public to address the legislative body directly at each teleconference location.
- All votes must be by roll call.

Q. A member on vacation wants to participate in a meeting of the legislative body and vote by cellular phone from her car while driving from Washington, D.C., to New York. May she?

A. *She may not participate or vote because she is not in an open, noticed, and posted teleconference location.*

Until Jan. 1, 2026, teleconferencing may also be used on a limited basis where a member indicates their need to participate remotely for "just cause" (e.g., childcare or a contagious illness) or due to "emergency circumstances" (e.g., a physical or family medical emergency). This teleconferencing option has extremely detailed requirements, and careful review is needed. If the City experiences a technical issue that prevents members of the public from viewing the meeting and/or offering comments virtually, then no further action can be taken until the technical issue is resolved.[24]



The use of teleconferencing to conduct a legislative body meeting presents a variety of issues beyond the scope of this guide to discuss in detail. Therefore, before teleconferencing a meeting, legal counsel for the local agency should be consulted.

Location of meetings

The Brown Act generally requires all regular and special meetings of a legislative body, including retreats and workshops, to be held within the boundaries of the territory over which the local agency exercises jurisdiction.[25]

An open and publicized meeting of a legislative body may be held outside of agency boundaries if the purpose of the meeting is one of the following:[26]

- Comply with state or federal law or a court order, or attend a judicial conference or administrative proceeding in which the local agency is a party.
- Inspect real or personal property that cannot be conveniently brought into the local agency's territory, provided the meeting is limited to items relating to that real or personal property.

Q. The agency is considering approving a major retail mall. The developer has built other similar malls and invites the entire legislative body to visit a mall outside the jurisdiction. May the entire body go?

A. *Yes, the Brown Act permits meetings outside the boundaries of the agency for specified reasons and inspection of property is one such reason. The field trip must be treated as a meeting and the public must be allowed to attend.*

- Participate in multiagency meetings or discussions; however, such meetings must be held within the boundaries of one of the participating agencies, and all of those agencies must give proper notice.
- Meet in the closest meeting facility if the local agency has no meeting facility within its boundaries, or meet at its principal office if that office is located outside the territory over which the agency has jurisdiction.

- Meet with elected or appointed federal or California officials when a local meeting would be impractical, solely to discuss a legislative or regulatory issue affecting the local agency and over which the federal or state officials have jurisdiction.
- Meet in or nearby a facility owned by the agency, provided that the topic of the meeting is limited to items directly related to the facility.
- Visit the office of its legal counsel for a closed session on pending litigation when to do so would reduce legal fees or costs.[27]

In addition, the governing board of a school or community college district may hold meetings outside of its boundaries to attend a conference on nonadversarial collective bargaining techniques, interview candidates for school district superintendent, or interview a potential employee from another district.[28] A school board may also interview members of the public residing in another district if the board is considering employing that district's superintendent.

Similarly, meetings of a joint powers authority can occur within the territory of at least one of its member agencies, and a joint powers authority with members throughout the state may meet anywhere in the state.[29]

Finally, if a fire, flood, earthquake, or other emergency makes the usual meeting place unsafe, the presiding officer can designate another meeting place for the duration of the emergency. News media that have requested notice of meetings must be notified of the designation by the most rapid means of communication available.[30] State law has also allowed for virtual meetings under certain emergency situations.[31]

ENDNOTES

1 Cal. Gov. Code, § 54952.2, subd. (a).

2 *Wilson v. San Francisco Municipal Railway* (1973) 29 Cal.App.3d 870.

3 Cal. Gov. Code, § 54954, subd. (a).

4 Cal. Gov. Code, § 54956.

5 Cal. Gov. Code, § 54956.5.

6 Cal. Gov. Code, § 54955.

7 Cal. Gov. Code, § 54952.2, subd. (c).

8 Cal. Gov. Code, § 54952.2, subd. (c)(4).

9 Cal. Gov. Code, § 54952.2, subd. (c)(6). See 81 Ops.Cal.Atty.Gen. 156 (1998).

10 Cal. Gov. Code, § 54953.1.

11 "*The Brown Act,*" California Attorney General (2003), p. 10.

12 Cal. Gov. Code, § 54952.2, subd. (b)(1).

13 *Stockton Newspapers, Inc. v. Redevelopment Agency* of the City of Stockton (1985) 171 Cal.App.3d 95.

14 Cal. Gov. Code, § 54952.2, subd. (b)(2).

15 *Common Cause v. Stirling* (1983) 147 Cal.App.3d 518.

16 *Roberts v. City of Palmdale* (1993) 5 Cal.4th 363.

17 Cal. Gov. Code, § 54957.5, subd. (a).

18 Cal. Gov. Code, § 54952.2, subd. (b)(2).

19 Cal. Gov. Code, § 54952.2, subd. (b)(3).

20 Cal. Gov. Code, § 54952.2; 43 Ops.Cal.Atty.Gen. 36 (1964).

21 Cal. Gov. Code, § 54953, subd. (b)(1).

22 Cal. Gov. Code, § 54953, subd. (b)(4).

23 Cal. Gov. Code, § 54953. Until Jan. 1, 2024, the legislative body could use teleconferencing "during a proclaimed state of emergency" by the Governor in specified circumstances, and teleconference locations were exempt from certain requirements, such as identification in and posting of the agenda.

24 Cal Gov. Code, § 54953, subd. (f) (which will become Govt. §54953(e) as of Jan. 1, 2024).

25 Cal. Gov. Code, § 54954, subd. (b).

26 Cal. Gov. Code, § 54954, subd. (b)(1)-(7).

27 94 Ops.Cal.Atty.Gen. 15 (2011).

28 Cal. Gov. Code, § 54954, subd. (c).

29 Cal. Gov. Code, § 54954, subd. (d).

30 Cal. Gov. Code, § 54954, subd. (e).

31 Cal. Gov. Code, § 54953, subd. (e) (exp. January 1, 2026).



Chapter 4

AGENDAS, NOTICES, AND PUBLIC PARTICIPATION

Agendas for regular meetings 30

Mailed agenda upon written request 31

Notice requirements for special meetings 32

Notices and agendas for adjourned and continued meetings and hearings 32

Notice requirements for emergency meetings 33

Notice of compensation for simultaneous or serial meetings 33

Educational agency meetings 33

Notice requirements for tax or assessment meetings and hearings 33

Non-agenda items 34

Responding to the public 35

The right to attend and observe meetings 36

Records and recordings 37

The public's right to speak during a meeting 38

Chapter 4

AGENDAS, NOTICES, AND PUBLIC PARTICIPATION



Effective notice is essential for an open and public meeting. Whether a meeting is open or how the public may participate in that meeting is academic if nobody knows about the meeting.

Agendas for regular meetings

Every regular meeting of a legislative body of a local agency — including advisory committees, commissions, or boards, as well as standing committees of legislative bodies — must be preceded by a posted agenda that advises the public of the meeting and the matters to be transacted or discussed.

The agenda must be posted at least 72 hours before the regular meeting in a location "freely accessible to members of the public."[1] The courts have not definitively interpreted the "freely accessible" requirement. The California Attorney General has interpreted this provision to require posting in a location open and accessible to the public 24 hours a day during the 72-hour period, but any of the 72 hours may fall on a weekend.[2] This provision may be satisfied by posting on a touch screen electronic kiosk accessible without charge to the public 24 hours a day during the 72-hour period.[3] While posting an agenda on an agency's internet website will not, by itself, satisfy the "freely accessible" requirement since there is no universal access to the internet, an agency has a supplemental obligation to post the agenda on its website if (1) the local agency has a website and (2) the legislative body whose meeting is the subject of the agenda is either (a) a governing body or (b) has members that are compensated, with one or more members that are also members of a governing body.[4]

Q. May the meeting of a governing body go forward if its agenda was either inadvertently not posted on the city's website or if the website was not operational during part or all of the 72-hour period preceding the meeting?

A. *At a minimum, the Brown Act calls for "substantial compliance" with all agenda posting requirements, including posting to the agency website.[5] Should website technical difficulties arise, seek a legal opinion from your agency attorney. The California Attorney General has opined that technical difficulties that cause the website agenda to become inaccessible for a portion of the 72 hours preceding a meeting do not automatically or inevitably lead to a Brown Act violation, provided the agency can demonstrate substantial compliance.[6] This inquiry requires a fact-specific examination of whether the agency or its legislative body made "reasonably effective efforts to notify interested persons of a public meeting" through online posting and other available means.[7] The Attorney General's opinion suggests that this examination would include an evaluation of how long a technical problem persisted, the efforts made to correct the problem or otherwise ensure that the public was informed, and the actual effect the problem had on public*

awareness, among other factors.[8] For these reasons, obvious website technical difficulties might not require cancellation of a meeting, provided that the agency meets all other Brown Act posting requirements and the agenda is available on the website once the technical difficulties are resolved.

The agenda must state the meeting time and place and must contain "a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session."[9] For a discussion of descriptions for open and closed-session agenda items, see chapter 5. Special care should be made to describe on the agenda each distinct action to be taken by the legislative body, while an overbroad description of a "project" must be avoided if the "project" is actually a set of distinct actions, in which case each action must be listed separately on the agenda.[10] For example, the listing of an "initiative measure" alone on an agenda was found insufficient where the agency was also deciding whether to accept a gift from the measure proponent to pay for the election.[11]

PRACTICE TIP: Putting together a meeting agenda requires careful thought.

Q. The agenda for a regular meeting contains the following items of business:

- Consideration of a report regarding traffic on Eighth Street.
- Consideration of a contract with ABC Consulting.

Are these descriptions adequate?

A. *If the first is, it is barely adequate. A better description would provide the reader with some idea of what the report is about and what is being recommended. The second is not adequate. A better description might read, "Consideration of a contract with ABC Consulting in the amount of $50,000 for traffic engineering services regarding traffic on Eighth Street."*

Q. The agenda includes an item entitled City Manager's Report, during which time the city manager provides a brief report on notable topics of interest, none of which is listed on the agenda.

Is this permissible?

A. *Yes, as long as it does not result in extended discussion or action by the body.*

A brief general description may not be sufficient for closed-session agenda items. The Brown Act provides safe harbor language for the various types of permissible closed sessions.[12] Substantial compliance with the safe harbor language is recommended to protect legislative bodies and elected officials from legal challenges.

Mailed agenda upon written request

The legislative body, or its designee, must mail a copy of the agenda or, if requested, the entire agenda packet, to any person who has filed a written request for such materials. These copies shall be mailed at the time the agenda is posted or upon distribution to all, or a majority of all, of the members of the legislative body, whichever occurs first. If the local agency has an internet website, this requirement can be satisfied by emailing a copy of, or website link to, the agenda or agenda packet if the person making the request asks for it to be emailed. Further, if requested, these materials must be made available in appropriate alternative formats to persons with disabilities.

A request for notice is valid for one calendar year and renewal requests must be filed following January 1 of each year. The legislative body may establish a fee to recover the cost of providing the service. Failure of the requesting person to receive the agenda does not constitute grounds for invalidation of actions taken at the meeting.[13]



Notice requirements for special meetings

There is no express agenda requirement for special meetings, but the notice of the special meeting effectively serves as the agenda and limits the business that may be transacted or discussed. Written notice must be sent to each member of the legislative body (unless waived in writing by that member) and to each local newspaper of general circulation and each radio and television station that has requested such notice in writing. This notice must be delivered at least 24 hours before the time of the meeting by personal delivery or any other means that ensures receipt.

The notice must state the time and place of the meeting as well as all business to be transacted or discussed. It is recommended that the business to be transacted or discussed be described in the same manner that an item for a regular meeting would be described on the agenda, that is, with a brief general description. Some items must appear on a regular, not special, meeting agenda (e.g., general law city adoption of an ordinance or consideration of local agency executive compensation).[14]

As noted above, closed session items should be described in accordance with the Brown Act's safe harbor provisions to protect legislative bodies and elected officials from challenges of noncompliance with notice requirements.

The special meeting notice must also be posted at least 24 hours prior to the special meeting using the same methods as posting an agenda for a regular meeting: at a site that is freely accessible to the public, and on the agency's website if (1) the local agency has a website and (2) the legislative body whose meeting is the subject of the agenda is either (a) a governing body or (b) has members that are compensated, with one or more members that are also members of a governing body.[15]

Notices and agendas for adjourned and continued meetings and hearings

A regular or special meeting can be adjourned and re-adjourned to a time and place specified in the order of adjournment.[16] If no time is stated, the meeting is continued to the hour for regular meetings. Whoever is present (even if they are less than a quorum) may so adjourn a meeting; if no member of the legislative body is present, the clerk or secretary may adjourn the meeting. If a meeting is adjourned for less than five calendar days, no new agenda need be posted so long as a new item of business is not introduced.[17] A copy of the order of adjournment must be posted within 24 hours after the adjournment, at or near the door of the place where the meeting was held.

A hearing can be continued to a subsequent meeting. The process is the same as for continuing adjourned meetings, except that if the hearing is continued to a time less than 24 hours away, a copy of the order or notice of continuance must be posted immediately following the meeting.[18]

Notice requirements for emergency meetings

The special meeting notice provisions apply to emergency meetings, except for the 24-hour notice.[19] News media that have requested written notice of special meetings must be notified by telephone at least one hour in advance of an emergency meeting, and all telephone numbers provided in that written request must be tried. If telephones are not working, the notice requirements are deemed waived. However, the news media must be notified as soon as possible of the meeting and any action taken.

News media may make a practice of having written requests on file for notification of special or emergency meetings. Absent such a request, a local agency has no legal obligation to notify news media of special or emergency meetings — although notification may be advisable in any event to avoid controversy.

Notice of compensation for simultaneous or serial meetings

A legislative body that has convened a meeting and whose membership constitutes a quorum of another legislative body, may convene a simultaneous or serial meeting of the other legislative body only after a clerk or member of the convened legislative body orally announces (1) the amount of compensation or stipend, if any, that each member will be entitled to receive as a result of convening the meeting of the other legislative body; and (2) that the compensation or stipend is provided as a result of convening the meeting of that body.[20]

No oral disclosure of the amount of the compensation is required if the entire amount of such compensation is prescribed by statute and no additional compensation has been authorized by the local agency. Further, no disclosure is required with respect to reimbursements for actual and necessary expenses incurred in the performance of the member's official duties, such as for travel, meals, and lodging.



Educational agency meetings

The Education Code contains some special agenda and special meeting provisions.[21] However, they are generally consistent with the Brown Act. An item is probably void if not posted.[22] A school district board must also adopt regulations to make sure the public can place matters affecting the district's business on meeting agendas and can address the board on those items.[23]

Notice requirements for tax or assessment meetings and hearings

The Brown Act prescribes specific procedures for adoption by a city, county, special district, or joint powers authority of any new or increased tax or assessment imposed on businesses.[24] Although written broadly, these Brown Act provisions do not apply to new or increased real property taxes or assessments, as those are governed by the California Constitution, Article XIIIC or XIIID, enacted by Proposition 218. At least one public meeting must be held to allow public testimony on the tax or assessment. In addition, there must also be at least 45 days notice of a public hearing at which the legislative body proposes to enact or increase the tax or assessment. Notice of the public meeting and public hearing must be provided at the same time and in the same document. The public notice relating to general taxes must be provided by newspaper publication. The public notice relating to new or increased business assessments must be provided through a

mailing to all business owners proposed to be subject to the new or increased assessment. The agency may recover the reasonable costs of the public meetings, hearings, and notice.

The Brown Act exempts certain fees, standby or availability charges, recurring assessments, and new or increased assessments that are subject to the notice and hearing requirements of the Constitution.[25] As a practical matter, the Constitution's notice requirements have preempted this section of the Brown Act.

Non-agenda items

The Brown Act generally prohibits any action or discussion of items not on the posted agenda. However, there are three specific situations in which a legislative body can act on an item not on the agenda:[26]

- When a majority decides there is an "emergency situation" (as defined for emergency meetings).
- When two-thirds of the members present (or all members if less than two-thirds are present) determine there is a need for immediate action, and the need to take action "came to the attention of the local agency subsequent to the agenda being posted." This exception requires a degree of urgency. Further, an item cannot be considered under this provision if the legislative body or the staff knew about the need to take immediate action before the agenda was posted. A new need does not arise because staff forgot to put an item on the agenda or because an applicant missed a deadline.
- When an item appeared on the agenda of, and was continued from, a meeting held not more than five days earlier.

PRACTICE TIP: Subject to very limited exceptions, the Brown Act prohibits any action or discussion of an item not on the posted agenda.

The exceptions are narrow, as indicated by this list. The first two require a specific determination by the legislative body. That determination can be challenged in court and, if unsubstantiated, can lead to invalidation of an action.

> **"I'd like a two-thirds vote of the board so we can go ahead and authorize commencement of phase two of the East Area Project," said Chair Lopez.**
>
> **"It's not on the agenda. But we learned two days ago that we finished phase one ahead of schedule — believe it or not — and I'd like to keep it that way. Do I hear a motion?"**

The desire to stay ahead of schedule generally would not satisfy "a need for immediate action." Too casual an action could invite a court challenge by a disgruntled resident. The prudent course is to place an item on the agenda for the next meeting and not risk invalidation.

> **"We learned this morning of an opportunity for a state grant," said the chief engineer at the regular board meeting, "but our application has to be submitted in two days. We'd like the board to give us the go-ahead tonight, even though it's not on the agenda."**

A legitimate immediate need can be acted upon even though not on the posted agenda by following a two-step process:

- First, make two determinations: (1) that there is an immediate need to take action
  and (2) that the need arose after the posting of the agenda. The matter is then
  placed on the agenda.
- Second, discuss and act on the added agenda item.



Responding to the public

The public can talk about anything within the jurisdiction of the legislative body, but the legislative body generally cannot act on or discuss an item not on the agenda. What happens when a member of the public raises a subject not on the agenda?

While the Brown Act does not allow discussion or action on items not on the agenda, it does allow members of the legislative body, or its staff, to "briefly respond" to comments or questions from members of the public, provide a reference to staff or other resources for factual information, or direct staff to place the issue on a future agenda. In addition, even without a comment from the public, a legislative body member or a staff member may ask for information, request a report back, request to place a matter on the agenda for a subsequent meeting (subject to the body's rules or procedures), ask a question for clarification, make a brief announcement, or briefly report on their own activities.[27] However, caution should be used to avoid any discussion or action on such items.

> **Council Member Jefferson: I would like staff to respond to Resident Joe's complaints during public comment about the repaving project on Elm Street. Are there problems with this project?**
>
> **City Manager Frank: The public works director has prepared a 45-minute PowerPoint presentation for you on the status of this project and will give it right now.**
>
> **Council Member Brown: Take all the time you need; we need to get to the bottom of this. Our residents are unhappy.**

It is clear from this dialogue that the Elm Street project was not on the council's agenda but was raised during the public comment period for items not on the agenda. Council Member Jefferson properly asked staff to respond; the city manager should have given at most a brief response. If a lengthy report from the public works director was warranted, the city manager should have stated that it would be placed on the agenda for the next meeting. Otherwise, both the long report and the likely discussion afterward will improperly embroil the council in a matter that is not listed on the agenda.

The right to attend and observe meetings

A number of Brown Act provisions protect the public's right to attend, observe, and participate in meetings.

Members of the public cannot be required to register their names, provide other information, complete a questionnaire, or otherwise "fulfill any condition precedent" to attending a meeting. Any attendance list, questionnaire, or similar document posted at or near the entrance to the meeting room or circulated at a meeting must clearly state that its completion is voluntary and that all persons may attend whether or not they fill it out.[28]

No meeting can be held in a facility that prohibits attendance based on race, religion, color, national origin, ethnic group identification, age, sex, sexual orientation, or disability, or that is inaccessible to the disabled. Nor can a meeting be held where the public must make a payment or purchase in order to be present.[29] This does not mean, however, that the public is entitled to free entry to a conference attended by a majority of the legislative body.[30]

While a legislative body may use teleconferencing in connection with a meeting, the public must be given notice of and access to the teleconference location. Members of the public must be able to address the legislative body from the teleconference location.[31]

Action by secret ballot, whether preliminary or final, is flatly prohibited.[32]

All actions taken by the legislative body in open session, and the vote of each member thereon, must be disclosed to the public at the time the action is taken.[33]

Q. The agenda calls for election of the legislative body's officers. Members of the legislative body want to cast unsigned written ballots that would be tallied by the clerk, who would announce the results. Is this voting process permissible?

A. *No. The possibility that a public vote might cause hurt feelings among members of the legislative body or might be awkward — or even counterproductive — does not justify a secret ballot.*

The legislative body may remove persons from a meeting who willfully interrupt or disrupt proceedings.[34] Ejection is justified only when audience members actually disrupt the proceedings,[35] or, alternatively, if the presiding member of the legislative body warns a person that their behavior is disruptive and that continued disruption may result in their removal (but no prior warning is required if there is a use of force or true threat of force).[36] If order cannot be restored after ejecting disruptive persons, the meeting room may be cleared. Members of the news media who have not participated in the disturbance must be allowed to continue to attend the meeting. The legislative body may establish a procedure to readmit an individual or individuals not responsible for the disturbance.[37]

Records and recordings

The public has the right to review agendas and other writings distributed by any person to a majority of the legislative body in connection with a matter subject to discussion or consideration at a meeting. Except for privileged documents, those materials are public records and must be made available upon request without delay.[38] A fee or deposit as permitted by the California Public Records Act may be charged for a copy of a public record.[39]

Q. In connection with an upcoming hearing on a discretionary use permit, counsel for the legislative body transmits a memorandum to all members of the body outlining the litigation risks in granting or denying the permit. Must this memorandum be included in the packet of agenda materials available to the public?

A. *No. The memorandum is a privileged attorney-client communication.*

Q. In connection with an agenda item calling for the legislative body to approve a contract, staff submits to all members of the body a financial analysis explaining why the terms of the contract favor the local agency. Must this memorandum be included in the packet of agenda materials available to the public?

A. *Yes. The memorandum has been distributed to the majority of the legislative body, relates to the subject matter of a meeting, and is not a privileged communication.*

A legislative body may discuss or act on some matters without considering written materials. But if writings are distributed to a majority of a legislative body in connection with an agenda item, they must also be available to the public. A nonexempt or otherwise non-privileged writing distributed to a majority of the legislative body less than 72 hours before the meeting must be made available for inspection at the time of distribution at a public office or location designated for that purpose, and the agendas for all meetings of the legislative body must include the address of this office or location.[40] The location designated for public inspection must be open to the public, not a locked or closed office. Alternatively, the documents can be posted on the city's website for public review if statutory requirements are met.[41]

A writing distributed during a meeting must be made public:

- At the meeting if prepared by the local agency or a member of its legislative body.
- After the meeting if prepared by some other person.[42]

This requirement does not prevent assessing a fee or deposit for providing a copy of a public record pursuant to the California Public Records Act except where required to accommodate persons with disabilities.[43]

Any tape or film record of an open and public meeting made for whatever purpose by or at the direction of the local agency is subject to the California Public Records Act; however, it may be erased or destroyed 30 days after the taping or recording. Any inspection of a video or tape recording is to be provided without charge on a video or tape player made available by the local agency.[44] The agency may impose its ordinary charge for copies that is consistent with the California Public Records Act.[45]

In addition, the public is specifically allowed to use audio or videotape recorders or still or motion picture cameras at a meeting to record meetings of legislative bodies, absent a reasonable finding by the body that noise, illumination, or obstruction of view caused by recorders or cameras would persistently disrupt the proceedings.[46]

Similarly, a legislative body cannot prohibit or restrict the public broadcast of its open and public meetings without making a reasonable finding that the noise, illumination, or obstruction of view would persistently disrupt the proceedings.[47]

PRACTICE TIP: Public speakers cannot be compelled to give their name or address as a condition of speaking. The clerk or presiding officer may request speakers to complete a speaker card or identify themselves for the record but must respect a speaker's desire for anonymity.

The public's right to speak during a meeting

Every agenda for a regular meeting must allow members of the public to speak on any item of interest, as long as the item is within the subject matter jurisdiction of the legislative body. Further, the public must be allowed to speak on a specific item of business before or during the legislative body's consideration of it.[48]

Q. Must the legislative body allow members of the public to show videos or make a PowerPoint presentation during the public comment part of the agenda, as long as the subject matter is relevant to the agency and is within the established time limit?

A. *Probably, although the agency is under no obligation to provide equipment.*

Moreover, the Brown Act, as well as case law, prevents legislative bodies from prohibiting public criticism of policies, procedures, programs, or services of the agency or the acts or omissions of the legislative body itself.[49] However, this prohibition does not provide immunity for defamatory statements.[50]

Q. May the presiding officer prohibit a member of the audience from publicly criticizing an agency employee by name during public comments?

A. *No, as long as the criticism pertains to job performance.*

Q. During the public comment period of a regular meeting of the legislative body, a resident urges the public to support and vote for a candidate vying for election to the body. May the presiding officer gavel the speaker out of order for engaging in political campaign speech?

A. *There is no case law on this subject. Some would argue that purely campaign issues are outside the subject matter jurisdiction of the body within the meaning of Section 54954.3(a). Others take the view that the speech must be allowed under paragraph (c) of that section where relevant to the governing of the agency and an implicit criticism of the incumbents' performance of city business.*

The legislative body may adopt reasonable regulations, including a limit on the total time permitted for public comment and a limit on the time permitted per speaker.[51] Such regulations should be enforced fairly and without regard to speakers' viewpoints. The legislative body has discretion to modify its regulations regarding time limits on public comment if necessary. For example, the time limit could be shortened to accommodate a lengthy agenda or lengthened to allow additional time for discussion on a complicated matter.[52]

The public does not need to be given an opportunity to speak on an item that has already been considered by a committee made up exclusively of members of the legislative body at a regular (but not special) public meeting if all interested members of the public had the opportunity to

speak on the item before or during its consideration, and if the item has not been substantially changed.[53]

Notices and agendas for special meetings must also give members of the public the opportunity to speak before or during consideration of an item on the agenda but need not allow members of the public an opportunity to speak on other matters within the jurisdiction of the legislative body.[54]



ENDNOTES

1 Cal. Gov. Code, § 54954.2, subd. (a)(1).

2 78 Ops.Cal.Atty.Gen. 327 (1995).

3 88 Ops.Cal.Atty.Gen. 218 (2005).

4 Cal. Gov. Code, §§ 54954.2, subd. (a)(1) and 54954.2, subd. (d).

5 Cal. Gov. Code, § 54960.1, subd. (d)(1).

6 99 Ops.Cal.Atty.Gen. 11 (2016).

7 *North Pacifica LLC v. California Coastal Commission* (2008) 166 Cal.App.4th 1416, 1432.

8 99 Ops.Cal.Atty.Gen. 11 (2016).

9 Cal. Gov. Code, § 54954.2, subd. (a)(1).

10 *San Joaquin Raptor Rescue v. County of Merced* (2013) 216 Cal.App.4th 1167 (legislative body's approval of California Environmental Quality Act [CEQA] action [mitigated negative declaration] without specifically listing it on the agenda violates the Brown Act, even if the agenda generally describes the development project that is the subject of the CEQA analysis). See also *GI Industries v. City of Thousand Oaks* (2022) 84 Cal.App.5th 814 (depublished) (Brown Act requires CEQA finding of exemption to be listed on agenda items that are projects under CEQA).

11 *Hernandez v. Town of Apple Valley* (2017) 7 Cal.App.5th 194.

12 Cal. Gov. Code, § 54954.5.

13 Cal. Gov. Code, § 54954.1.

14 Cal. Gov. Code, §§ 36934; 54956, subd. (b).

15 Cal. Gov. Code, § 54956, subds. (a) and (c).

16 Cal. Gov. Code, § 54955.

17 Cal. Gov. Code, § 54954.2, subd. (b)(3).

18 Cal. Gov. Code, § 54955.1.

19 Cal. Gov. Code, § 54956.5.

20 Cal. Gov. Code, § 54952.3.

21 Cal. Edu. Code, §§ 35144, 35145, and 72129.

22 *Carlson v. Paradise Unified School District* (1971) 18 Cal.App.3d 196.

23 Cal. Edu. Code, § 35145.5

24 Cal. Edu. Code, § 54954.6

25 See Cal. Const. Art. XIIIC, XIIID; Cal. Gov. Code, § 54954.6, subd. (h).

26 Cal. Gov. Code, § 54954.2, subd. (b).

27 Cal. Gov. Code, § 54954.2, subd. (a)(2); *Cruz v. City of Culver City* (2016) 2 Cal.App.5th 239 (six-minute colloquy on non-agenda item with staff answering questions and advising that matter could be placed on future agenda fell within exceptions to discussing or acting upon non-agenda items).

28 Cal. Gov. Code, § 54953.3.

29 Cal. Gov. Code, § 54961, subd. (a); Cal. Gov. Code, § 11135, subd. (a).

30 Cal. Gov. Code, § 54952.2, subd. (c)(2).

31 Cal. Gov. Code, § 54953, subd. (b).

32 Cal. Gov. Code, § 54953, subd. (c).

33 Cal. Gov. Code, § 54953, subd. (c)(2).

34 Cal. Gov. Code, §§ 54957.9, 54957.95.

35 *Norse v. City of Santa Cruz* (9th Cir. 2010) 629 F.3d 966 (silent and momentary Nazi salute directed toward mayor is not a disruption); *Acosta v. City of Costa Mesa* (9th Cir. 2013) 718 F.3d 800 (city council may not prohibit "insolent" remarks by members of the public absent actual disruption); but see *Kirkland v. Luken* (S.D. Ohio 2008) 536 F.Supp.2d 857 (finding no First Amendment violation by mayor for turning off microphone and removing speaker who used foul and inflammatory language that was deemed as "likely to incite the members of the audience during the meeting, cause disorder, and disrupt the meeting").

36 Cal. Gov. Code, § 54957.95.

37 Cal. Gov. Code, § 54957.9.

38 Cal. Gov. Code, § 54957.5.

39 Cal. Gov. Code, § 54957.5, subd. (d).

40 Cal. Gov. Code, § 54957.5(b); see also *Sierra Watch v. Placer County* (2021) 69 Cal.App.5th 1.

41 Cal. Gov. Code § 54957.5.

42 Cal. Gov. Code, § 54957.5, subd. (c).

43 Cal. Gov. Code, § 54957.5, subd. (d).

44 Cal. Gov. Code, § 54953.5, subd. (b).

45 Cal. Gov. Code, § 54957.5, subd. (d).

46 Cal. Gov. Code, § 54953.5, subd. (a).

47 Cal. Gov. Code, § 54953.6.

48 Cal. Gov. Code, § 54954.3, subd. (a).

49 Cal. Gov. Code, § 54954.3, subd. (c); Acosta v. City of Costa Mesa (9th Cir. 2013) 718 F.3d 800.

50 Cal. Gov. Code, § 54954.3, subd. (c).

51 *Ribakoff v. City of Long Beach* (2018) 27 Cal.App.5th 150 (public comment time limit of three minutes for each speaker did not violate First Amendment).

52 Cal. Gov. Code, § 54954.3. subd. (b); *Chaffee v. San Francisco Public Library Commission* (2005) 134 Cal.App.4th 109; 75 Ops.Cal.Atty.Gen. 89 (1992).

53 Cal. Gov. Code, § 54954.3, subd. (a); *Preven v. City of Los Angeles* (2019) 32 Cal.App.5th 925.

54 Cal. Gov. Code, § 54954.3, subd. (a).



Chapter 5

CLOSED SESSIONS

Agendas and reports 42

Litigation 43

Real estate negotiations 45

Public employment 46

Labor negotiations 47

Labor negotiations — school and community college districts 48

Other Education Code exceptions 48

Joint powers authorities 48

License applicants with criminal records 49

Public security 49

Multijurisdictional law enforcement agency 49

Hospital peer review and trade secrets 49

Other legislative bases for closed session 50

Who may attend closed sessions 50

The confidentiality of closed session discussions 51

Chapter 5

CLOSED SESSIONS

A closed session is a meeting of a legislative body conducted in private without the attendance of the public or press. A legislative body is authorized to meet in closed session only to the extent expressly authorized by the Brown Act.[1]



As summarized in chapter 1 of this guide, it is clear that the Brown Act must be interpreted liberally in favor of open meetings, and exceptions that limit public access (including the exceptions for closed session meetings) must be narrowly construed.[2] The most common purposes of the closed session provisions in the Brown Act are to avoid revealing confidential information (e.g., prejudicing the city's position in litigation or compromising the privacy interests of employees). Closed sessions should be conducted keeping those narrow purposes in mind. It is not enough that a subject is sensitive, embarrassing, or controversial. Without specific authority in the Brown Act for a closed session, a matter to be considered by a legislative body must be discussed in public. However, there is no prohibition in putting overlapping exceptions on an agenda in order to provide an opportunity for more robust closed session discussions. As an example, a city council cannot give direction to the city manager about a property negotiation during a performance evaluation exception. However, if both real property negotiation and performance evaluation exceptions are on the agenda, those discussions might be conducted. Similarly, a board of police commissioners cannot meet in closed session to provide general policy guidance to a police chief, even though some matters are sensitive and the commission considers their disclosure contrary to the public interest.[3]

PRACTICE TIP: Some problems over closed sessions arise because secrecy itself breeds distrust. The Brown Act does not require closed sessions and legislative bodies may do well to resist the tendency to call a closed session simply because it may be permitted. A better practice is to go into closed session only when necessary.

In this chapter, the grounds for convening a closed session are called "exceptions" because they are exceptions to the general rule that meetings must be conducted openly. In some circumstances, none of the closed session exceptions applies to an issue or information the legislative body wishes to discuss privately. In these cases, it is not proper to convene a closed session, even to protect confidential information. For example, although the Brown Act does authorize closed sessions related to specified types of contracts (e.g., specified provisions of real property agreements, employee labor agreements, and litigation settlement agreements),[4] the Brown Act does not authorize closed sessions for other contract negotiations.

Agendas and reports

Closed session items must be briefly described on the posted agenda, and the description must state the specific statutory exemption.[5] An item that appears on the open meeting portion of the agenda may not be taken into closed session until it has been properly put on the agenda as a

closed session item or unless it is properly added as a closed-session item by a two-thirds vote of the body after making the appropriate urgency findings.[6]

The Brown Act supplies a series of fill-in-the-blank sample agenda descriptions for various types of authorized closed sessions that provide a "safe harbor" from legal attacks. These sample agenda descriptions cover license and permit determinations, real property negotiations, existing or anticipated litigation, liability claims, threats to security, public employee appointments, evaluations and discipline, labor negotiations, multijurisdictional law enforcement cases, hospital boards of directors, medical quality assurance committees, joint powers agencies, and audits by the California State Auditor's Office.[7]

If the legislative body intends to convene in closed session, it must include the section of the Brown Act authorizing the closed session in advance on the agenda, and it must make a public announcement prior to the closed session discussion. In most cases, the announcement may simply be a reference to the agenda item.[8] The legislative body must take public comment on the closed session item before convening in a closed session.

PRACTICE TIP: Pay close attention to closed session agenda descriptions. Using the wrong label can lead to invalidation of an action taken in closed session if not substantially compliant.

Following a closed session, the legislative body must provide an oral or written report on certain actions taken and the vote of every elected member present. The timing and content of the report vary according to the reason for the closed session and the action taken.[9] The announcements may be made at the site of the closed session, as long as the public is allowed to be present to hear them.

If there is a standing or written request for documentation, any copies of contracts, settlement agreements, or other documents finally approved or adopted in closed session must be provided to the requestor(s) after the closed session if final approval of such documents does not rest with any other party to the contract or settlement. If substantive amendments to a contract or settlement agreement approved by all parties requires retyping, such documents may be held until retyping is completed during normal business hours, but the substance of the changes must be summarized for any person inquiring about them.[10]

The Brown Act does not require minutes, including minutes of closed sessions. However, a legislative body may adopt an ordinance or resolution to authorize a confidential "minute book" be kept to record actions taken at closed sessions.[11] If one is kept, it must be made available to members of the legislative body, provided that the member asking to review minutes of a particular meeting was not disqualified from attending the meeting due to a conflict of interest.[12] A court may order the disclosure of minute books for the court's review if a lawsuit makes sufficient claims of an open meeting violation.

Litigation

The Brown Act expressly authorizes closed sessions to discuss what is considered pending litigation.[13] The rules that apply to holding a litigation closed session involve complex, technical definitions and procedures. Essentially, a closed session can be held by the body to confer with, or receive advice from, its legal counsel when open discussion would prejudice the position of the local agency in litigation in which the agency is, or could become, a party.[14] The litigation exception under the Brown Act is narrowly construed and does not permit activities beyond a legislative body's conferring with its own legal counsel and required support staff.[15] For example, it is not permissible to hold a closed session in which settlement negotiations take place between a legislative body, a representative of an adverse party, and a mediator.[16]

The California Attorney General has opined that if the agency's attorney is not a participant, a litigation closed session cannot be held.[17] In any event, local agency officials should always consult the agency's attorney before placing this type of closed session on the agenda in order to be certain that it is being done properly.

Before holding a closed session under the pending litigation exception, the legislative body must publicly state the basis for the closed session by identifying one of the following three types of matters: existing litigation, anticipated exposure to litigation, or anticipated initiation of litigation.[18]

Existing litigation

Q. May the legislative body agree to settle a lawsuit in a properly noticed closed session without placing the settlement agreement on an open session agenda for public approval?

A. *Yes, but the settlement agreement is a public document and must be disclosed on request. Furthermore, a settlement agreement cannot commit the agency to matters that are required to have public hearings.*[19]

Existing litigation includes any adjudicatory proceedings before a court, administrative body exercising its adjudicatory authority, hearing officer, or arbitrator. The clearest situation in which a closed session is authorized is when the local agency meets with its legal counsel to discuss a pending matter that has been filed in a court or with an administrative agency and names the local agency as a party. The legislative body may meet under these circumstances to receive updates on the case from attorneys, participate in developing strategy as the case develops, or consider alternatives for resolution of the case. Generally, an agreement to settle litigation may be approved in closed session. However, an agreement to settle litigation cannot be approved in closed session if it commits the city to take an action that is required to have a public hearing.[20]



Anticipated exposure to litigation against the local agency

Closed sessions are authorized for legal counsel to inform the legislative body of a significant exposure to litigation against the local agency, but only if based on "existing facts and circumstances" as defined by the Brown Act.[21] The legislative body may also meet under this exception to determine whether a closed session is authorized based on information provided by legal counsel or staff. In general, the "existing facts and circumstances" must be publicly disclosed unless they are privileged written communications or not yet known to a potential plaintiff. If an agency receives a documented threat of litigation, and intends to discuss that matter in closed session, the record of a litigation threat must be included in the body's agenda packet.[22]

Anticipated initiation of litigation by the local agency

A closed session may be held under the exception for the anticipated initiation of litigation when the legislative body seeks legal advice on whether to protect the agency's rights and interests by initiating litigation.

Certain actions must be reported in open session at the same meeting following the closed session. Other actions, such as when final approval rests with another party or the court, may be announced when they become final and upon inquiry of any person.[23] Each agency attorney should be aware of and make the disclosures that are required by the particular circumstances.

Real estate negotiations

A legislative body may meet in closed session with its negotiator to discuss the purchase, sale, exchange, or lease of real property by or for the local agency. A "lease" includes a lease renewal or renegotiation. The purpose is to grant authority to the legislative body's negotiator on price and terms of payment.[24] Caution should be exercised to limit discussion to price and terms of payment without straying to other related issues, such as site design, architecture, or other aspects of the project for which the transaction is contemplated.[25]

Q. May other terms of a real estate transaction, aside from price and terms of payment, be addressed in closed session?

A. *No. However, there are differing opinions over the scope of the phrase "price and terms of payment" in connection with real estate closed sessions. Many agency attorneys argue that any term that directly affects the economic value of the transaction falls within the ambit of "price and terms of payment." Others take a narrower, more literal view of the phrase.*

The agency's negotiator may be a member of the legislative body itself. Prior to the closed session, or on the agenda, the legislative body must identify its negotiators, the real property that the negotiations may concern,[26] and the names of the parties with whom its negotiator may negotiate.[27]

After real estate negotiations are concluded, the approval and substance of the agreement must be publicly reported. If its own approval makes the agreement final, the body must report in open session at the public meeting during which the closed session is held. If final approval rests with another party, the local agency must report the approval and the substance of the agreement upon inquiry by any person as soon as the agency is informed of it.[28]

"Our population is exploding, and we have to think about new school sites," said Board Member Jefferson.

"Not only that," interjected Board Member Tanaka, "we need to get rid of a couple of our older facilities."

"Well, obviously the place to do that is in a closed session," said Board Member O'Reilly. "Otherwise we're going to set off land speculation. And if we even mention closing a school, parents are going to be in an uproar."

A closed session to discuss potential sites is not authorized by the Brown Act. The exception is limited to meeting with its negotiator over specific sites — which must be identified at an open and public meeting.

PRACTICE TIP: Discussions of who to appoint to an advisory body and whether or not to censure a fellow member of the legislative body must be held in the open.

Public employment

The Brown Act authorizes a closed session "to consider the appointment, employment, evaluation of performance, discipline, or dismissal of a public employee or to hear complaints or charges brought against the employee."[29] The purpose of this exception — commonly referred to as the "personnel exception" — is to avoid undue publicity or embarrassment for an employee or applicant for employment and to allow full and candid discussion by the legislative body; thus, it is restricted to discussing individuals, not general personnel policies.[30] The body must possess the power to appoint, evaluate, or dismiss the employee to hold a closed session under this exception.[31] That authority may be delegated to a subsidiary appointed body.[32]

An employee must be given at least 24 hours' notice of any closed session convened to hear specific complaints or charges against them. This occurs when the legislative body is reviewing evidence, which could include live testimony, and adjudicating conflicting testimony offered as evidence. A legislative body may examine (or exclude) witnesses,[33] and the California Attorney General has opined that, when an affected employee and advocate have an official or essential role to play, they may be permitted to participate in the closed session.[34] The employee has the right to have the specific complaints and charges discussed in a public session rather than closed session.[35] If the employee is not given the 24-hour prior notice, any disciplinary action is null and void.[36]

However, an employee is not entitled to notice and a hearing where the purpose of the closed session is to consider a performance evaluation. The Attorney General and the courts have determined that personnel performance evaluations do not constitute complaints and charges, which are more akin to accusations made against a person.[37]

Q. Must 24 hours' notice be given to an employee whose negative performance evaluation is to be considered by the legislative body in closed session?

A. *No, the notice is reserved for situations where the body is to hear complaints and charges from witnesses.*

Correct labeling of the closed session on the agenda is critical. A closed session agenda that identified discussion of an employment contract was not sufficient to allow dismissal of an employee.[38] An incorrect agenda description can result in invalidation of an action and much embarrassment.

For purposes of the personnel exception, "employee" specifically includes an officer or an independent contractor who functions as an officer or an employee. Examples of the former include a city manager, district general manager, or superintendent. Examples of the latter include a legal counsel or engineer hired on contract to act as local agency attorney or chief engineer.

Elected officials, appointees to the governing body or subsidiary bodies, and independent contractors other than those discussed above are not employees for purposes of the personnel exception.[39] Action on individuals who are not "employees" must also be public — including discussing and voting on appointees to committees, debating the merits of independent contractors, or considering a complaint against a member of the legislative body itself.

The personnel exception specifically prohibits discussion or action on proposed compensation in closed session except for a disciplinary reduction in pay. That means, among other things, there can be no personnel closed sessions on a salary change (other than a disciplinary reduction) between any unrepresented individual and the legislative body. However, a legislative body may address the compensation of an unrepresented individual, such as a city manager, in a closed session as part of a labor negotiation (discussed later in this chapter), yet another example of the importance of using correct agenda descriptions.

Reclassification of a job must be public, but an employee's ability to fill that job may be considered in closed session.

Any closed session action to appoint, employ, dismiss, accept the resignation of, or otherwise affect the employment status of a public employee must be reported at the public meeting during which the closed session is held. That report must identify the title of the position, but not the names of all persons considered for an employment position.[40] However, a report on a dismissal or non-renewal of an employment contract must be deferred until administrative remedies, if any, are exhausted.[41]

> **"I have some important news to announce," said Mayor Garcia. "We've decided to terminate the contract of the city manager effective immediately. The council has met in closed session, and we've negotiated six months' severance pay."**
>
> **"Unfortunately, that has some serious budget consequences, so we've had to delay phase two of the East Area Project."**
>
> *This may be an improper use of the personnel closed session if the council agenda described the item as the city manager's evaluation. In addition, other than labor negotiations, any action on individual compensation must be taken in open session. Caution must be exercised not to discuss in closed session issues, such as budget impacts in this hypothetical, beyond the scope of the posted closed session notice.*

PRACTICE TIP: The personnel exception specifically prohibits discussion or action on proposed compensation in closed session except for a disciplinary reduction in pay.

Labor negotiations

The Brown Act allows closed sessions for some aspects of labor negotiations. Different provisions (discussed below) apply to school and community college districts.

A legislative body may meet in closed session to instruct its bargaining representatives, which may be one or more of its members,[42] on employee salaries and fringe benefits for both represented ("union") and unrepresented employees. For represented employees, it may also consider working conditions that by law require negotiation. For the purpose of labor negotiation closed sessions, an "employee" includes an officer or an independent contractor who functions as an officer or an employee, but independent contractors who do not serve in the capacity of an officer or employee are not covered by this closed session exception.[43]

PRACTICE TIP: Prior to the closed session, the legislative body must hold an open and public session in which it identifies its designated representatives.

These closed sessions may take place before or during negotiations with employee representatives. Prior to the closed session, the legislative body must hold an open and public session in which it identifies its designated representatives.

During its discussions with representatives on salaries and fringe benefits, the legislative body may discuss available funds and funding priorities, but only to instruct its representative. The body may also meet in closed session with a conciliator who has intervened in negotiations.[44]

The approval of an agreement concluding labor negotiations with represented employees must be reported after the agreement is final and has been accepted or ratified by the other party. The report must identify the item approved and the other party or parties to the negotiation.[45] The labor closed sessions specifically cannot include final action on proposed compensation of one or more unrepresented employees.

Labor negotiations — school and community college districts

Employee relations for school districts and community college districts are governed by the Rodda Act, where different meeting and special notice provisions apply. The entire board, for example, may negotiate in closed sessions.

Four types of meetings are exempted from compliance with the Rodda Act:

1. A negotiating session with a recognized or certified employee organization.
2. A meeting of a mediator with either side.
3. A hearing or meeting held by a fact finder or arbitrator.
4. A session between the board and its bargaining agent, or the board alone, to discuss its position regarding employee working conditions and instruct its agent.[46]

Public participation under the Rodda Act also takes another form.[47] All initial proposals of both sides must be presented at public meetings and are public records. The public must be given reasonable time to inform itself and to express its views before the district may adopt its initial proposal. In addition, new topics of negotiations must be made public within 24 hours. Any votes on such a topic must be followed within 24 hours by public disclosure of the vote of each member.[48] The final vote must be in public.

Other Education Code exceptions

The Education Code governs student disciplinary meetings by boards of school districts and community college districts. District boards may hold a closed session to consider the suspension or discipline of a student if a public hearing would reveal personal, disciplinary, or academic information about the student contrary to state and federal pupil privacy law. The student's parent or guardian may request an open meeting.[49]

PRACTICE TIP: Attendance by the entire legislative body before a grand jury would not constitute a closed session meeting under the Brown Act.

Community college districts may also hold closed sessions to discuss some student disciplinary matters, awarding of honorary degrees, or gifts from donors who prefer to remain anonymous.[50] Kindergarten through 12th grade districts may also meet in closed session to review the contents of the statewide assessment instrument.[51]

Joint powers authorities

The legislative body of a joint powers authority may adopt a policy regarding limitations on disclosure of confidential information obtained in closed session, and may meet in closed session to discuss information that is subject to the policy.[52]

License applicants with criminal records

A closed session is permitted when an applicant who has a criminal record applies for a license or license renewal and the legislative body wishes to discuss whether the applicant is sufficiently rehabilitated to receive the license. The applicant and the applicant's attorney are authorized to attend the closed session meeting. If the body decides to deny the license, the applicant may withdraw the application. If the applicant does not withdraw it, the body must deny the license in public, either immediately or at its next meeting. No information from the closed session can be revealed without consent of the applicant, unless the applicant takes action to challenge the denial.[53]

Public security

Legislative bodies may meet in closed session to discuss matters posing a threat to the security of public buildings; essential public services, including water, sewer, gas, or electric service; or to the public's right of access to public services or facilities over which the legislative body has jurisdiction. Closed session meetings for these purposes must be held with designated security or law enforcement officials, including the Governor, Attorney General, district attorney, agency attorney, sheriff or chief of police, or their deputies or agency security consultant or security operations manager.[54] Action taken in closed session with respect to such public security issues is not reportable action.

Multijurisdictional law enforcement agency

A joint powers agency formed to provide law enforcement services (involving drugs; gangs; sex crimes; firearms trafficking; felony possession of a firearm; high technology, computer, or identity theft; human trafficking; or vehicle theft) to multiple jurisdictions may hold closed sessions to discuss case records of an ongoing criminal investigation, to hear testimony from persons involved in the investigation, and to discuss courses of action in particular cases.[55]

The exception applies to the legislative body of the joint powers agency and to any body advisory to it. The purpose is to prevent impairment of investigations, to protect witnesses and informants, and to permit discussion of effective courses of action.[56]

Hospital peer review and trade secrets

Two specific kinds of closed sessions are allowed for district hospitals and municipal hospitals under other provisions of law:[57]

1. A meeting to hear reports of hospital medical audit or quality assurance committees or for related deliberations. However, an applicant or medical staff member whose staff privileges are the direct subject of a hearing may request a public hearing.
2. A meeting to discuss "reports involving trade secrets" — provided no action is taken.



A "trade secret" is defined as information that is not generally known to the public or competitors and that (1) "derives independent economic value, actual or potential" by virtue of its restricted knowledge; (2) is necessary to initiate a new hospital service or program or facility; and (3) would, if prematurely disclosed, create a substantial probability of depriving the hospital of a substantial economic benefit.

The provision prohibits use of closed sessions to discuss transitions in ownership or management, or the district's dissolution.[58]

Other legislative bases for closed session

Since any closed session meeting of a legislative body must be authorized by the Legislature, it is important to review the Brown Act carefully to determine if there is a provision that authorizes a closed session for a particular subject matter. There are some less frequently encountered topics that are authorized to be discussed by a legislative body in closed session under the Brown Act, including a response to a confidential final draft audit report from the Bureau of State Audits,[59] consideration of the purchase or sale of particular pension fund investments by a legislative body of a local agency that invests pension funds,[60] hearing a charge or complaint from a member enrolled in a health plan by a legislative body of a local agency that provides Medi-Cal services,[61] discussions by a county board of supervisors that governs a health plan licensed pursuant to the Knox-Keene Health Care Services Plan Act related to trade secrets or contract negotiations concerning rates of payment,[62] and discussions by an insurance pooling joint powers agency related to a claim filed against, or liability of, the agency or a member of the agency.[63]

PRACTICE TIP: Meetings are either open or closed. There is nothing "in between."[64]

Who may attend closed sessions

Meetings of a legislative body are either fully open or fully closed; there is nothing in between. Therefore, local agency officials and employees must pay particular attention to the authorized attendees for the particular type of closed session. As summarized above, the authorized attendees may differ based on the topic of the closed session. Closed sessions may involve only the members of the legislative body and only agency counsel, management and support staff, and consultants necessary for consideration of the matter that is the subject of closed session, with very limited exceptions for adversaries or witnesses with official roles in particular types of hearings (e.g., personnel disciplinary hearings and license hearings). In any case, individuals who do not have an official or essential role in the closed session subject matters must be excluded from closed sessions.[65]

Q. May the lawyer for someone suing the agency attend a closed session in order to explain to the legislative body why it should accept a settlement offer?

A. *No, attendance in closed sessions is reserved exclusively for the agency's advisors.*

The confidentiality of closed session discussions

The Brown Act explicitly prohibits the unauthorized disclosure of confidential information acquired in a closed session by any person present, and offers various remedies to address breaches of confidentiality.[66] It is incumbent upon all those attending lawful closed sessions to protect the confidentiality of those discussions. One court has held that members of a legislative body cannot be compelled to divulge the content of closed session discussions through the discovery process.[67] Only the legislative body acting as a body may agree to divulge confidential closed session information. With regard to attorney-client privileged communications, the entire body is the holder of the privilege, and only the entire body can decide to waive the privilege.[68]

PRACTICE TIP: There is a strong interest in protecting the confidentiality of proper and lawful closed sessions.

Before adoption of the Brown Act provision specifically prohibiting disclosure of closed session communications, agency attorneys and the Attorney General long opined that officials have a fiduciary duty to protect the confidentiality of closed session discussions. The Attorney General issued an opinion that it is "improper" for officials to disclose information regarding pending litigation that was received during a closed session,[69] though the Attorney General has also concluded that a local agency is preempted from adopting an ordinance criminalizing public disclosure of closed session discussions.[70] In any event, in 2002, the Brown Act was amended to prescribe particular remedies for breaches of confidentiality. These remedies include injunctive relief and, if the breach is a willful disclosure of confidential information, disciplinary action against an employee and referral of a member of the legislative body to the grand jury.[71]

The duty of maintaining confidentiality, of course, must give way to the responsibility to disclose improper matters or discussions that may come up in closed sessions. In recognition of this public policy, under the Brown Act, a local agency may not penalize a disclosure of information learned during a closed session if the disclosure (1) is made in confidence to the district attorney or the grand jury due to a perceived violation of law; (2) is an expression of opinion concerning the propriety or legality of actions taken in closed session, including disclosure of the nature and extent of the illegal action; or (3) is information that is not confidential.[72]

The interplay between these possible sanctions and an official's First Amendment rights is complex and beyond the scope of this guide. Suffice it to say that this is a matter of great sensitivity and controversy.

> **"I want the press to know that I voted in closed session against filing the eminent domain action," said Council Member Chang.**
>
> **"Don't settle too soon," reveals Council Member Watson to the property owner, over coffee. "The city's offer coming your way is not our bottom line."**
>
> *The first comment to the press may be appropriate if it is a part of an action taken by the city council in closed session that must be reported publicly.[73] The second comment to the property owner is not. Disclosure of confidential information acquired in closed session is expressly prohibited and harmful to the agency.*

ENDNOTES

1 Cal. Gov. Code, § 54962.

2 Cal. Const. , Art. 1, § 3.

3 61 Ops.Cal.Atty.Gen. 220 (1978); but see Cal. Gov. Code, § 54957.8 (multijurisdictional law enforcement agencies are authorized to meet in closed session to discuss the case records of ongoing criminal investigations and other related matters).

4 Cal. Gov. Code, § 54957.1.

5 Cal. Gov. Code, § 54954.5.

6 Cal. Gov. Code, § 54954.2.

7 Cal. Gov. Code, § 54954.5.

8 Cal. Gov. Code, §§ 54956.9, 54957.7.

9 Cal. Gov. Code, § 54957.1, subd. (a).

10 Cal. Gov. Code, § 54957.1, subd. (b).

11 Cal. Gov. Code, § 54957.2.

12 *Hamilton v. Town of Los Gatos* (1989) 213 Cal.App.3d 1050; 2 Cal. Code Regs. § 18707.

13 But see *Roberts v. City of Palmdale* (1993) 5 Cal.4th 363 (protection of the attorney-client privilege alone cannot by itself be the reason for a closed session).

14 Cal. Gov. Code, § 54956.9; *Shapiro v. Board of Directors of Center City Development Corp.* (2005) 134 Cal.App.4th 170 (agency must be a party to the litigation).

15 82 Ops.Cal.Atty.Gen. 29 (1999).

16 *Page v. Miracosta Community College District* (2009) 180 Cal.App.4th 471.

17 *"The Brown Act,"* California Attorney General (2003), p. 40.

18 Cal. Gov. Code, § 54956.9, subd. (g).

19 See e.g., Avco Community Developers, Inc. v. South Coast Regional Com. (1976) 17 Cal.3d 785; Trancas Property Owners Assn. v. City of Malibu (2006) 138 Cal.App.4th 172.

20 *Trancas Property Owners Assn. v. City of Malibu* (2006) 138 Cal.App.4th 172.

21 Cal. Gov. Code, § 54956.9, subd. (e).

22 Fowler v. City of Lafayette (2020) 46 Cal.App.5th 360.

23 Cal. Gov. Code, § 54957.1.

24 Cal. Gov. Code, § 54956.8.

25 *Shapiro v. San Diego City Council* (2002) 96 Cal.App.4th 904. See also 93 Ops.Cal.Atty.Gen. 51 (2010) (redevelopment agency may not convene a closed session to discuss rehabilitation loan for a property already subleased to a loan recipient, even if the loan incorporates some of the sublease terms and includes an operating covenant governing the property); 94 Ops.Cal.Atty.Gen. 82 (2011) (real estate closed session may address form, manner, and timing of consideration and other items that cannot be disclosed without revealing price and terms).

26 73 Ops.Cal.Atty.Gen. 1 (1990).

27 Cal. Gov. Code, §§ 54956.8, 54954.5, subd. (b).

28 Cal. Gov. Code, § 54957.1, subd. (a)(1).

29 Cal. Gov. Code, § 54957, subd. (b).

30 63 Ops.Cal.Atty.Gen. 153 (1980); but see *Duvall v. Board of Trustees* (2000) 93 Cal.App.4th 902 (board may discuss personnel evaluation criteria, process and other preliminary matters in closed session but only if related to the evaluation of a particular employee).

31 *Gillespie v. San Francisco Public Library Commission* (1998) 67 Cal.App.4th 1165; 85 Ops.Cal.Atty.Gen. 77 (2002).

32 *Gillespie v. San Francisco Public Library Commission* (1998) 67 Cal.App.4th 1165; 80 Ops.Cal.Atty.Gen. 308 (1997). Interviews of candidates to fill a vacant staff position conducted by a temporary committee appointed by the governing body may be done in closed session.

33 Cal. Gov. Code, § 54957, subd. (b)(3).

34 88 Ops.Cal.Atty.Gen. 16 (2005).

35 *Morrison v. Housing Authority of the City of Los Angeles* (2003) 107 Cal.App.4th 860.

36 Cal. Gov. Code, § 54957, subd. (b); but see *Bollinger v. San Diego Civil Service Commission* (1999) 71 Cal.App.4th 568 (notice not required for closed session deliberations regarding complaints or charges when there was a public evidentiary hearing prior to closed session).

37 78 Ops.Cal.Atty.Gen. 218 (1995); *Bell v. Vista Unified School District* (2000) 82 Cal.App.4th 672; *Furtado v. Sierra Community College* (1998) 68 Cal.App.4th 876; *Fischer v. Los Angeles Unified School District* (1999) 70 Cal.App.4th 87.

38 *Moreno v. City of King* (2005) 127 Cal.App.4th 17.

39 Cal. Gov. Code, § 54957.

40 *Gillespie v. San Francisco Public Library Commission* (1998) 67 Cal.App.4th 1165.

41 Cal. Gov. Code, § 54957.1, subd. (a)(5).

42 Cal. Gov. Code, § 54957.6.

43 Cal. Gov. Code, § 54957.6, subd. (b); see also 98 Ops.Cal.Atty.Gen. 41 (2015) (a project labor agreement between a community college district and workers hired by contractors or subcontractors is not a proper subject of closed session for labor negotiations because the workers are not "employees" of the district).

44 Cal. Gov. Code, § 54957.6; 51 Ops.Cal.Atty.Gen. 201 (1968).

45 Cal. Gov. Code, § 54957.1, subd. (a)(6).

46 Cal. Gov. Code, § 3549.1.

47 Cal. Gov. Code, § 3540.

48 Cal. Gov. Code, § 3547.

49 Cal. Edu. Code, § 48918; but see *Rim of the World Unified School District v. Superior Court* (2003) 104 Cal.App.4th 1393 (Section 48918 preempted by the Federal Family Educational Right and Privacy Act in regard to expulsion proceedings).

50 Cal. Edu. Code, § 72122.

51 Cal. Edu. Code, § 60617.

52 Cal. Gov. Code, § 54956.96.

53 Cal. Gov. Code, § 54956.7.

54 Cal. Gov. Code, § 54957.

55 *McKee v. Los Angeles Interagency Metropolitan Police Apprehension Crime Task Force* (2005) 134 Cal. App.4th 354.

56 Cal. Gov. Code, § 54957.8.

57 Cal. Gov. Code, § 54962.

58 Cal. Health and Saf. Code, § 32106.

59 Cal. Gov. Code, § 54956.75.

60 Cal. Gov. Code, § 54956.81.

61 Cal. Gov. Code, § 54956.86.

62 Cal. Gov. Code, § 54956.87.

63 Cal. Gov. Code, § 54956.95.

64 Ops.Cal.Atty.Gen. 34 (1965)

65 82 Ops.Cal.Atty.Gen. 29 (1999); 2022 WL 1814322, 105 Ops. Cal.Atty.Gen. 89 (2022).

66 Cal. Gov. Code, § 54963.

67 *Kleitman v. Superior Court* (1999) 74 Cal.App.4th 324, 327. See also Cal. Gov. Code, § 54963.

68 *Roberts v. City of Palmdale* (1993) 5 Cal.4th 363.

69 80 Ops.Cal.Atty.Gen. 231 (1997).

70 76 Ops.Cal.Atty.Gen. 289 (1993).

71 Cal. Gov. Code, § 54963.

72 Cal. Gov. Code, § 54963.

73 Cal. Gov. Code, § 54957.1.



Chapter 6

REMEDIES

Invalidation of action taken 56

Declaratory relief to determine whether past action violated the act..... 57

Civil action to prevent future violations..... 57

Costs and attorney's fees 58

Misdemeanor penalties 58

Voluntary resolution..... 59

Chapter 6

REMEDIES



A violation of the Brown Act can lead to invalidation of the agency's action, payment of a challenger's attorney fees, public embarrassment, and even criminal prosecution. As explained below, a legislative body often has an opportunity to correct a violation prior to the filing of a lawsuit. Compliance ultimately results from regular training and a good measure of self-regulation on the part of public officials. This chapter discusses the remedies available to the public when that self-regulation is ineffective.

Invalidation of action taken

Any interested person, including the district attorney, may seek to invalidate certain actions of a legislative body on the grounds that they violate the Brown Act.[1] The following actions cannot be invalidated:

- Those taken in substantial compliance with the law. No Brown Act violation is found when the given notice substantially complies with the Brown Act, even when the notice erroneously cites the wrong Brown Act section but adequately advises the public that the legislative body will meet with legal counsel to discuss potential litigation in closed session.[2]
- Those involving the sale or issuance of notes, bonds, or other indebtedness, or any related contracts or agreements.[3]
- Those creating a contractual obligation, including a contract awarded by competitive bid for other than compensation for professional services, upon which a party has in good faith relied to its detriment.[4]
- Those connected with the collection of any tax.[5]
- Those in which the complaining party had actual notice at least 72 hours prior to the regular meeting or 24 hours prior to the special meeting, as the case may be, at which the action is taken.[6]

Before filing a court action seeking invalidation, a person who believes that a violation has occurred must send a written "cure or correct" demand to the legislative body. This demand must clearly describe the challenged action and the nature of the claimed violation. This demand must be sent within 90 days of the alleged violation, or within 30 days if the action was taken in open session but in violation of Section 54954.2, which requires (subject to specific exceptions) that a legislative body may act only on items posted on the agenda.[7] The legislative body then has up to 30 days to cure and correct its action.[8] The purpose of this requirement is to offer the body an opportunity to consider whether a violation has occurred and, if so, consider correcting the action to avoid the costs of litigation. If the legislative body does not act, any lawsuit must be filed within the next 15 days.[9]

Although just about anyone has standing to bring an action for invalidation,[10] the challenger must show prejudice as a result of the alleged violation.[11] An action to invalidate fails to state a cause of action against the agency if the body deliberated but did not take an action.[12]

Declaratory relief to determine whether past action violated the act

Any interested person, including the district attorney, may file a civil action to determine whether a past action of a legislative body constitutes a violation of the Brown Act and is subject to a mandamus, injunction, or declaratory relief action.[13] Before filing an action, the interested person must, within nine months of the alleged violation of the Brown Act, submit a "cease and desist" letter to the legislative body clearly describing the past action and the nature of the alleged violation.[14] The legislative body has 30 days after receipt of the letter to provide an unconditional commitment to cease and desist from the past action.[15] If the body fails to take any action within the 30-day period or takes an action other than an unconditional commitment, the interested person has 60 days to file an action.[16]

The legislative body's unconditional commitment must be approved at a regular or special meeting as a separate item of business and not on the consent calendar.[17] The unconditional commitment must be substantially in the form set forth in the Brown Act.[18] No legal action may thereafter be commenced regarding the past action.[19] However, an action of the legislative body in violation of its unconditional commitment constitutes an independent violation of the Brown Act, and a legal action consequently may be commenced without following the procedural requirements for challenging past actions.[20]

The legislative body may rescind its prior unconditional commitment by a majority vote of its membership at a regular meeting as a separate item of business not on the consent calendar. At least 30 days written notice of the intended rescission must be given to each person to whom the unconditional commitment was made and to the district attorney. Upon rescission, any interested person may commence a legal action regarding the past actions without following the procedural requirements for challenging past actions.[21]

Civil action to prevent future violations

The district attorney or any interested person can file a civil action asking the court to do the following:

- Stop or prevent violations or threatened violations of the Brown Act by members of the legislative body.
- Determine the applicability of the Brown Act to actions or threatened future action of the legislative body.
- Determine whether any rule or action by the legislative body to penalize or otherwise discourage the expression of one or more of its members is valid under state or federal law.
- Compel the legislative body to audio-record its closed sessions.[22]

PRACTICE TIP: A lawsuit to invalidate must be preceded by a demand to cure and correct the challenged action in order to give the legislative body an opportunity to consider its options. The Brown Act does not specify how to cure or correct a violation; the best method is to rescind the action being complained of and start over, or reaffirm the action if the local agency relied on the action and rescinding the action would prejudice the local agency.

It is not necessary for a challenger to prove a past pattern or practice of violations by the local agency in order to obtain injunctive relief. A court may presume when issuing an injunction that a single violation will continue in the future when the public agency refuses to admit to the alleged violation or to renounce or curtail the practice.[23] A court may not compel elected officials to disclose their recollections of what transpired in a closed session.[24]

Upon finding a violation of the Brown Act pertaining to closed sessions, a court may compel the legislative body to audio record its future closed sessions.[25] In a subsequent lawsuit to enforce the Brown Act alleging a violation occurring in closed session, a court may upon motion of the plaintiff review the audio recording if it finds there is good cause to think the Brown Act has been violated and make public a certified transcript of the relevant portion of the closed session recording.[26]

Costs and attorney's fees

A plaintiff who successfully invalidates an action taken in violation of the Brown Act or who successfully enforces one of the Brown Act's civil remedies may seek court costs and reasonable attorney's fees. Courts have held that attorney's fees must be awarded to a successful plaintiff unless special circumstances exist that would make a fee award against the public agency unjust.[27] When evaluating how to respond to assertions that the Brown Act has been violated, elected officials and their lawyers should assume that attorney's fees will be awarded against the agency if a violation of the Brown Act is proven.

An attorney's fee award may only be directed against the local agency and not the individual members of the legislative body. If the local agency prevails, it may be awarded court costs and attorney's fees if the court finds the lawsuit was clearly frivolous and lacking in merit.[28]

Misdemeanor penalties

A violation of the Brown Act is a misdemeanor if (1) a member of the legislative body attends a meeting where action is taken in violation of the Brown Act, and (2) the member intends to deprive the public of information that the member knows or has reason to know the public is entitled to.[29]

PRACTICE TIP: Attorney's fees will likely be awarded if a violation of the Brown Act is proven.

"Action taken" is not only an actual vote but also a collective decision, commitment, or promise by a majority of the legislative body to make a positive or negative decision.[30] If the meeting involves mere deliberation without the taking of action, there can be no misdemeanor penalty.

A violation occurs for a tentative as well as final decision.[31] In fact, criminal liability is triggered by a member's participation in a meeting in violation of the Brown Act — not whether that member has voted with the majority or minority, or has voted at all.

As with other misdemeanors, the filing of a complaint is up to the district attorney. Although criminal prosecutions of the Brown Act are uncommon, district attorneys in some counties aggressively monitor public agencies' adherence to the requirements of the law.

Some attorneys and district attorneys take the position that a Brown Act violation may be pursued criminally under Government Code section 1222.[32] There is no case law to support this view. If anything, the existence of an express criminal remedy within the Brown Act would suggest otherwise.[33]

Voluntary resolution

Successful enforcement actions for violations of the Brown Act can be costly to local agencies. The district attorney or even the grand jury occasionally becomes involved. Publicity surrounding alleged violations of the Brown Act can result in a loss of confidence by constituents in the legislative body and its members. It is in the agency's interest to consider re-noticing and rehearing, rather than litigating, an item of significant public interest, particularly when there is any doubt about whether the open meeting requirements were satisfied.

Overall, agencies that regularly train their officials and pay close attention to the requirements of the Brown Act will have little reason to worry about enforcement.



Photo credit: Courtesy of the City of West Hollywood. Photo by Jon Viscott.

ENDNOTES

1 Cal. Gov. Code, § 54960.1. Invalidation is limited to actions that violate the following sections of the Brown Act: section 54953 (the basic open meeting provision), sections 54954.2 and 54954.5 (notice and agenda requirements for regular meetings and closed sessions), 54954.6 (tax hearings), 54956 (special meetings), and 54596.5 (emergency situations). Violations of sections not listed above cannot give rise to invalidation actions, but they are subject to the other remedies listed in section 54960.1.

2 *Castaic Lake Water Agency v. Newhall County Water District* (2015) 238 Cal.App.4th 1196, 1198.

3 Cal. Gov. Code, § 54960.1(d)(2).

4 Cal. Gov. Code, § 54960.1(d)(3).

5 Cal. Gov. Code, § 54960.1(d)(4).

6 Cal. Gov. Code, § 54960.1(d)(5).

7 Cal. Gov. Code, § 54960.1, subds. (b), (c)(1).

8 Cal. Gov. Code, § 54960.1, subd. (c)(2).

9 Cal. Gov. Code, § 54960.1, subd. (c)(4).

10 *McKee v. Orange Unified School District* (2003) 110 Cal.App.4th 1310, 1318-1319.

11 *Cohan v. City of Thousand Oaks* (1994) 30 Cal.App.4th 547, 556, 561.

12 *Boyle v. City of Redondo Beach* (1999) 70 Cal.App.4th 1109, 1116-17, 1118.

13 Cal. Gov. Code, § 54960.2, subd. (a); Senate Bill No. 1003, Section 4 (2011-2012 Session).

14 Cal. Gov. Code, § 54960.2, subds. (a)(1), (2).

15 The legislative body may provide an unconditional commitment after the 30-day period. If the commitment is made after the 30-day period, however, the plaintiff is entitled to attorneys' fees and costs. Cal. Gov. Code, § 54960.2, subd. (b).

16 Cal. Gov. Code, § 54960.2, subd. (a)(4).

17 Cal. Gov. Code, § 54960.2, subd. (c)(2).

18 Cal. Gov. Code, § 54960.2, subd. (c)(1).

19 Cal. Gov. Code, § 54960.2, subd. (c)(3).

20 Cal. Gov. Code, § 54960.2, subd. (d).

21 Cal. Gov. Code, § 54960.2, subd. (e).

22 Cal. Gov. Code, § 54960, subd. (a).

23 *California Alliance for Utility Safety and Education (CAUSE) v. City of San Diego* (1997) 56 Cal.App.4th 1024; *Common Cause v. Stirling* (1983) 147 Cal.App.3d 518, 524; *Accord Shapiro v. San Diego City Council* (2002) 96 Cal.App.4th 904, 916 and fn.6.

24 *Kleitman v. Superior Court* (1999) 74 Cal.App.4th 324, 334-36.

25 Cal. Gov. Code, § 54960, subd. (b).

26 Cal. Gov. Code, § 54960, subd. (c).

27 *Los Angeles Times Communications, LLC v. Los Angeles County Board of Supervisors* (2003) 112 Cal. App.4th 1313, 1327-29 and cases cited therein.

28 Cal. Gov. Code, § 54960.5.

29 Cal. Gov. Code, § 54959. A misdemeanor is punishable by a fine of up to $1,000 or up to six months in county jail, or both (California Penal Code section 19). Employees of the agency who participate in violations of the Brown Act cannot be punished criminally under section 54959. However, at least one district attorney instituted criminal action against employees based on the theory that they criminally conspired with the members of the legislative body to commit a crime under section 54949.

30 Cal. Gov. Code, § 54952.6.

31 61 Ops.Cal.Atty.Gen. 283 (1978).

32 California Government Code section 1222 provides that "[e]very wilful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of such delinquency, is punishable as a misdemeanor."

33 The principle of statutory construction known as *expressio unius est exclusio alterius* supports the view that section 54959 is the exclusive basis for criminal liability under the Brown Act.

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MEASURE T

THE DISASTER PREPAREDNESS, PUBLIC SAFETY AND INFRASTRUCTURE BOND STATUS REPORT

June 26, 2025

PUBLIC WORKS DEPARTMENT

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

UPDATES SINCE THE LAST COC MEETING

COMMUNITY OVERSIGHT COMMITTEE (COC)

13 Filled Seats	2 Vacant Seats
• District 01 • District 02 • District 03 • District 04 • District 05 • District 06 • District 07 • District 09 • District 10 • Enviornmental Issues • Labor • Business • Finance/Accounting	• District 08 • Public Safety

PUBLIC SAFETY

Fire Department Facilities

FS 8 in construction
FS 32 in construction
FS 36 started design
FS 23 is undergoing CEQA process for a potential site

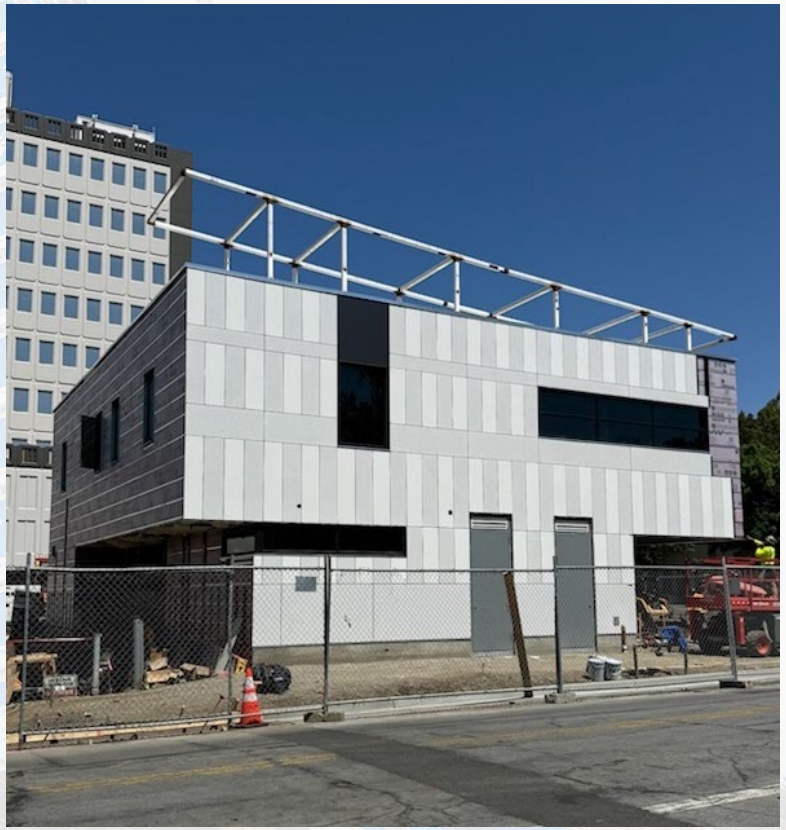
Police Department Facilities

PD Training & Academy in construction
PD Hangar in construction
PD Administration Building is in preliminary design

Other

911 Call Center is anticipated to start construction in November 2025
Emergency Operation Center project is complete

FS 8 PROGRESS PICTURE – MAY 13, 2025



© San José Fire Department

PAVEMENT & BRIDGE MAINTENANCE

Pavement

- 624 miles completed since 2020 with Measure T funding
- 2025 Construction Season – 110 miles planned to be completed (only MT)
- 2026 Construction Season – 96 miles to be completed (only MT)

Bridge Maintenance

- Completed rehabilitation work for 59 bridges
- Plans to rehabilitate 8 more bridges in 2025
- Staff has an expedited plan to spend down the funding by completing additional bridge maintenance projects with collaboration between DPW and DOT

LOCAL AND NEIGHBORHOOD STREETS

Garces Ave
2024 Sealing





Tander Ave
2024 Resurfacing

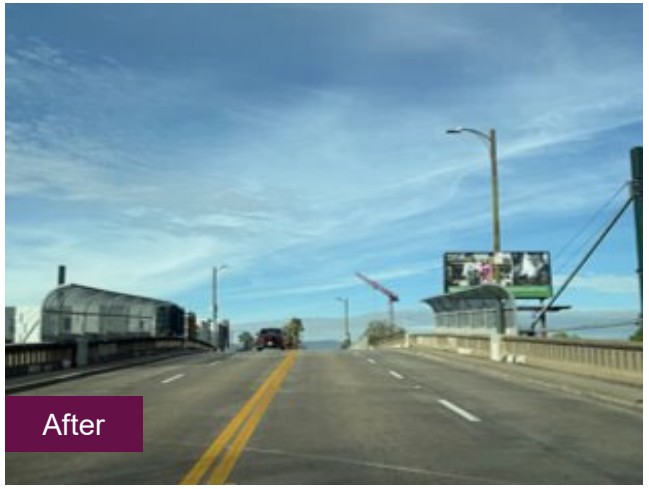




BRIDGE REPAIR AND REHABILITATION

San Carlos St over Los Gatos Creek: Spall Repairs & Polyester Concrete Overlay





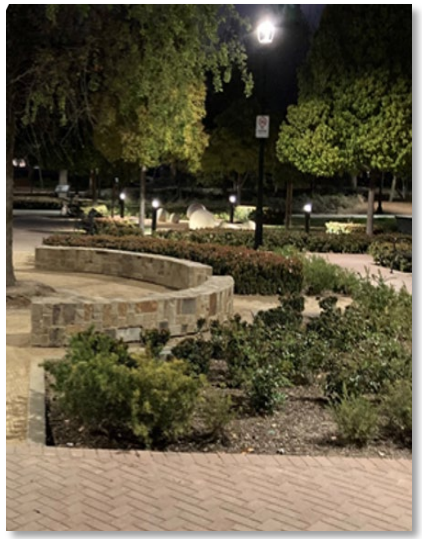
Sierraville Pedestrian Bridge





LED CONVERSION







- Staff has been directed to use the remaining funding to complete the conversion of the ornamental lights and city facility lighting
  - 1,000 ornamental streetlights out of 4500 completed to date
  - 7797 city facility lights out of 8840 completed to date

CLEAN WATER & GREEN STORMWATER INFRASTRUCTURE PROJECTS



Kelley Regional Stormwater Capture Concept – Elevation View

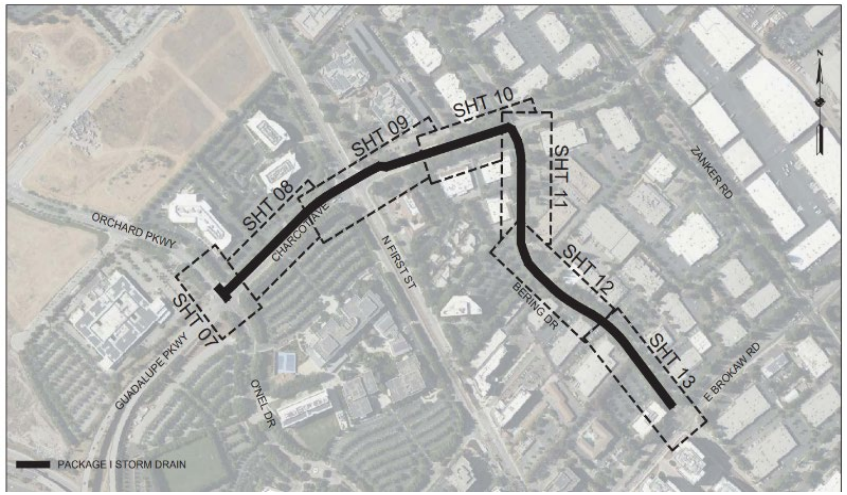
- River Oaks project is complete
- Kelly Regional Stormwater Capture project, formerly known as, Vintage Heritage, near Happy Hollow Parking lot started design May 2024
- Staff identifying two other sites

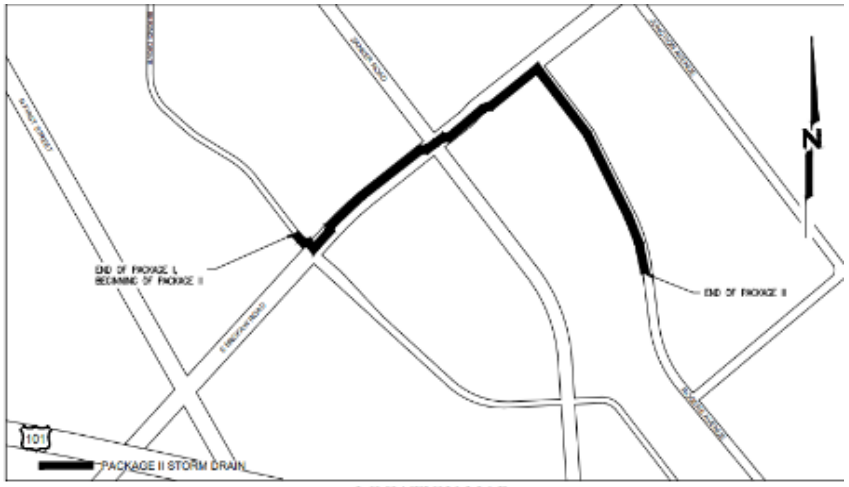



River Oaks Ribbon Cutting Ceremony – April 9, 2025
SAN JOSE
CAPITAL OF SILICON VALLEY
CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

STORM DRAIN IMPROVEMENT PROJECTS FOR CHARCOT AREA

- Charcot Storm Drain Package 1
  - Anticipated completion end of 2025
- Charcot Storm Drain Package 2
  - Design complete June 2025
  - Pursuing grant opportunities





COMMUNITY CENTER AND EMERGENCY SHELTERS

Priority 1



Roosevelt, Mayfair, Bascom, Seven Trees

- Project complete

Priority 2



Camden

- Project is in construction and is anticipated to be completed September 2025

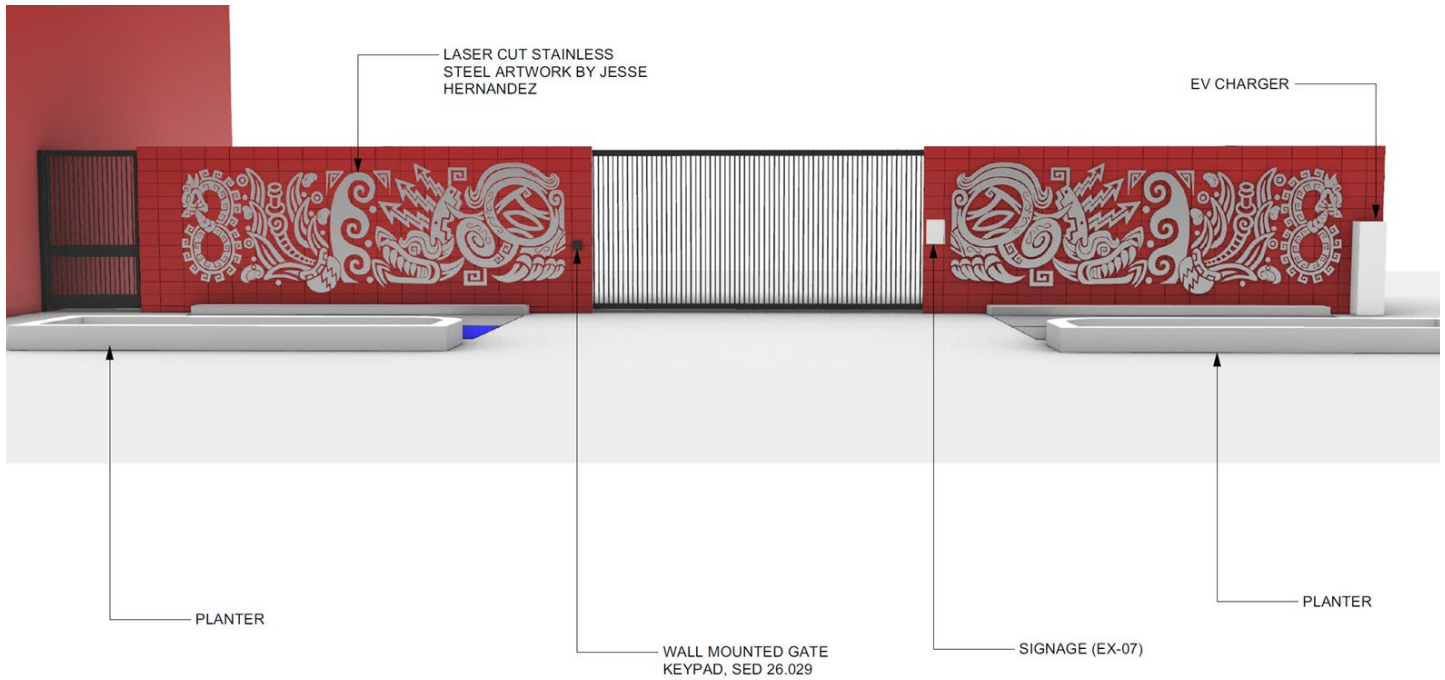
Priority 3



Almaden, Berryessa, Evergreen

- Project complete

PUBLIC ART



Fire Station 8 Rendering by artist Jesse Hernandez



River Oaks installation completed by artist Michael Amescua



THANK YOU!

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

PUBLIC WORKS DEPARTMENT

CITY OF SAN JOSE
2026-2030 PROPOSED CAPITAL IMPROVEMENT PROGRAM

Measure T Public Safety and Infrastructure Bond Fund (498)

STATEMENT OF SOURCE AND USE OF FUNDS

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
SOURCE OF FUNDS						
Beginning Balance*	($28,756,883)	$46,376,000	$4,303,000	$500,000		($28,756,883)
Financing Proceeds						
Traffic	159,000,000					159,000,000
Public Safety	28,870,000					28,870,000
Storm Sewer	15,700,000					15,700,000
Parks & Community Facilities	6,000,000					6,000,000
Total Financing Proceeds	$209,570,000					$209,570,000
Total Sources	**$180,813,117**	**$46,376,000**	**$4,303,000**	**$500,000**		**$180,813,117**
USE OF FUNDS						
Traffic						
Bridges	4,751,000	1,900,000	1,900,000	500,000		9,051,000
Pavement Maintenance	55,250,307	20,000,000				75,250,307
LED Streetlight Conversion	2,500,000	697,000	1,600,000			4,797,000
Admin – Traffic	21,000					21,000
Admin Reserve – Traffic	21,000					21,000
Total Traffic	$62,543,307	$22,597,000	$3,500,000	$500,000		$89,140,307
Public Safety						
Fire Station 8 Relocation	200,000					200,000
Fire Station 23 Relocation	3,539,000					3,539,000
New Fire Station 32	2,483,000					2,483,000
New Fire Station 36	2,040,000	14,000,000	303,000			16,343,000
Police Training Center Relocation	8,657,000					8,657,000
Police Air Support Unit Hangar	100,000					100,000
911 Call Center Upgrades	4,308,000	200,000				4,508,000
Police Administration Building Upgrades	4,984,000	100,000				5,084,000
Public Safety Reserves	19,153,914					19,153,914
Public Art - Pub Safety	31,659					31,659
Admin WC - Public Safety	355,000					355,000
Admin Reserve - Public Safety	355,000					355,000
Arbitrage Rebate Reserve	4,376,194					4,376,194
Total Public Safety	$50,582,767	$14,300,000	$303,000			$65,185,767
Storm Sewer						
Storm Drain Improvements at Charcot Ave	12,748,000					12,748,000
Clean Water Projects	5,453,000	5,171,000				10,624,000
Public Art – Storm Sewer	5,000	5,000				10,000
Admin – Storm Sewer	125,000					125,000
Admin Reserve – Storm Sewer	125,000					125,000
Total Storm Sewer	$18,456,000	$5,176,000				$23,632,000

CITY OF SAN JOSE
2026-2030 PROPOSED CAPITAL IMPROVEMENT PROGRAM

Measure T Public Safety and Infrastructure Bond Fund (498)

STATEMENT OF SOURCE AND USE OF FUNDS

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Municipal Improvements						
City Facilities LED Lighting	1,200,246					1,200,246
Total Municipal Improvements	$1,200,246					$1,200,246
Parks & Community Facilities						
Community Centers/Emergency Shelters	$1,581,797					$1,581,797
Admin – Parks	36,000					36,000
Admin Reserve Parks	37,000					37,000
Total Parks & Community Facilities	$1,654,797					$1,654,797
Total Expenditures	$134,437,117	$42,073,000	$3,803,000	$500,000		$180,813,117
Ending Fund Balance**	$46,376,000	$4,303,000	$500,000			
Total Uses	**$180,813,117**	**$46,376,000**	**$4,303,000**	**$500,000**		**$180,813,117**

*The 2026-2027 through 2029-2030 Beginning Fund Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

**The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Bond Series	Programs	Issuance Amount	Trustee Held Balance as of June 20, 2025	Sumbitted Reimbursements to Be Processed by June 30, 2025	Estimated Reimbursements To Be Processed by June 30, 2025	Estimated Remaining Bond Proceeds As of June 30, 2025 (E - F)	Estimated June BDR To Be Submitted in Aug 2025 (after Year End Close)
CSJ G.O. 2019A-1	Public Safety (T-E)	70,800,000	167		167	-	
CSJ G.O. 2019A-1	Traffic (T-E)	85,000,000	-		-	-	
CSJ G.O. 2019A-1	Storm Sewer (T-E)	17,600,000	6,569,851	3,479,894	3,089,957	(0)	
CSJ G.O. 2019B	Traffic (Taxable)	11,000,000	8,708,249		6,608	8,701,641	200,000
CSJ G.O. 2019B	Municipal Improvements (Taxable)	55,000,000	32		32	-	
CSJ G.O. 2019B	Parks & Com Facilities (Taxable)	500,000	-		-	-	
CSJ G.O. 2021A	Traffic & Public Safety (T-E)	151,210,000	34,423,881	7,350,584	13,595,469	13,477,828	13,477,828
CSJ G.O. 2021B	Muni Improvements & Parks (Taxable)	8,450,000	3,580,778	1,234,082	1,649,379	697,317	697,317
CSJ G.O. 2021C	Storm Sewer & Public Safety (Taxable)	40,870,000	37,586,565	27,604,699	-	9,981,866	1,124,855
	SUB-TOTAL	**440,430,000**	**90,869,523**	**39,669,259**	**18,341,612**	**32,858,651**	**15,500,000**

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

2025-2027 PROPOSED BIENNIAL CAPITAL BUDGET & 2026-2030 CAPITAL IMPROVEMENT PROGRAM

Prepared by the Office of the City Manager
April 2025

Mayor



Matt Mahan

City Council

District 1



Rosemary Kamei

District 2



Pamela Campos

District 3



Carl Salas

District 4



David Cohen

District 5



Peter Ortiz

District 6



Michael Mulcahy

District 7



Bien Doan

District 8



Domingo Candelas

District 9



Pam Foley

District 10



George Casey

Office of the City Manager

City Manager		Jennifer A. Maguire	
Assistant City Manager		Leland Wilcox	
Budget Director		Jim Shannon	
Assistant Budget Director		Bonny Duong	
Deputy Budget Director		Claudia Chang	
Assistant to City Managers	Bryce Ball	Jennifer Tell	Selena Ubando
		William Yu	
Senior Budget Analysts	Chris Petak	Curtis Satake	Gabriel Orozco Silva
	Jose Garcia Gomez		Tresha Grant
Budget Analysts	Christian Bernal	Isaac Li	James Gold
		Ricardo Cisneros	
Budget Production	Kate Handford		Kris Rath
Special Assistance	Surya Upadhyayula (Information Technology)		

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Capital Budget Excellence Award
Fiscal Year 2024-2025

Presented to the

City of San José

For meeting the criteria established to achieve a CSMFO Award in Budgeting.

February 7, 2025



Ernie Reyna

Ernie Reyna
2024 CSMFO President

James Russell-Field

James Russell-Field, Chair
Recognition Committee

Dedicated to Excellence in Municipal Financial Reporting

TABLE OF CONTENTS

Page

MAYOR AND CITY COUNCIL 2
CITY MANAGER'S BUDGET OFFICE STAFF 3
CSMFO Capital Budget Excellence Award Fiscal Year 2024-2025 4

CITY MANAGER'S 2025-2027 BUDGET MESSAGE 7

COMMUNITY PROFILE
City of San José at a Glance 33
Roster of Elected Officials 42
State and Local Legislative Highlights 43

BUDGET GUIDE
Annual Budget Process 49
Capital Programs by City Service Area 50
Capital Program Performance Measures 51
Capital Budget Guide 53
Fund Descriptions 61
Glossary of Terms 65
Acronyms Index 70

SUMMARY INFORMATION
Summary of Capital Improvement Program Source of Funds (Table) 75
Summary of Capital Improvement Program Use of Funds (Table) 77
Summary of Revenues and Expenditures by Fund (Table) 81
Summary of Capital Fund Activity for 2025-2026 (Table) 84
Summary of Measure T Public Safety and Infrastructure Bond Fund (Table) 87

BUDGET POLICIES AND PRACTICES
Budget Policies 89
City Service Area Policy Framework 97
Significant Accounting Practices and Budget Production Tools 99
Debt Service Obligations 102

TABLE OF CONTENTS

Page

CAPITAL PROGRAMS BY CITY SERVICE AREA (CSA)

COMMUNITY AND ECONOMIC DEVELOPMENT CSA 109
Developer Assisted Projects 113

ENVIRONMENTAL AND UTILITY SERVICES CSA 139
Sanitary Sewer System 149
Storm Sewer System 195
Water Pollution Control 231
Water Utility System 269

NEIGHBORHOOD SERVICES CSA 303
Library 319
Parks and Community Facilities Development 345

PUBLIC SAFETY CSA 575
Public Safety 581

TRANSPORTATION AND AVIATION SERVICES CSA 631
Airport 643
Parking 699
Traffic 717

STRATEGIC SUPPORT CSA 859
Communications 865
Municipal Improvements 879
Service Yards 923

APPENDICES

Mayor's March Budget Message for Fiscal Year 2025-2026 943
Art in Public Places 979
Status Report on Deferred Maintenance and Infrastructure Backlog 985

April 25, 2025

Honorable Mayor and City Council:

I am pleased to present the 2025-2027 Proposed Biennial Capital Budget and the 2026-2030 Capital Improvement Program (CIP) for the City of San José. The Proposed Biennial Capital Budget and CIP presented in this document guide the City in the planning, scheduling, and budgeting of capital improvement projects over the next five years. This overview highlights the major capital investments within each of the six City Service Areas (CSAs) and 14 Capital Programs, as well as the major issues associated with this CIP.

This CIP provides resources to rehabilitate and expand the critical City infrastructure relied upon for our community's daily needs that range from streets and roads, to sewer collection and treatment systems, to community centers, parks and sports fields, to fire and police facilities, and to airport facilities. Given its broad range of assets, development of the Capital Budget is an extensive process that considers Envision San José 2040 (the City's General Plan), various strategic and master plans, federal and state mandates, racial and social equity impacts, and inputs from stakeholders and other community members.



River Oaks Regional Stormwater Capture Project

New this year is the transition to a two-year presentation of the budget: the Proposed *Biennial* Capital Budget for 2025-2026 and 2026-2027. Given the long-term nature of planning for City infrastructure investments, the Proposed Biennial Capital Budget allows the Administration to highlight strategic investments planned to move forward in the first two years of the CIP. A Biennial Capital Budget improves funding certainty for priority capital projects and allows City Council and staff to focus more on long-term strategic and fiscal planning.

While the City Council will still make annual capital funding decisions each fiscal year, the complete development of the Proposed Capital Budget document will be presented every two years. In the intervening years, the Administration will present updates to the second year of the Biennial Capital Budget to:

- Re-balance the capital funds in the CIP in response to adjustments in revenue assumptions, such as new grants, changes in tax revenues, or updates to the annual contributions for the tributary agencies for their use of the Regional Wastewater Facility, and other technical adjustments;
- Address unexpected changes to capital project costs; and
- Reallocate funding to address unexpected conditions or other emergent needs.

These annual updates will continue to be brought forward to City Council each year as part of the annual budget process for consideration and adoption, as will the allocation of estimated funding for the new fifth year to ensure that the City Council is annually approving a five-year capital spending plan consistent with the City Charter.

For the purpose of comparison in this first Biennial Capital Budget, the 2025-2026 Proposed Capital Budget is compared to the 2024-2025 Adopted Capital Budget. The 2025-2026 Proposed Capital Budget of $1.2 billion reflects a 17.9% decrease from the 2024-2025 Adopted Capital Budget of $1.4 billion. Over a five-year period, the 2026-2030 Proposed CIP totals $3.4 billion, a 14.2% decrease from the 2025-2029 Proposed CIP of $4.0 billion, driven in part by completion of major Measure T Public Infrastructure and Safety Bond projects in the Public Safety CSA and the final issuance of the $650 million bond during the CIP, completion of major projects in the Transportation and Aviation Services and the Environmental and Utility Services CSAs, and deferral of the Terminal A and B Ramp Rehabilitation projects at the Airport until higher passenger activities can be achieved and sustained in order to proceed with the projects. However, it should be noted that once funds to complete existing projects in the various capital programs are rebudgeted from 2024-2025 to 2025-2026 as part of the Adopted Budget process, the total amount of funding in the 2025-2026 Capital Budget and 2026-2030 CIP is expected to increase.

While the Administration remains focused on leveraging external State and federal resources to supplement project funding, the City's key local revenues dedicated to the CIP are not sufficient to meet overall system rehabilitation needs. In particular, though Construction and Conveyance (C&C) Tax revenues – primarily generated by property sales – are scheduled to increase from $43.0 million in 2024-2025 to $60.0 million in 2029-2030, these levels are still below the peak collections in 2021-2022 of $64.5 million. This relatively modest level of funding impacts capital infrastructure needs in the Parks and Community Facilities Development (P&CFD), Library, Service Yards, Fire, Communications, and Park Yards Capital Programs. Similarly, the currently depressed levels of private development construction hinders Building and Structure Construction Tax and Construction Excise Tax revenues that are critical to matching the regional, State, and federal funds that support the Traffic Capital Program.

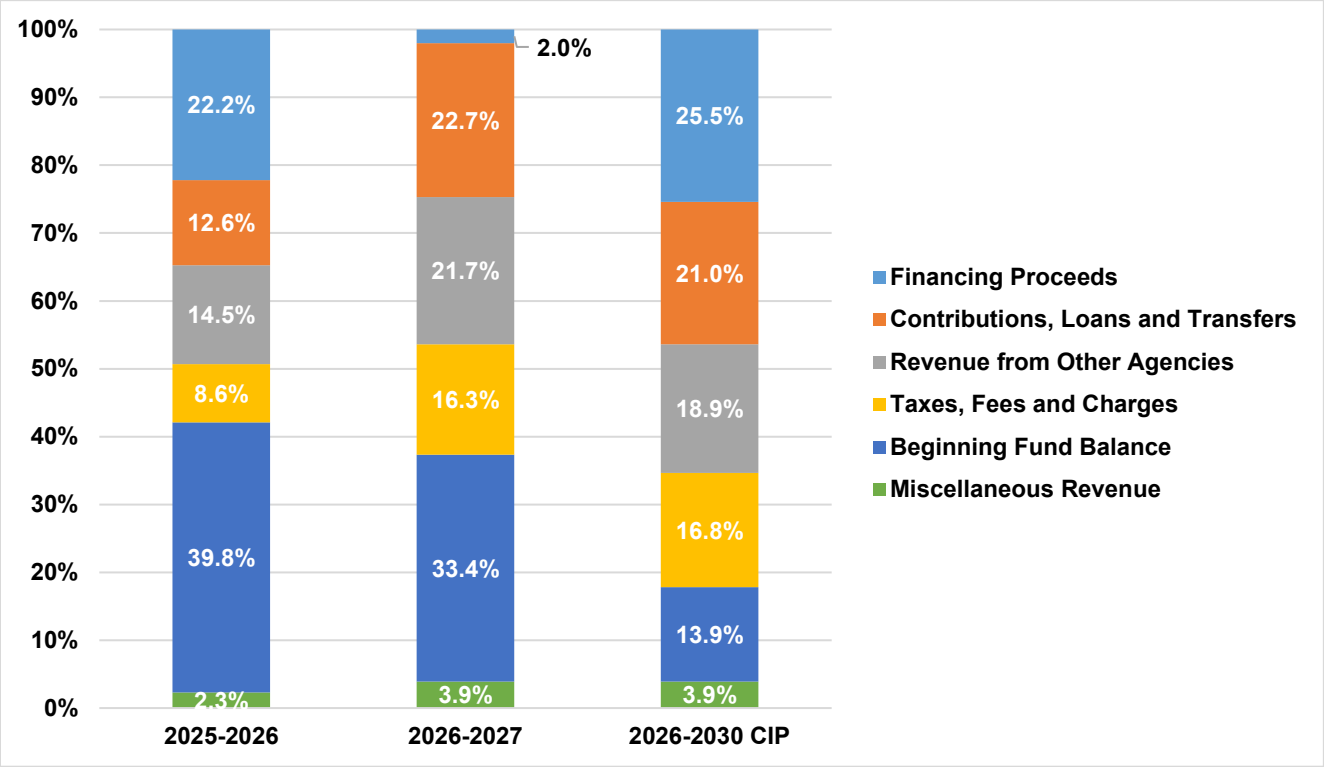
Resources available to the Storm Sewer Capital Program also continue to decline as the Storm Sewer Service and Use Charge fee rate has remained flat for over a decade while costs have continued to increase, which impacts the capacity to construct new infrastructure or rehabilitate and renovate existing, aged infrastructure. Therefore, identifying a more sustainable funding source is an urgent priority for the CIP. The 2024-2025 Adopted Operating Budget included resources to conduct an Engineered Fee Assessment to study the establishment of a new Stormwater Fee and provide technical work related to a potential ballot measure; that work will continue in 2025-2026.

Aside from the examples cited above, the City has long lacked sufficient resources to fully maintain and fund its entire infrastructure portfolio. The Status Report on Deferred Infrastructure Maintenance Backlog, presented to the Transportation and Environment Committee on April 8, 2024 (updated on a two-year cycle), identified an infrastructure backlog of approximately $1.7 billion, with an additional $129.1 million needed annually to maintain the City's infrastructure in a sustained functional condition. Compared to the prior report, while the backlog reflected a decrease of nearly $29.2 million in one-time needs, largely due to the implementation of Measure T projects, the ongoing additional need increased by approximately $29.7 million, and the backlog is still significant. Additional resources for capital investment, such as assessing community support for potential ballot measures and maximizing all grant opportunities, will be essential to ensure San José's public assets are appropriately maintained.

CAPITAL PROGRAM FUNDING SOURCES

The City's Capital Programs are supported by a variety of funding sources as shown in the graphs below that depict 2025-2026, 2026-2027, and five-year CIP funding. A discussion of the five-year CIP funding sources follows.

2025-2027 Proposed Biennial Capital Budget
($1.2 billion in 2025-2026; $675.6 million in 2026-2027)
and
Proposed CIP Source of Funds ($3.4 billion)



A total of $863.6 million is anticipated to be received from Financing Proceeds, representing 25.5% of the 2026-2030 Proposed CIP. The Water Pollution Control Capital Program accounts for $320.0 million of Wastewater Revenue Notes and Bond Proceeds that will be used for the implementation of capital improvement projects included in the City Council-approved Plant Master Plan that responds to aging infrastructure, future regulations, population growth, and treatment technology improvements. Financing Proceeds will be necessary to fund the construction costs for the Short-Term Parking Garage ($200.0 million) at the Airport. The final issuance of Measure T bond proceeds totaling $209.6 million will be issued in 2025-2026 for projects in the Traffic ($159.0 million), Public Safety ($28.9 million), Storm Sewer ($15.7 million), and Parks and Community Facilities Development ($6.0 million) Capital Programs. Financing Proceeds will be used for the Water Resources Administration and Operations Facility and Advanced Metering Infrastructure Improvements projects within the Water Utility Capital Program ($24.0 million in short term commercial paper notes for the two projects and then eventually the facility refunded with $30.0 million in bond proceeds); and for sanitary sewer capacity improvement projects in the Sanitary Sewer Capital Program ($69.0 million).

CAPITAL PROGRAM FUNDING SOURCES

Contributions, Loans, and Transfers total $712.5 million in this CIP and account for 21.0% of the 2026-2030 Proposed CIP. The largest transfers are from the Sewer Service and Use Charge Fund to the Water Pollution Control Capital Program ($292.2 million) and the Sanitary Sewer System Capital Program ($119.0 million). Examples of other transfers from operating funds to support capital projects in various capital funds include $106.5 million from the Airport Surplus Revenue Fund to the Airport Renewal and Replacement Fund and $44.0 million from the Water Utility Fund to the Water Utility Capital Fund. Contributions, Loans, and Transfers from the General Fund in this CIP for capital projects total $53.3 million, with $17.9 million budgeted in 2025-2026 and $7.8 million budgeted in 2026-2027.

Revenue from Other Agencies category totals $643.6 million, or 18.9% of the 2026-2030 Proposed CIP, and is comprised of contributions from federal ($125.6 million) and State ($193.4 million) grants and allocations; other agencies that use the Water Pollution Control Plant ($181.3 million); and revenue from local agencies ($143.3 million) which derives most of its funding from the Valley Transportation Authority to supplement pavement maintenance ($110.6 million). Actions by the federal government that may limit or condition grants to State, regional, and local governments are being carefully monitored and contested, where appropriate. While nothing definitive is known on changes to funding levels, the Administration will continue to work across departments to identify key risk areas and keep the City Council apprised of any necessary changes to the budget.

The Taxes, Fees, and Charges category includes an estimate of $572.4 million, representing 16.8% of the 2026-2030 Proposed CIP. This estimate is relatively similar to the $560.6 million included in the 2025-2029 Adopted CIP, as the increase of $27.0 million of C&C Tax revenues is partially offset by the decrease of $25.1 million in Airport Passenger Facility Charge Proceeds. Most of this revenue category is comprised of the C&C Tax ($267.0 million), Airport Passenger Facility Charge (PFC) proceeds ($111.3 million), Building and Structure Construction Tax ($103.0 million), and Construction Excise Tax ($86.0 million).



Iris Chang Park

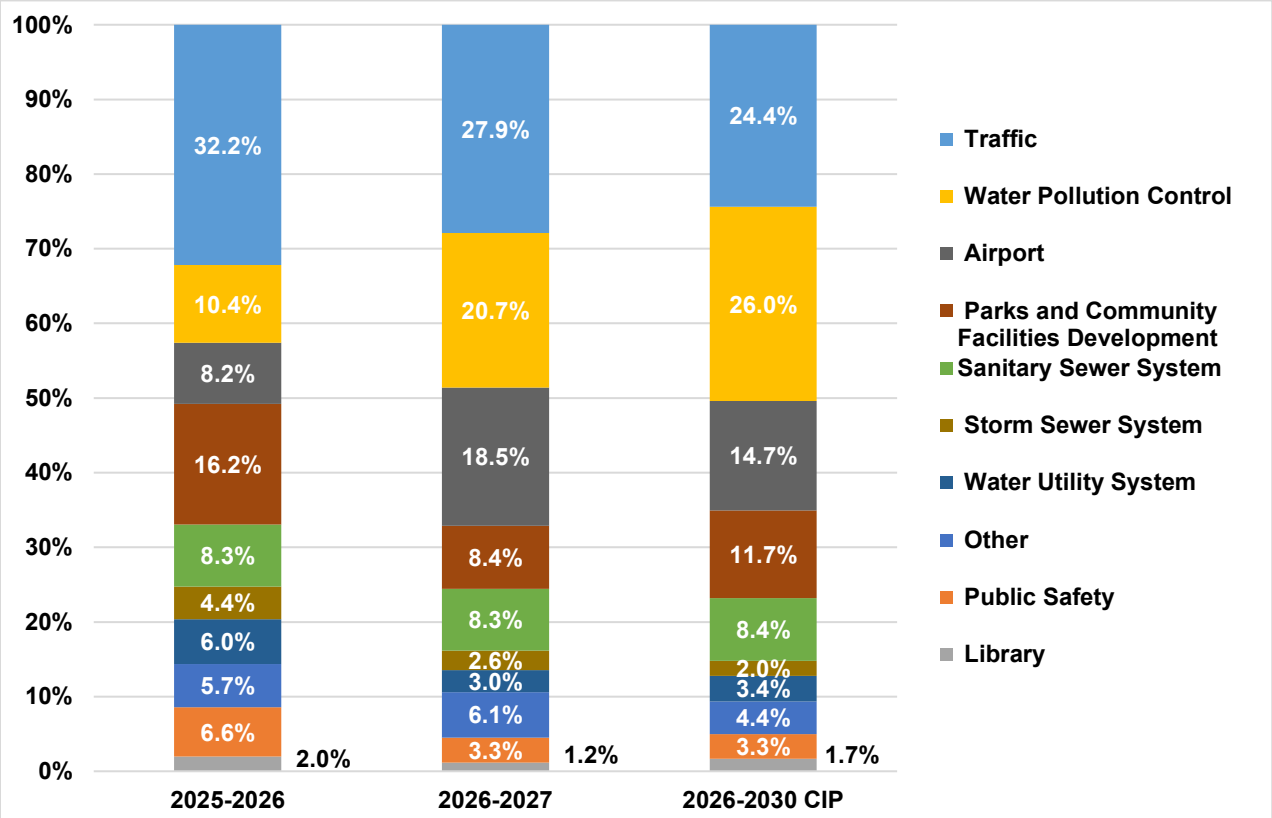
The Beginning Fund Balance totals $472.2 million, representing 13.9% of the 2026-2030 Proposed CIP. The Subdivision Park Trust Fund in the P&CFD Capital Program has the largest Beginning Fund Balance of $89.8 million, followed by the Sewer Service and Use Charge Capital Improvement Fund in the Sanitary Sewer Capital Program ($77.2 million), the Building and Structure Construction Tax Fund in the Traffic Capital Program ($64.5 million),and the Construction Excise Tax Fund in the Traffic Capital Program ($56.0 million). The large balances represent carryover project funding that will be spent over the next five years, with a portion of the funding reserved pending the determination of a final scope for projects, final project locations, and/or availability of additional resources in the future.

Finally, $133.4 million is anticipated from Miscellaneous Revenue. This primarily includes Interest Income ($127.3 million) and Developer Contributions ($3.7 million).

CAPITAL PROGRAM INVESTMENTS

The CIP consists of 14 capital programs. The following chart depicts the uses of funds by capital program and percentage of funding for 2025-2026, 2026-2027, as well as for the five-year CIP. A selection of major projects to be completed over the next five years are listed below.

2025-2027 Proposed Biennial Capital Budget
($1.2 billion in 2025-2026; $675.6 million in 2026-2027)
and
Proposed CIP Use of Funds ($3.4 billion)



Major Projects to be Completed Over the Next Five Years

2025-2026 Projects
-Willow-Keyes Complete Streets Improvements
-Measure T - Storm Drain Improvements at Charcot Ave
-Spartan Keyes Area Park Development
-Consolidated Rental Car Facility Accessibility Upgrades
-Measure T - Police Training Center Relocation
-Southwest Expressway Sanitary Sewer Improvement
-Measure T - Fire Station 32

2026-2027 Projects
-Advanced Metering Infrastructure Implementation
-Airport Garage Sprinkler Replacement
-Plantwide Security Systems Upgrade
-Measure T - Clean Water Projects
-Measure T - Police 911 Call Center Upgrades
-Measure T - Pavement Maintenance

2027-2028 Projects
-Fourth Major Interceptor, Phase VIIB
-Julian Street and St. James Couplet Conversion
-Measure T - New Fire Station 36
-Measure T - LED Streetlight Conversion
-Jackson Avenue Complete Streets

2028-2029 Projects
-Airport Short-Term Parking Garage
-Story-Keyes Complete Streets Improvements
-Measure T - Bridges

2029-2030 Projects
-Additional Digester Upgrades
-RWF Support Building Improvements
-Secondary Clarifier Rehabilitation

MEASURE T GENERAL OBLIGATION BOND

In November 2018, San José voters approved the Measure T Bond Measure, which will provide up to $650 million in General Obligation bonds for a wide variety of infrastructure needs, with at least $300 million to be contributed to road rehabilitation over the course of the bond measure. Those priorities are reflected in this CIP, with the remaining $180.8 million allocated over the next five years, including expenditures totaling $134.4 million (excluding the Ending Fund Balance) budgeted in 2025-2026 and $42.1 million budgeted in 2026-2027.

Public Safety and Infrastructure Bond Fund
(Projected Expenditures in 2026-2030 Proposed CIP)

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Traffic						
Bridges	4,751,000	1,900,000	1,900,000	500,000		9,051,000
Pavement Maintenance	55,250,307	20,000,000				75,250,307
LED Streetlight Conversion	2,500,000	697,000	1,600,000			4,797,000
Admin – Traffic	21,000					21,000
Admin Reserve – Traffic	21,000					21,000
Total Traffic	**$62,543,307**	**$22,597,000**	**$3,500,000**	**$500,000**		**$89,140,307**
Public Safety						
Fire Station 8 Relocation	200,000					200,000
Fire Station 23 Relocation	3,539,000					3,539,000
New Fire Station 32	2,483,000					2,483,000
New Fire Station 36	2,040,000	14,000,000	303,000			16,343,000
Police Training Center Relocation	8,657,000					8,657,000
Police Air Support Unit Hangar	100,000					100,000
911 Call Center Upgrades	4,308,000	200,000				4,508,000
Police Administration Building Upgrades	4,984,000	100,000				5,084,000
Public Safety Reserves	19,153,914					19,153,914
Public Art – Pub Safety	31,659					31,659
Admin WC – Public Safety	355,000					355,000
Admin Reserve – Public Safety	355,000					355,000
Arbitrage Rebate Reserve	4,376,194					4,376,194
Total Public Safety	**$50,582,767**	**$14,300,000**	**$303,000**			**$65,185,767**

MEASURE T GENERAL OBLIGATION BOND

Public Safety and Infrastructure Bond Fund Cont'd.
(Projected Expenditures in 2026-2030 Proposed CIP)

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Storm Sewer						
Storm Drain Improvements at Charcot Ave	12,748,000					12,748,000
Clean Water Projects	5,453,000	5,171,000				10,624,000
Public Art – Storm Sewer	5,000	5,000				10,000
Admin – Storm Sewer	125,000					125,000
Admin Reserve – Storm Sewer	125,000					125,000
Total Storm Sewer	**$18,456,000**	**$5,176,000**				**$23,632,000**
Municipal Improvements						
City Facilities LED Lighting	1,200,246					1,200,246
Total Municipal Improvements	**$1,200,246**					**$1,200,246**
Parks & Community Facilities						
Community Centers/ Emergency Shelters	1,581,797					1,581,797
Admin – Parks	36,000					36,000
Admin Reserve Parks	37,000					37,000
Total Parks & Community Facilities	**$1,654,797**					**$1,654,797**
Total Expenditures	**$134,437,117**	**$42,073,000**	**$3,803,000**	**$500,000**		**$180,813,117**

Over the next fiscal year, most of the significant Measure T projects will have completed construction or be under construction, representing a significant upgrade for the rehabilitation of the City's critical infrastructure. However, as discussed previously, the City has a combined deferred infrastructure backlog of approximately $1.7 billion. As work on the Measure T bond winds down, the Administration will continue to explore efforts for additional General Obligation bond funding in the near future. Without a continued flow of new capital funding to renovate the City's public infrastructure, future service delivery will suffer.



Fire Station 32 Rendering

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Each of the 14 capital programs is aligned to one of six CSAs. The chart below compares the 2025-2029 Adopted CIP with the 2026-2030 Proposed CIP for each CSA. As discussed earlier, the 2026-2030 Proposed CIP is 14.2% lower than the 2025-2029 Adopted CIP. Once funds to complete existing projects are rebudgeted from 2024-2025 to 2025-2026 as part of the Adopted Capital Budget process, the size of the 2026-2030 CIP is expected to increase.

2026-2030 Proposed CIP compared to 2025-2029 Adopted CIP (By City Service Area)

City Service Area	2025-2029 Adopted CIP	2026-2030 Proposed CIP	% Change
Community and Economic Development	$25,632,301	$22,660,838	-11.6%
Environmental and Utility Services	1,454,515,177	1,353,245,143	-7.0%
Neighborhood Services	471,390,173	454,942,556	-3.5%
Public Safety	164,751,951	113,220,767	-31.3%
Transportation and Aviation Services	1,708,034,036	1,348,135,259	-21.1%
Strategic Support	134,330,510	105,456,236	-21.5%
Total	**$3,958,654,148**	**$3,397,660,799**	**-14.2%**

The following provides a description of each capital program organized by CSA, highlighting any important information that the City Council should be aware of for future consideration, as well as significant projects that are included in this CIP. A more detailed description and justification for the capital projects can be found in the Capital Programs by City Service Area (Section V) of the document.



Alviso Branch Library and Community Center

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Community and Economic Development CSA

The Community and Economic Development CSA includes the Developer Assisted Projects Capital Program.

Developer Assisted Projects Capital Program

The Developer Assisted Projects Capital Program ensures that residential developments within San José include the construction of public improvements necessary to maintain or improve the infrastructure of the City. This capital program is used to facilitate the undergrounding of existing overhead utilities and to reimburse residential developers for the construction of certain street improvements throughout the City. The underground utility projects were prioritized based on several criteria, the most significant of which is the level of fee revenue that has been collected within the Underground District. The 2026-2030 Proposed CIP provides funding of $22.7 million, of which $18.1 million is allocated in 2025-2026 and $12.5 million is allocated in 2026-2027.

The major undergrounding projects in this Capital Program include:

- Kirk Park (Foxworthy Avenue from Yucca Avenue to Briarwood Avenue)
- Lincoln Avenue (Lincoln Avenue to West San Carlos Street)
- McKee Road/Jose Figueres Avenue (Jose Figueres Avenue to North Jackson Avenue)
- Meridian Avenue (Park Avenue to Auzerais Avenue)
- Monterey Road (Willow Street to Curtner Avenue)
- Pearl/Hillsdale (Capitol Expressway to Hillsdale Avenue and Pearl Avenue to Summer Creek Drive)



Delmas Ave./Park Ave. Rule 20B UUD
Park Avenue between Barack Obama Boulevard and Sonoma Street

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Environmental and Utility Services CSA

The Environmental and Utility Services CSA includes the Sanitary Sewer System, Storm Sewer System, Water Pollution Control, and Water Utility Capital Programs.

Sanitary Sewer System Capital Program

The Sanitary Sewer System consists of approximately 2,039 miles of sewer mains ranging in diameter from under six to 90 inches. The system serves the City, as well as three other jurisdictions, and conveys sewage to the San José-Santa Clara Regional Wastewater Facility.



Sanitary Sewer Maintenance Crew

The 2026-2030 Proposed CIP includes a rate increase of 4.0% for the Sewer Service and Use Charge (SSUC) in 2025-2026. In the remaining years of the CIP, increases are currently projected to range from 4.0% and 5.0% each year. To help moderate future rate increases, this CIP recommends the use of financing proceeds to assist with rehabilitation efforts from 2026-2027 through 2029-2030. These increases may be revised based on future assessments of capital and operating needs, changes in project costs, or other unforeseen circumstances.

Program priorities and objectives include improving sewer capacity in substantially built-out areas and less-developed areas to accommodate economic development, as well as the rehabilitation of existing sewers with a higher priority given to those with extensive, severe deterioration, and evaluated alongside race and income data of neighborhoods to ensure that rehabilitation efforts are equitably provided to the fullest extent legally permissible. The 2026-2030 Proposed CIP provides funding of $285.5 million, of which $98.2 million is allocated in 2025-2026 and $55.8 million is allocated in 2026-2027.

The major projects in this CIP include:

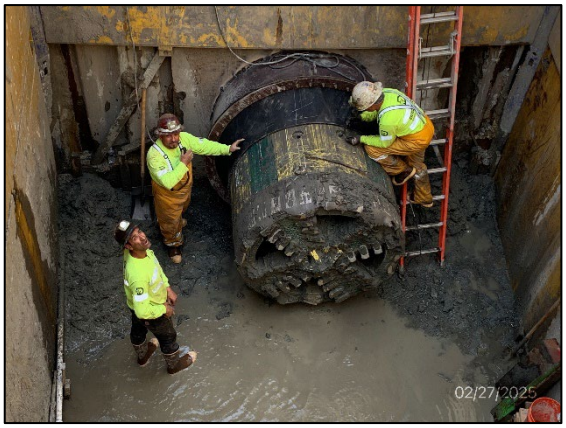
- ❑ Condition Assessment Sewer Repairs
- ❑ Fourth Major Interceptor, Phase VIIA
- ❑ Fourth Major Interceptor, Phase VIIB
- ❑ Immediate Replacement and Diversion Projects
- ❑ Rehabilitation of Sanitary Sewer Pump Stations
- ❑ Southwest Expressway Sanitary Sewer Improvements
- ❑ Master Planning Updates
- ❑ Sanitary Sewer Interceptor Management Program
- ❑ Urgent Rehabilitation and Repair Projects

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Environmental and Utility Services CSA (Cont'd.)

Storm Sewer System Capital Program

The Storm Sewer System of the City of San José consists of approximately 1,130 miles of sewer mains and 31 stormwater pump stations. The Storm Sewer System, which is separate from the Sanitary Sewer System, collects stormwater that is eventually conveyed into the Guadalupe River or Coyote Creek. The City is responsible for planning, designing, constructing, and maintaining facilities for conveyance of stormwater runoff within the City's Urban Service Area to adjacent stream channels in accordance with the available budget and City Council priorities. Most of the design and construction of flood control facilities and the modification and maintenance of stream channels are the responsibility of Valley Water and the U.S. Army Corps of Engineers. The 2026-2030 Proposed CIP provides funding of $68.7 million, of which $52.1 million is allocated in 2025-2026 and $17.6 million is allocated in 2026-2027.



Charcot Storm Drain Improvement Project

The overall size of the Storm Water System CIP has decreased due to the reduction in revenues transferred from the Storm Sewer Operating Fund, which is funded through Storm Sewer Service and Use Charge fees. With no rate increases occurring in more than a decade and, as a result, assessment revenues remaining flat, the need to sustain basic operations and maintenance activities for the storm sewer system is expected to result in reduced capacity to perform important capital rehabilitation projects in the Storm Sewer System. To prevent underinvestment, identifying additional funding for this capital program, including potentially from the General Fund if no other source is available, must be a priority within the coming years. In light of this challenge, the 2024-2025 Adopted Operating Budget included additional resources to conduct an Engineered Fee Assessment to study the establishment of a new Stormwater Fee and provide technical work related to a potential ballot measure. This work will continue in 2025-2026.

A key focus for the CIP is the delivery of Measure T projects, with Measure T funding providing the largest revenue source for this program. The projects include alleviating flooding and drainage issues in the Charcot Area and implementing regional green stormwater infrastructure projects to capture, filter, and treat stormwater before its discharge into local waterways.

The major projects in this CIP include:

- ❑ Storm Sewer Master Plan – City-wide
- ❑ Large/Small Trash Capture Devices
- ❑ Measure T – Clean Water Projects
- ❑ Measure T – Storm Drain Improvements at Charcot Avenue
- ❑ Citywide Outfall Improvements

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Environmental and Utility Services CSA (Cont'd.)

Water Pollution Control Capital Program

The San José-Santa Clara Regional Wastewater Facility (RWF) is a wastewater treatment facility serving eight South Bay cities and four special districts. The 2026-2030 Proposed Capital Improvement Program provides funding of $883.2 million, of which $123.5 million is allocated in 2025-2026 and $140.0 million is allocated in 2026-2027. This work is guided by the Plant Master Plan (PMP), which recommends an estimated investment of approximately $2.0 billion over a 30-year planning period to implement more than 114 capital improvement projects to perform long-term rehabilitation and modernization and address future regulatory requirements and capacity needs.

To ensure the program continues to address Plant critical rehabilitation needs and pending regulations, a priority for the upcoming fiscal year is to update the PMP. Other ongoing priorities include managing long-term financing (for San José only); continuing to focus on program and project delivery; and actively managing project risks and variables to inform timing and amount of major encumbrances.

As discussed earlier in the Sanitary Sewer System Capital Program section, the 2026-2030 Proposed CIP includes a rate increase of 4.0% for the Sewer Service and Use Charge (SSUC) in 2025-2026. In the remaining years of the CIP, increases are currently projected to range from 4.0% and 5.0% each year. These rates will be reassessed each year based on a detailed implementation plan.

The next five to ten years will see significant investment at the RWF based on the PMP, resulting in revitalized infrastructure to meet current and future customer demand and meet future environmental regulatory standards. The new mechanical dewatering facility and support systems to replace the existing sludge storage lagoons and open air solar drying beds are scheduled to come online the latter part of 2025-2026. This will result in reduced odor impacts to the surrounding community.



New Headworks

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Environmental and Utility Services CSA (Cont'd.)

Water Pollution Control Capital Program (Cont'd.)

The major projects in this CIP include:

- ❑ Additional Digester Upgrades
- ❑ Aeration Tanks and Blower Rehabilitation
- ❑ Primary Rehabilitation
- ❑ Support Building Improvements
- ❑ Secondary Clarifier Rehabilitation
- ❑ New Disinfection Facilities
- ❑ Plant Infrastructure Improvements
- ❑ Plantwide Security Systems Upgrade
- ❑ Switchgear S2/S2A Replacement

Water Utility System Capital Program

The San José Municipal Water System provides water service to approximately 118,000 residents via 26,000 service connections in five areas within the City of San José: Alviso, Coyote Valley, Edenvale, Evergreen, and North San José. Projects in this CIP include the construction of new facilities, maintenance of existing infrastructure, and improvements to the Water Utility System facilities. The 2025-2026 Proposed Budget assumes a revenue increase for retail water of approximately 5%, largely attributable to increased wholesale water costs charged by Valley Water and the San Francisco Public Utilities Commission, along with ensuring sufficient resources are available for necessary capital investment. Rates will be reassessed each year based on wholesale water costs, a detailed review of maintenance and operations costs, and capital improvement requirements. The 2026-2030 Proposed CIP provides funding of $115.8 million, of which $71.3 million is allocated in 2025-2026 and $20.0 million is allocated in 2026-2027.



Municipal Water Main Construction Work



Installation of a water valve

The major projects in this CIP include:

- ❑ Advanced Metering Infrastructure Implementation
- ❑ Annual Water Main Replacement
- ❑ Infrastructure Improvements
- ❑ Water Resources Administration and Operations Facility

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Neighborhood Services CSA

The Neighborhood Services CSA includes the Library and Parks and Community Facilities Development Capital Programs.

Library Capital Program

The Library Capital Program provides funding to acquire physical and digital materials, install automation equipment, support public information access needs, and invest in facility rehabilitation. The objective of the Library Capital Program is to provide readily accessible, quality library services to San José residents. The 2026-2030 Proposed CIP provides funding of $56.3 million, of which $23.6 million is allocated in 2025-2026 and $7.9 million is allocated in 2026-2027.



Calabazas Branch Library

The 2026-2030 Proposed CIP includes capital rehabilitation of branches that received grant and local match funding for the Building Forward Library Infrastructure grant from the State of California. This grant program, which is provided by the California State Library, is designed to address life-safety and critical maintenance needs of public library facilities throughout California. The Building Forward Library Infrastructure grant allows the San José Public Library to advance critical infrastructure projects that ensure branch libraries continue to provide safe, well-maintained environments for the public's exploration, learning, and discovery. Although the 50% local match obligation ($8.6 million) limits the ability to engage in other capital investments, the grant award effectively doubles the City's resources to maintain these essential assets and systems, such as roof and building repairs and repairs to boilers, chillers, and heating, venting, and cooling systems. Branches scheduled for repairs and improvement projects – anticipated to be completed over the next two fiscal years – include Alviso, Bascom, Biblioteca Latinoamericana, East San José Carnegie, Educational Park, Seven Trees, Hillview, Joyce Ellington, and Tully.

As the rate of Library Parcel Tax revenue growth has not kept pace with increasing operational expenses, and due to the still relatively low level of Library C&C Tax revenues, the Library has extremely limited funding to address basic capital infrastructure needs and to acquire print and digital materials. One of the impacts is that the Acquisitions of Materials project budget has decreased from $6.3 million in 2024-2025 to a range of $4.0 million to $4.5 million annually over the CIP. To partially mitigate this significant reduction, the Proposed Operating Budget contributes General Fund resources of $500,000 in 2025-2026 ($250,000 ongoing) to purchase library materials. The City will need to continue to review all available funding sources, including the Library Parcel Tax Fund, the Library C&C Tax Fund, and the General Fund, to help achieve a balanced funding portfolio over the long-term for both Library operations and capital support.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Neighborhood Services CSA (Cont'd.)

Library Capital Program (Cont'd.)

The major projects in this CIP include:

- Acquisition of Materials
- Automation Projects and System Maintenance
- Building Forward Library Infrastructure Grant projects
- Facilities Improvements and Equipment

Parks and Community Facilities Development Capital Program

The Parks and Community Facilities Development (P&CFD) Capital Program plans for and implements the acquisition, development, and protection of parks, recreation facilities, and open space to maintain a high quality of life in San José. This program provides oversight of the planning and development for approximately 3,627 acres of parks (regional/city-wide and neighborhood/community) and open space in the City's sphere of influence, as well as 12 City-operated community centers. Over 66 miles of trails are open to the public and several miles are in development. The ActivateSJ Plan, Trail Program Strategic Plan, Envision San José 2040 General Plan, and Bike Plan 2020 all support further development of the trails with a goal for an interconnected 100-mile urban trail network and 30 miles of hiking trails.

The 2026-2030 Proposed CIP focuses efforts on maintaining and improving existing parks, recreational facilities and trails; honoring nature and wildlife through intentional design to create a sense of place; and designing parks and facilities that enhance everyday life. This CIP also initiates multiple efforts to undertake significant improvements to Guadalupe River Park and Trail in preparation for the upcoming sporting events, and will see the revitalization of Columbus Park.

Overall, the 2026-2030 Proposed CIP allocates $398.6 million to the P&CFD program, including $192.0 million allocated in 2025-2026 and $56.9 million allocated in 2026-2027. The CIP plans for over 200 major projects and over 100 small projects, with a focus on developing systems and processes to effectively anticipate capital needs over a multi-year period and plan for those needs accordingly. This has included developing the Parks and Recreation Facility Project Inventory to prioritize projects that reach the park-poor areas of each Council District. The CIP also includes sustained focus on data collection and GIS mapping to identify areas of need based on various factors such as health indicators, race, and income. The objective is to build an operating and capital rehabilitation model that can more effectively support the demands of the park system for San José.



La Ragione Park Playground

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Neighborhood Services CSA (Cont'd.)

Parks and Community Facilities Development Capital Program (Cont'd.)

The major projects in this CIP include:

- ❑ 2017 Flood - Alum Rock Park Mineral Springs Bridge Embankment
- ❑ 2023 Winter Storm – Alum Rock Park Road Improvements
- ❑ Agnews Property Development
- ❑ All Inclusive Playground - Camden Park
- ❑ Arena Green Parks Improvements
- ❑ Columbus Park Soccer Facility
- ❑ Emma Prusch Park Animal Area Renovation
- ❑ Guadalupe River Park - Discovery Meadow Renovation
- ❑ Guadalupe River Park and Trail Lighting Improvements
- ❑ Guadalupe River Park Yard Relocation
- ❑ Plata Arroyo Park Renovation
- ❑ Spartan Keyes Area Park Development

Public Safety CSA

The Public Safety CSA includes the Public Safety Capital Program.

Public Safety Capital Program

The objective of the Public Safety Capital Program is to provide, maintain, and improve facilities and equipment that support the delivery of effective emergency services to residents and visitors. The 2026-2030 Proposed CIP provides funding of $113.2 million, of which $78.0 million is allocated in 2025-2026 and $22.6 million is allocated in 2026-2027.



Fire Station 32 Groundbreaking

The major focus of the Public Safety Capital Program is delivering projects funded by the Measure T Bond Measure — with a total of $65.2 million allocated in this CIP to various bond projects, including the construction of new facilities, the relocation of existing ones, the restoration and modernization of aging infrastructure. Projects anticipated to come online during this CIP include new Fire Stations 32 (Story Rd./McLaughlin Ave., Council District 7) and 36 (Capital Expressway/Tuers Rd., Council District 7) to enhance response times; the relocation of Fire Station 8 (E. Santa Clara St./14th St., Council District 3); land acquisition for the relocation of Fire Station 23 (District 4); construction of a new Police Training Center (US-101/CA-85, Council District 2); significant upgrades to the 911 Call Center to accommodate the increasing demand for emergency services; and upgrades to the Police Administration Building's infrastructure.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Public Safety CSA (Cont'd.)

Public Safety Capital Program (Cont'd.)

The major projects in this CIP include:

- ❑ Measure T – 911 Call Center Upgrades
- ❑ Measure T – New Fire Stations 32, 36
- ❑ Measure T – Relocated Fire Stations 8, 23
- ❑ Measure T – Police Training Center

Transportation and Aviation Services CSA

The Transportation and Aviation Services CSA includes the Airport, Parking, and Traffic Capital Programs.

Airport Capital Program

The San José Mineta International Airport (SJC) is located four miles north of downtown San José. The primary air service area includes the Silicon Valley, neighboring counties of Monterey, Santa Cruz, and San Benito, as well as portions of adjacent Alameda and San Mateo counties. SJC is currently classified by the Federal Aviation Administration as a medium-hub domestic airport with some international service. In 2023, SJC was named Best Midsized Airport in the United States by the Wall Street Journal for excelling in reliability, value, and convenience, outperforming all of the top 50 airports nationwide.



San José Mineta International Airport Bag Claim Curbside

The Airport Master Plan provides the framework for a phased program to adequately serve aviation demand at SJC projected out to the year 2037. Looking forward, the Airport will continue to implement the projects in the Master Plan as feasible and as funding permits. Priority Master Plan projects include the Belly Freight Facility, Terminal A and B Ramp Rehabilitation, and Airfield Configuration Updates, along with other precursor projects leading to the future New Terminal Project. However, based on the projection of lower passenger levels, the larger transformative projects, such as the Terminal A and B Ramp Rehabilitation projects, have been deferred beyond the five-year CIP horizon. In the nearer term, the Airport will continue to focus on refurbishment of the current facilities to maximize safety, improve efficiency, and increase passenger services. The 2026-2030 Proposed CIP provides funding of $498.5 million, of which $97.0 million is allocated in 2025-2026 and $125.2 million is allocated in 2026-2027.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Transportation and Aviation Services CSA (Cont'd.)

Airport Capital Program (Cont'd.)

The major projects in this CIP include:

- ❑ Airfield Configuration Updates
- ❑ Consolidated Rental Car Facility Accessibility Upgrades
- ❑ Garage Sprinkler Replacement
- ❑ Short-Term Parking Garage
- ❑ Terminal A Baggage Claim Carousels
- ❑ Terminal B CTX Replacement
- ❑ Terminal Fire Safety
- ❑ Zero Emissions Buses

Parking Capital Program

The Parking Capital Program maintains and improves existing parking facilities, upgrades and replaces both off-street and on-street parking equipment, develops new parking facilities, and supports investments in multi-modal transportation facilities in the Greater Downtown area and meter districts. The off-street component of the program consists of eight garages and six surface lots with 7,219 parking spaces, located primarily within the Downtown core. The on-street component consists of 2,504 metered parking spaces in the areas of Downtown, Japantown, Civic Center, and SAP Center/Diridon Station.



Rendering of the Market Street Garage Façade Improvements

The 2026-2030 Proposed CIP provides total funding of $20.5 million, of which $15.9 million is allocated in 2025-2026 and $5.3 million is allocated in 2026-2027. The 2026-2030 Proposed CIP focuses on basic repair and maintenance of existing infrastructure. The CIP also includes additional costs for completing the Garage Façade Improvements project at the Market/San Pedro Garage to deliver an illuminated art façade over the existing exterior. The CIP also includes additional costs to develop the Milligan surface parking lot, as part of the Greater Downtown Parking Inventory project.

The major projects in this CIP include:

- ❑ Greater Downtown Parking Inventory
- ❑ Minor Parking Facility Improvements
- ❑ Garage Façade Improvements
- ❑ Garage Elevator Upgrades

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Transportation and Aviation Services CSA (Cont'd.)

Traffic Capital Program

The mission of the Traffic CIP is to implement and manage a multimodal transportation system that is safe, efficient, environmentally sensitive, and maintained in the best condition possible consistent with the goals and policies of the Envision San José 2040 General Plan, which defines a network of major streets, bikeways, pedestrian corridors, and regional transportation facilities needed to support planned land uses within the City. Implementation of the City's planned transportation system, therefore, is an important element of economic development and supports a livable community. The 2026-2030 Proposed CIP provides funding of $829.1 million, of which $382.0 million is allocated in 2025-2026 and $188.5 million is allocated in 2026-2027.

Transportation Safety and Multimodal Improvements

The 2026-2030 Proposed CIP seeks to improve street safety for all modes of travel by investing approximately $230.2 million in traffic safety and efficiency and local multimodal improvements. The CIP includes approximately $83.5 million in One Bay Area Grant(s) (OBAG3) and Active Transportation Program (ATP) grants, and a Safe Streets for All (SS4A) grant for priority area complete streets, key intersection safety, and Vision Zero projects. Implementation of the City's Better Bike Plan 2025 and other on-street bikeways projects will continue with a planned 15 miles of new bikeways and 20 miles of enhancements to existing bikeways. Many of these projects support ongoing planning initiatives such as Vision Zero, Envision San José 2040, and several specific plans such as En Movimiento. The Department of Transportation (DOT) will focus its efforts on creating equitable "all-ages-and-abilities bikeways" along major north-south and east-west corridors such as Story Road-Keyes Street, Jackson Avenue, San Fernando Street, Taylor Street-Mabury Road, and Bascom Avenue.



McKee Road Pedestrian Improvements

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Transportation and Aviation Services CSA (Cont'd.)

Traffic Capital Program (Cont'd.)

The Vision Zero Action Plan is a safety investment strategy of approximately $80 million to significantly reduce traffic fatalities and severe injuries on the City's roadways. Reflective of the City's equity-based approach, the Vision Zero Action Plan targets safety improvement, programs, and messaging to the communities and at locations experiencing high levels of crashes in which people are killed or severely injured, not just those areas with the most requests. A total of $14.5 million has been programmed through 2026-2030 for quick-build safety improvements, data analytics, and outreach and engagement.

Pavement and Transportation Infrastructure Maintenance



ADA Ramp Install



Street Paving

Overall, the 2026-2030 Proposed Traffic CIP allocates $376.6 million for maintenance activities, of which $358.0 million is identified for pavement maintenance. This pavement maintenance funding amounts to an annual average over the next five years of $71.6 million. San José's street system consists of 2,519 miles of pavement and the current average Pavement Condition Index (PCI) for all San José streets is 74, which is a rating of "Good". To sustain the City's current condition of PCI 74, and significantly reduce the backlog of deferred maintenance, the City would need to invest $63.8 million annually for 10 years. Based on the average funding levels for the next ten years of $69.3 million, there is no projected shortfall at this time.

Although DOT has tracked equity in paving operations for several years, the Department began considering equity as a prioritization criterion for the Local and Neighborhood Pavement Maintenance program in 2022 and has now implemented a comparative equity measurement for roadway conditions in its core service measurements. DOT cross-referenced the selected zones with census tracts designated by the Metropolitan Transportation Commission as "Equity Priority Communities" (EPC), formerly known as "Communities of Concern". Results confirmed that 240 out of 262 miles (roughly 92%) of local and neighborhood streets designated in EPC areas will be maintained by the end of 2026.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Transportation and Aviation Services CSA (Cont'd.)

Traffic Capital Program (Cont'd.)

The major projects in this CIP include:

- ❑ Speed Safety System Pilot
- ❑ ADA Sidewalk Accessibility Program
- ❑ Balbach Street Transportation Improvements
- ❑ Bicycle and Pedestrian Facilities
- ❑ Jackson Avenue Complete Streets
- ❑ Julian Street and St. James Couplet Conversion
- ❑ Pavement Maintenance
- ❑ Roosevelt Park Transportation Improvements
- ❑ Route 101/Trimble/De La Cruz Interchange Improvement
- ❑ San José Safety Improvements at Key Intersections
- ❑ Senter Road Bulb-Outs
- ❑ Signalized Intersections Pedestrian Safety Improvements
- ❑ Story-Keyes Completes Streets Improvements
- ❑ Tully Rd. Corridor Safety Improvements
- ❑ Vision Zero: East San José Corridor Safety Improvements at Senter Road
- ❑ VTA 2016 Measure B Complete Street Project Improvements (SRTS)
- ❑ Willow-Keyes Complete Streets Improvements

Strategic Support CSA

The Strategic Support CSA includes the Communications, Municipal Improvements, and the Service Yards Capital Programs.

Communications Capital Program

The guiding objective of the Communications Capital Program is the provision of reliable and necessary public safety and non-public safety-related communications equipment for all City employees who need this equipment to perform their job duties. In addition, this program funds capital improvements related to communications facilities, including land and interests in land, buildings, structures, and radio and other equipment. The 2026-2030 Proposed CIP provides funding of $24.8 million, of which $5.2 million is allocated in 2025-2026 and $5.1 million is allocated in 2026-2027.



Transmitter Antennae at Coyote Peak

The Silicon Valley Regional Interoperability Authority (SVRIA) is a joint powers authority consisting of 19 member agencies, including the City of San José, whose mission is to identify, coordinate, and implement communication interoperability solutions to its member agencies by integrating voice and data communications between law enforcement, fire and rescue services, emergency medical services, and emergency management for routine operations, critical incidents, and disaster response and recovery.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Strategic Support CSA (Cont'd.)

Communications Capital Program (Cont'd.)

In addition to maintaining the San José's current 3,619 radios on the Silicon Valley Regional Communications System (SVRCS), of which 3,291 belong to Police and Fire, the City also maintains a legacy radio system that is the primary means of radio communication for non-public safety personnel and a secondary/emergency back-up for public safety communications. This legacy system is at the end of its useful life. Replacing the legacy radio communications conventional/trunking system and purchasing new non-public safety radios is estimated to cost approximately $9.7 million over a multi-year period, which will be expended through the Radio Replacement project. In 2024-2025, $2.1 million was allocated to the system replacement. Of the $1.7 million annual allocation in the 2026-2030 Proposed CIP, $1.1 million is for legacy system replacement and $600,000 is for SVRCS radio replacement.

The major projects in this CIP include:

- Radio Replacement
- Silicon Valley Regional Interoperability Authority – Maintenance

Municipal Improvements Capital Program

The Municipal Improvements Capital Program provides capital improvements and maintenance for City facilities and their operating systems that are not funded in other capital programs. The overall goal of this program is to develop and maintain functional City facilities that meet the service needs of both internal and external customers. The scope of City facilities under this program comprises almost three million square feet of space and includes cultural facilities such as The Tech Interactive, Hammer Theatre Center, and San José Museum of Art, to name a few.



Children's Discovery Museum

The 2026-2030 Proposed CIP provides funding of $51.0 million, of which $20.4 million is allocated in 2025-2026 and $13.6 million is allocated in 2026-2027. Funding of $25.1 million in this CIP is from the Convention Center Facilities District Capital Fund and $7.4 million from the Convention and Cultural Affairs Capital Fund for investments to rehabilitate and repair buildings owned by the City but operated by Team San José.

CAPITAL PROGRAM OVERVIEW BY CITY SERVICE AREA

Strategic Support CSA (Cont.)

Municipal Improvements Capital Program (Cont'd.)

Limited one-time contributions from the General Fund address critical life-safety or basic facility improvements that, if unaddressed, would significantly impact community services, including replacement of emergency back-up generators at the 9-1-1 dispatch center ($5.0 million), heating and cooling rehabilitation of cultural facilities ($1.6 million), boiler replacement at the Animal Care Center ($250,000), and lighting replacement at various City facilities ($250,000). Ongoing contributions from the General Fund of $2.0 million pay for unanticipated or emergency repairs ($1.2 million), Closed Landfill Compliance ($450,000), Police Communications Uninterrupted Power Supply Capital Maintenance ($200,000), Arena Repairs ($100,000), and Capital Program and Public Works Department Support Service Costs ($110,000).

The major projects in this CIP include:

- ❑ 9-1-1 Dispatch Back Up Generator Replacement
- ❑ Cultural Facilities Fire Alarm Panel Replacement
- ❑ Convention Center Air Handler Replacement
- ❑ Convention Center Ballroom/Meeting Room Lighting Upgrade
- ❑ Convention Center HVAC Upgrades
- ❑ Convention Center Fire Alarm Control Panel Replacement

Service Yards Capital Program

The objective of the Service Yards Capital Program is to maintain and improve the existing conditions at the City's Service Yards by implementing projects to reduce safety hazards, increase efficiencies, and provide necessary equipment and materials for operations. The 2026-2030 Proposed CIP provides funding of $29.6 million, of which $9.1 million is allocated in 2025-2026 and $4.7 million is allocated in 2026-2027.



Vehicles waiting for Maintenance at the Central Service Yard

While ongoing funding is allocated to address general capital improvement needs, the repayment of debt associated with various projects at the Central Service Yard and the Fire Department Training Center, represents the largest use of funds in the 2026-2030 Proposed CIP. The majority of the projects financed with debt have been or will be completed in 2024-2025. The largest individual project will construct a new fueling island to provide sufficient capacity for the City vehicles maintained at the Central Service Yard, which is anticipated to come online in 2025-2026.

The major projects in this CIP include:

- ❑ Central Service Yard – Fueling Island
- ❑ Roofing, Replacement, Painting and Supplemental Needs

OTHER CAPITAL PROGRAM HIGHLIGHTS

Operating Budget Impacts

This CIP continues to balance the delivery of capital programs with the limited resources available to operate and maintain existing and newly constructed facilities. The Administration also pursues strategies to ensure the most cost-effective operation of City facilities, including installing capital improvements that reduce costs, such as energy efficient lighting and traffic signals.

In March 2008, the City Council approved Budget Principle #8 that states capital improvement projects "shall not proceed for projects with annual operating and maintenance costs exceeding $100,000 in the General Fund without City Council certification that funding will be made available in the applicable year of the cost impact. Certification shall demonstrate that funding for the entire project, including operating and maintenance costs, will not require a decrease in existing basic neighborhood services."

In addition, all CIP projects with new General Fund operating and maintenance costs are detailed in the Five-Year General Fund Forecast and included as part of the annual CIP. The annual operating and maintenance costs over $100,000 for city projects such as Columbus Park Soccer Fields, Elizabeth P. Boyer Park which is one of the three parks in the North San Pedro Area Parks Master Plans, and Fire Station 36 will be brought forward for City Council certification at the time of construction contract award.

The table below summarizes the additional annual resources required to operate and maintain new facilities coming online during the five-year CIP or planned by other agencies, including developers. These General Fund costs are estimated at $754,000 in 2026-2027 and are anticipated to increase to $8.5 million in 2029-2030.

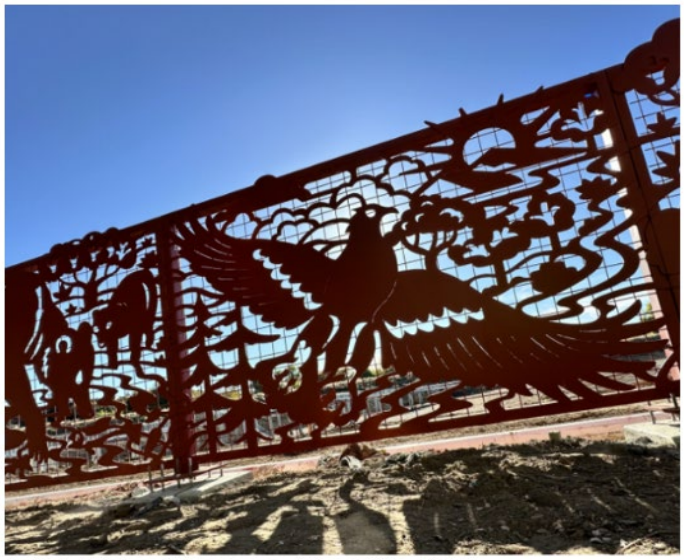
Net Operating Budget Impact Summary
(Cumulative)

Project Type	2026-2027	2027-2028	2028-2029	2029-2030	Total
Parks Facilities	464,000	2,183,000	2,368,000	2,621,000	7,636,000
Public Safety Facilities	183,000	254,000	3,242,000	5,584,000	9,263,000
Traffic Projects	107,000	184,000	230,000	275,000	796,000
General Fund Total	**$754,000**	**$2,621,000**	**$5,840,000**	**$8,480,000**	**$17,695,000**

OTHER CAPITAL PROGRAM HIGHLIGHTS

Art in Public Places

A vibrant public art program is vital to continue the cultivation of a diverse and thriving community. To provide funding for the City's public art program, one percent of all construction project funding is generally required to be allocated to public art. Some types of projects, such as those for seismic and Americans with Disabilities Act retrofits, rehabilitation, maintenance and operations, non-construction projects (such as studies), affordable housing, and the Water Pollution Control Plant, are exempted from this one percent public art contribution requirement.


Artist: Michael Amescua, *River Life*, 2025

As a result of this program, iconic public art works can be found at the Airport, Downtown, public safety facilities, parks, and library facilities. The Proposed CIP continues to provide meaningful funding to build and display art in public places. A total investment of $4.1 million is programmed for public art projects in the 2026-2030 Proposed CIP. This figure does not include the $7.2 million in public art expenditures estimated for 2024-2025, or outside funding from grants and consulting projects being managed by staff from the Office of Economic Development and Cultural Affairs.

CONCLUSION

The 2026-2030 Proposed CIP allocates $3.4 billion from a wide range of funding sources. This is a reflection of the City's continued commitment to rehabilitate and renew, as well as expand, vital public infrastructure. This work includes project delivery of the public safety, transportation, and stormwater protection projects authorized by Measure T, which will include the final issuance of bond proceeds in 2025-2026. The City continues to focus on the rehabilitation and renewal of existing infrastructure, the limited construction of new infrastructure, and the integration of technical and equity-based analysis to guide the stewardship of public assets for our diverse community well into the future.

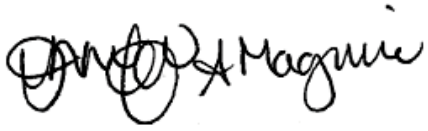
Projects delivered over the next five years will further improve the City's roadways and construction traffic safety improvements; address the reliability, appearance, and recreational opportunities of parks and recreational facilities; significantly upgrade the City's wastewater treatment facility; deliver continued improvements to the Airport; and reduce pollutants within storm drains and creeks.

CONCLUSION

While the Proposed Biennial Capital Budget and CIP address major infrastructure needs, a significant infrastructure maintenance backlog remains. The Administration will continue to target resources toward their most important need with an equity-focus and seek all possible avenues to to supplement available City funding through federal, State, and regional grants, as well as a potential future ballot measure.

Based on City Council direction and expectation, this CIP was developed to reflect the needs and priorities of our residents, businesses, and visitors, and improve the quality of life for all in San José. Under the direction of the City Manager's Budget Office, the 2025-2027 Proposed Biennial Capital Budget and 2026-2030 Proposed CIP were developed in coordination with all the CSAs and City departments responsible for capital projects. I want to acknowledge and thank the many employees who made direct contributions to the analysis and production of this CIP and document.

Respectfully Submitted,



Jennifer A. Maguire
City Manager

SAN JOSE AT A GLANCE

STRATEGIC LOCATION

Situated between the Diablo and Santa Cruz mountain ranges, San José encompasses approximately 181 square miles at the southern tip of the San Francisco Bay. San José's central location between San Francisco to the north and Monterey/Carmel to the south makes the "Capital of Silicon Valley" a gateway to adventures throughout California.

With a population of roughly one million, San José is the 13th largest city in the nation.[1] Roughly 1.9 million people reside in Santa Clara County, of which SanJosé is the county seat.

HISTORY



In November 1777, El Pueblo San José de Guadalupe became the first civil settlement in California. The settlement was mostly occupied by the Ohlone Indians along the Guadalupe River and Spanish settlers. At that time, San José was a farming community cultivating a number of different crops, which served the military communities in San Francisco and Monterey. In 1850, San José became the first capital of California, but this honor remained for only two years due to flooding in downtown and the lack of hotel capacity. Furthering San José's difficulties, the city was plagued with floods, earthquakes, and fires in the early 1900s. However, over the next century, San José experienced one of the most significant economic changes in California history, transforming from an agricultural community to what is known today as the "Capital of Silicon Valley."

QUALITY OF LIFE

San José's quality of life is unsurpassed. With an average of 300 days of sunshine per year and temperature averages varying from 50 degrees in January to 70 degrees in July, those living and working in San José can enjoy the city's many attractions, cultural and performing arts, sports and recreation opportunities, and year-round festivals and celebrations. San José was rated by *Forbes* in 2024 as the number one location for small businesses in the United States and the number one California city for quality of life by U.S. News World News & Report in 2024.

CULTURAL AND ETHNIC DIVERSITY

Diversity is a hallmark of San José; a city 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 50 different languages. A full 41% of San José residentswere born in a country outside the US and over 58% of residents speak a language other than English at home.[2] Japantown is a popular tourist stop and a cornerstone neighborhood full of tradition.

[1] Source: U.S. Census Bureau, Population Division, Annual Estimates of the Resident Population for Incorporated Places of 20,000 or More, Ranked by July 1, 2023 Population

[2] Source: U.S. Census Bureau, QuickFacts: California; San Jose city, derived from 2019-2023 American Community Survey

SAN JOSE AT A GLANCE

CULTURAL AND ETHNIC DIVERSITY



Little Saigon is a haven of Vietnamese-owned and operated businesses where customers and tourists can experience unique shopping experiences and diverse restaurants. Biblioteca Latinoamericana, one of the City's innovative library branches, boasts one of the largest collections of Spanish language materials in northern California. The city hosts many cultural festivals and numerous ethnic chambers of commerce are active in the community. According to the United States Census Bureau as of July 2024, San José residents are 38.6% Asian, 31.0% Hispanic, 23.2% White, 2.9% African American, and 4.3% other/two or more races.

EDUCATION



With more than 300 public and private schools in 21 school districts in San José, families have a range of educational choices. The County Office of Education provides a support system for students, parents, school districts, community agencies, and businesses. Innovative programs in local school districts include a nationally acclaimed performing arts magnet and concentrations in aerospace, international studies, math and science, and radio and television. The Metro Education District focuses entirely on career technical education and adult education. Higher education facilities in and around San José are distinguished. San José State University (SJSU) is California's oldest public university, founded in 1857. It offers strong programs in business, information technology, journalism, mass communications, and engineering and was ranked as the #3 top public school, the #4 regional university in the west, and the #11 best value school in the country in 2025 according to U.S. News & World Report. In addition, the collaboration between SJSU and the City of San José to construct and operate the Dr. Martin Luther King, Jr. Library (King Library), the first joint City/University library, earned the prestigious national title of Gale/Library Journal 2004 Library of the Year. The King Library also received the National Medal for Museum and Library Service from the Institute of Museum and Library Services in 2011.

Seven community colleges serve the County of Santa Clara, including two in San José – San José City College and Evergreen Valley College – which are part of the San José Evergreen Community College District. The two colleges educate more than 20,000 students each semester so that they can transfer to universities, enter the workforce, or embark on a path of lifelong learning. They offer a variety of Associate Degree and work-ready certificate programs. The district's Community College Center for Economic Mobility is a training partner that works with many corporations to develop and maintain a vital South Bay economy. The Center for Employment Training also fill the need for basic skills and job training.

San José also benefits from its proximity to major research universities and institutions. Stanford University, University of California at Berkeley, Santa Clara University, University of California at San Francisco, and University of California Santa Cruz are within a 45-minute to one-hour drive. These universities produce discoveries that drive innovation and startup creation.

SAN JOSE AT A GLANCE

ECONOMIC DIVERSITY

Perhaps more important than rankings and statistics, the term "Capital of Silicon Valley" describes not only a city and geographic region, but also a culture, an entrepreneurial energy, a spirit of innovation, and a symbol of opportunity. Investment in new industries such as electric vehicles, artificial intelligence (AI), and data centers are occurring in San José. San José's well-established semiconductor industry also continues to thrive with advancements in AI. San José attracts talent, with 47% of all residents aged over 25 educated to a bachelor's degree level or above. While San José and the greater Silicon Valley are largely associated with the technology industry, the city's business profile is diverse and healthy. San José is home to approximately 60,000 businesses employing a total of 415,000 workers in sectors ranging from advanced manufacturing to healthcare to software.[4] Commercial, retail, industrial, professional, and service businesses all thrive in San José. Today, San José is the largest generator of sales tax in the Bay Area.

INTERNATIONAL

On the international front, San José attracts significant foreign investment from throughout the globe, particularly in information technology industrial sectors. San José is also a leading city in exporting goods and services. The City is the grantee of Foreign Trade Zone 18 which was established in 1974 and is administered by the Office of Economic Development and Cultural Affairs. This federal program enhances the global competitiveness of companies operating in the United States. A Foreign Trade Zone is a site that allows for federal duties to be delayed, reduced, or eliminated, which results in operational efficiencies and reduced costs for businesses involved with imports and exports.

TOURISM



Residents and visitors enjoy the city's many attractions year-round: museums, parks, sports, multicultural festivals, theme parks, shopping, and, of course, great hotels and restaurants. Attractions include the Tech Interactive, San José Museum of Art, CaliBunga Waterpark, Happy Hollow Park & Zoo, Japanese Friendship Garden, Winchester Mystery House, and Children's Discovery Museum of San José.

SPORTS

Several professional sports teams call San José home: the Sharks, National Hockey League; the Earthquakes, Major League Soccer; the Barracuda, Minor League Hockey; San José Giants, Minor League Baseball; and Bay FC, San Jose's new National Women's Soccer League team that plays at Paypal Park. The city also has a state-of-the-art community ice center, golf courses, and parklands, including over 64 miles of beautiful walking and biking trails.

[4] City of San José, Office of Economic Development and Cultural Affairs

SAN JOSE AT A GLANCE

TRANSPORTATION

San José/Silicon Valley has the following mass transportation options:

- The San José Mineta International Airport (SJC), located within minutes of downtown, served 11.9 million passengers in fiscal year 2023-2024 and estimates to serve 11.3 million passengers in fiscal year 2024-2025. As of June 30, 2024, there were 10 major passenger airlines operating service to 41 nonstop domestic and international destinations at SJC.
- The Santa Clara Valley Transportation Authority (VTA) carried an estimated total of 28.6 million passenger trips in 2024 on its bus and light rail system.



- Caltrain, a commuter rail service with 31 stations, runs from Gilroy through San José and north to San Francisco. The average weekday ridership increased 49% from 20,103 in February 2024 to 30,077 in February 2025. Weekend ridership has also increased by 90.5% compared to February 2024. Caltrain introduced a new service schedule in January 2025 following the completion of the Electrification Project, which modernized the 160-year-old rail corridor and replaced the diesel trains with high-performance electric trains, offering faster transit times and more frequent service. Caltrain also introduced a $1 Youth Fare (18 and under) that is available for purchase on the mobile app, at the Caltrain station ticket machine or using a Youth Clipper Card.
- Bay Area Rapid Transit (BART) and California High-Speed Rail both have planned routes to Diridon Station in San José. Phase II of BART's six-mile extension from Berryessa Station to Santa Clara Station was environmentally approved on April 5, 2018. Construction activities for phase II of the BART extension started summer of 2024 and is expected to be completed 2037. The California High-Speed Rail project (San José to Merced segment) was environmentally approved in April 2022. Final design and construction will begin when funding becomes available.

SAN JOSE AT A GLANCE

Basic City Facts

Founded: 1777; California's first civilian settlement

Incorporated: March 27, 1850; California's first incorporated City, and site of the first State capital

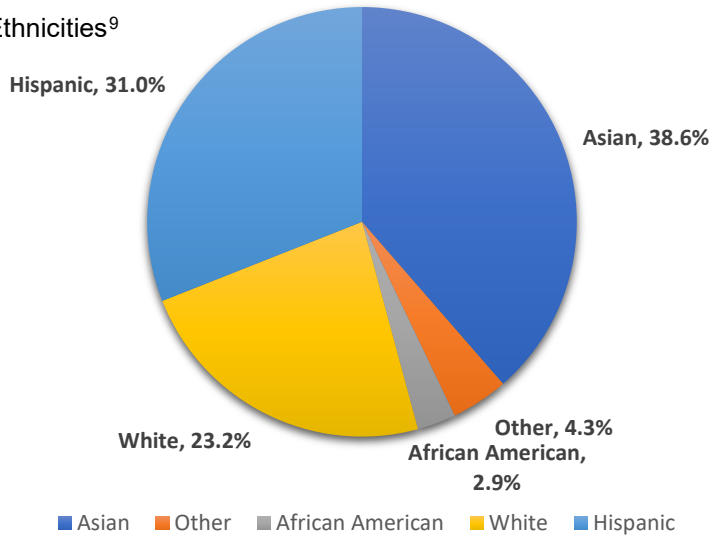
General Data

Population[4]	969,491
Registered Voters[5]	550,085
Median Household Income[6]	$141,565
Miles of Streets	2,519
Miles of Alleys	2.58
Area of City (square miles)	180.7
Land Use:[7]	
Single-Family	27%
Two-Family	1%
Multi-Family	4%
Mixed-Use[8]	2%
Mobile Home	1%
Commercial	3%
Industrial	10%
Public/Quasi-Public	2%
Airports	1%
Schools	2%
Parks/Open Space	22%
Roadways	21%
Downtown	0.25%
Other	2%



Demographics

Breakdown of Race/Ethnicities[9]



[4] State of California, Department of Finance, E-1 Population Estimates for Cities, Counties, and the State, January 1, 2023 and 2024 (Released May 2024)

[5] Santa Clara County Registrar of Voters as of March 27, 2025

[6] U.S. Census Bureau, American Community Survey (ACS), 2019-2023 5-Year Estimates

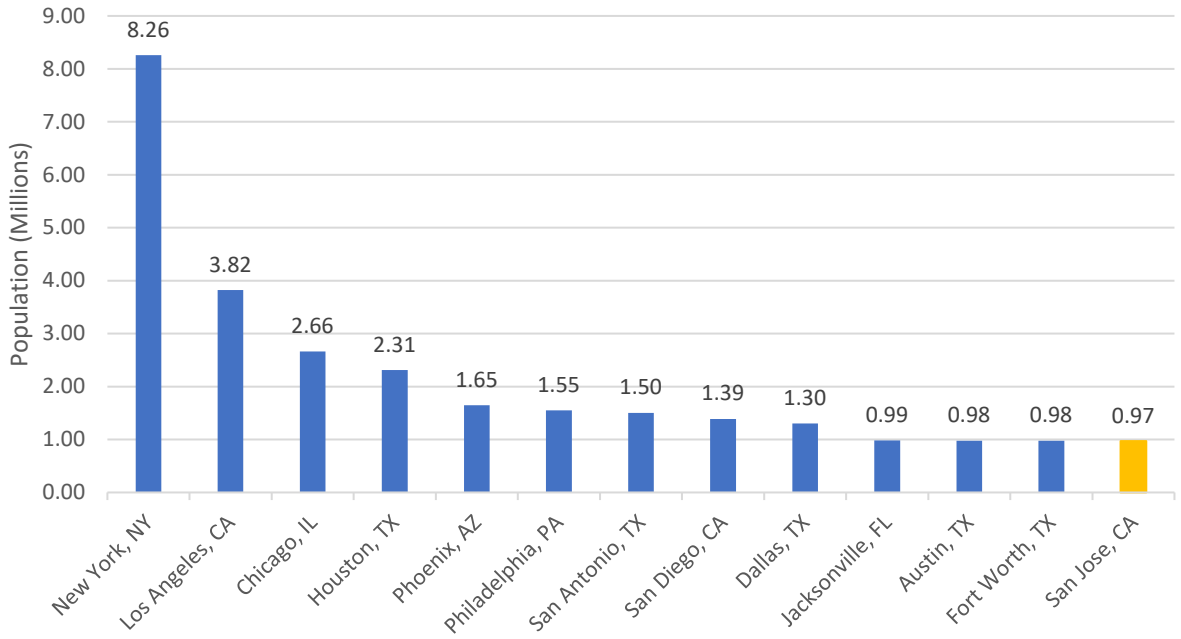
[7] Area calculated based on existing zoning designations, where applicable.

[8] High Density Multi-Family Residential with Resdiential-Commercial Mixed Use

[9] U.S. Census Bureau, Population Estimates Program (PEP) as of July 1, 2024

SAN JOSE AT A GLANCE

Population of Largest U.S. Cities Compared to San Jose*

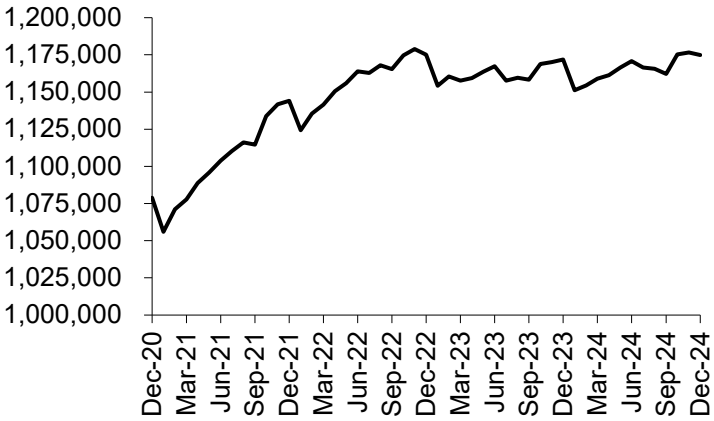


U.S. Source: Census Bureau, Population Division, Annual Estimates of the Resident Population for Incorporated Places of 20,000 or More, Ranked by July 1, 2023 Population (Released May 2024)
* San Jose is ranked the 13th largest U.S. City as of July 1, 2023, after Fort Worth, Texas with 0.97 million people

Major Employers[10]

Company	Number of Employees
County of Santa Clara	24,000
Cisco Systems	7,500
City of José**	6,994
Kaiser Permanente	4,400
San José State University	4,300
Broadcom	3,206
Second Harvest of Silicon Valley	3,004
Paypal, Inc.	2,748
Adobe Systems, Inc.	2,604
Target Stores	2,460
Super Micro Computer	2,422
eBay	2,364
Western Digital	2,221
IBM	1,854
Good Samaritan Hospital	1,850
AMD (previously Xilinx)	1,777
Eastside School District	1,745
Safeway	1,604
Cadence Design Systems	1,306
TikTok	1,001

San José Employment - MSA[11]



[10] Source: City of San José, Office of Economic Development and Cultural Affairs Estimates as of April 2024. The information was gathered on an informal basis from sources believed to be reliable. The City can provide no assurances as to the accuracy or completeness of the information shown.
[11] Source: U.S. Census Bureau, California Employment Development Department
** 2024-2025 Adopted Operating Budget

SAN JOSE AT A GLANCE

Airport*



Approx. Acres	1,124
Terminals	2
Runways	2
Hours of Operation	24
Flights in 2024-2025 (estimated):	
Commercial Airline Operations	105,836
Cargo Commercial Airlines Operations	1,045
General Aviation	52,996
Military Flights	84
Landings per Day in 2024-2025 (estimated):	
Commercial	145
General Aviation	73
Number of Passengers in 2024-2025 (estimated): 11.3 Million	
Public Parking Spaces:	
Hourly Parking/Daily Parking	2,966
Economy Parking	2,458
Services:	
Passenger Airlines	10
All-Cargo Airlines	2
General Aviation Based Aircraft	152

Environment and Utilities*

Miles of Municipal Sanitary Sewer Mains	2,039	
Number of Water Pollution Control Plants[12]	1	
Number of Square Miles the Sanitary Sewer System Spans	180.7	
Gallons of Wastewater the Plant has the Capacity to Treat Per Day	167	Million
Gallons of Wastewater Treated Per Day	106.5	Million
Number of Municipal Water Systems[13]	1	
Water Services in Municipal Water Service Area	27,000	
Miles of Water Mains	348	
Gallons of Potable Municipal Water Delivered	4.7	Billion
Gallons of Recycled Municipal Water Delivered	1.2	Billion

2024-2025 Recycled Materials:

Tons of Paper	34,651.8
Tons of Glass	20,430.5
Tons of Cardboard	10,978.7
Tons of Metals	4,130.8
Tons of Plastics	7,253.3
Tons of Other Materials	731.5
Total Tons of Recyclables	80,176.6



* Current Counts or 2024-2025 Year-End Estimates

[12] Serving the San José, Santa Clara, Milpitas, Campbell, Cupertino, Los Gatos, Saratoga, and Monte Sereno areas.

[13] Serving the Evergreen, North San José, Alviso, Edenvale, and Coyote Valley areas. Other areas served by private water companies.

SAN JOSE AT A GLANCE

Environment and Utilities*

2024-2025 Recycled Materials	
Multi-Family Dwelling Tons Composted	43,671.6
Single Family Dwelling Tons Composted	77,458.1
Tons of Yard Trimmings	125,047.8
Tons of Used Motor Oil	173.8
Tons of Used Oil Filters	3.3

Fire*

Fire Stations	34
Companies	44
Rescue Medics	3
Equipment	
Engines:	
Front Line	33
Relief	18
Trucks:	
Front Line	9
Relief	5
Brush Patrol Apparatus:	
Front Line	7
Relief	6
Aircraft Rescue and Firefighting Apparatus:	
Front Line	2
Relief	1
Urban Search/Rescue and Hazmat Apparatus:	
Front Line	3
Auxiliary Apparatus	95
Emergency Medical Calls	70,000
Fire Safety Code Inspections	17,900
Fires	5,000



Libraries*

Number of Outlets:	
Main Library	1
Branches	24
Physical Items Checked Out (Circulation)	6,096,900
Electronic Resources Checked Out (Circulation)	2,000,000
Books (Inventory)	1,660,000
Audio Visual Materials (Inventory)	250,000



Parking*

Parking Meters	2,504
City Parking Lots (1,057 total spaces)	6
City Parking Garages (6,162 total spaces)	8

*Current Counts or 2024-2025 Year-End Estimates

SAN JOSE AT A GLANCE

Parks, Recreation and Neighborhood Services*

Park Sites	221
Basketball Hoops	167
Bocce Ball Courts	21
Exercise Courses	47
Handball Courts	11
Horseshoe Pits	52
Lawn Bowling Greens	1
Volleyball Courts	18
Skate Parks	7
Bike Parks	2
Multi-Use Fields	110
Swimming Pools	6
Tennis Courts	84
Pickleball Courts	58
Park Acreage[14]	3,627
Playgrounds	301
City-Operated Community Centers	12
Neighborhood Center Partner Program Operated Sites	25
Public Golf Courses	3
Gymnasiums	9
Fitness Rooms	7
Youth Centers	11
Walking and Biking Trails (miles)	66.9
Total Participation in Recreation Programs at Community Centers	839,092
Total Participation in Recreation Programs at Neighborhood Center Partners Program (formerly Re-Use Centers)	15,224



Police*

Police Stations	1
Police Marked Vehicles	329
Motorcycles	51
Dogs[15]	17
Aircraft:	
Helicopter	1
Fixed Wing	0
Number of Emergency Calls Received	620,000
Number of Non-Emergency Calls Received	410,000
Cases Assigned Per Year	32,000



*Current Counts or 2024-2025 Year-End Estimates

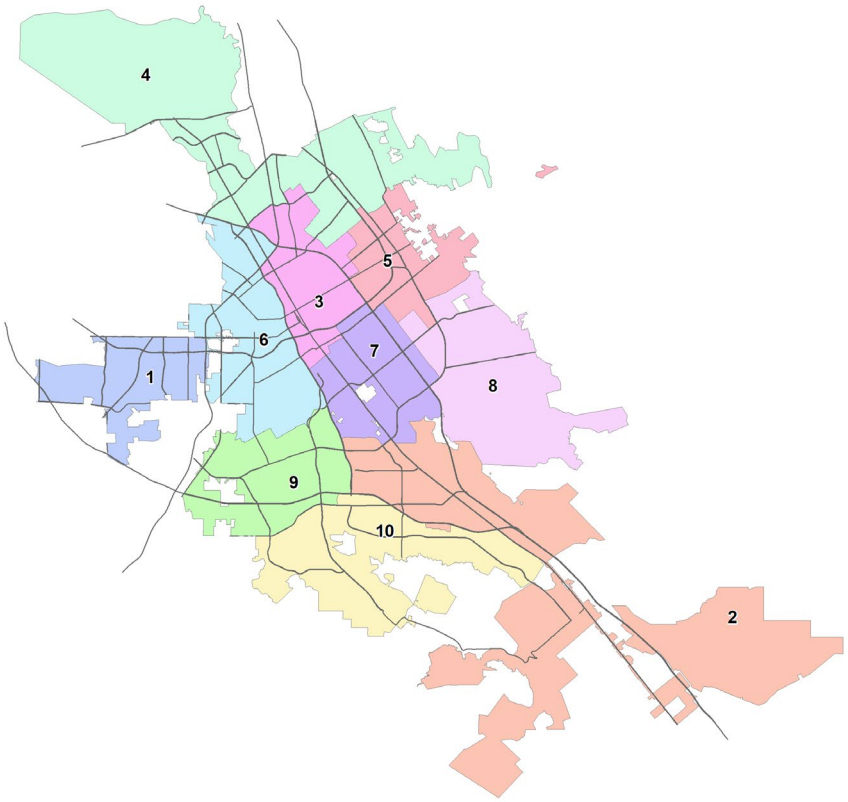
[14] Data represents City services (excludes school data)

[15] Out of 17 dogs, two (2) are designated as therapy dogs — one assigned to the Communications Unit and the other to the Wellness & Employee Support Team (WEST).

CITY OF SAN JOSE
2025-2027 PROPOSED BIENNIAL CAPITAL BUDGET
2026-2030 CAPITAL IMPROVEMENT PROGRAM

ROSTER OF ELECTED OFFICIALS

CITY COUNCIL	DISTRICT	TELEPHONE	E-MAIL
Matt Mahan	**Mayor**	**535-4800**	**mayoremail@sanjoseca.gov**
Rosemary Kamei	1	535-4901	district1@sanjoseca.gov
Pamela Campos	2	535-4902	district2@sanjoseca.gov
Carl Salas	3	535-4903	district3@sanjoseca.gov
David Cohen	4	535-4904	district4@sanjoseca.gov
Peter Ortiz	5	535-4905	district5@sanjoseca.gov
Michael Mulcahy	6	535-4906	district6@sanjoseca.gov
Bien Doan	7	535-4907	district7@sanjoseca.gov
Domingo Candelas	8	535-4908	district8@sanjoseca.gov
Pam Foley	9	535-4909	district9@sanjoseca.gov
George Casey	10	535-4910	district10@sanjoseca.gov



CITY COUNCIL MEETINGS

- Every Tuesday at 1:30 p.m.
- Evening meetings at 6:00 p.m. in addition to the afternoon meeting twice a month, as listed in the approved City Council Meeting Schedule.
- Closed sessions every Tuesday at 9:30 a.m.
- No meetings are held in July when the City Council is in recess.

STATE AND LOCAL LEGISLATIVE HIGHLIGHTS

Following is a list of significant State and local voter-approved initiatives.

2020s Initiatives

Measure I was placed on the ballot by the City Council. It amended the City Charter to (1) add the City's Ethics and Elections Commission (Board of Fair Campaign and Political Practices) to the charter; (2) remove requirements that members of the Planning, Civil Service, and Salary Setting Commissions be electors and/or citizens; (3) remove gender-specific language; and (4) require the City Council to adopt equity values, standards and assessments in making certain decisions. Measure I was approved by the voters in November 2022.

Measure B was placed on the ballot by the City Council. It amended the City Charter to (1) move the mayoral election from the gubernatorial election cycle to the presidential election cycle beginning in 2024 and (2) to limit the person elected to the Office of the Mayor in 2022 to a two-year term with the option to run for the Office of Mayor and serve as such for two additional successive four-year terms. Measure B was approved by the voters in June 2022.

Measure G was placed on the ballot by the City Council. It amended the San José City Charter to expand the Independent Police Auditor's oversight, including review of officer-involved shootings and use of force incidents causing death or great bodily injury, review of department-initiated investigations against officers, and other technical amendments; increase the Planning Commission to 11 members with the City Council appointing one member from each Council District and one "at-large" member; and allow the City Council to establish timelines for redistricting when Census results are late. Measure G was approved by the voters in November 2020.

Measure H, Cardroom Tax, was placed on the ballot by the City Council. It amended the San José Municipal Code to increase the cardroom tax on the gross revenues of cardrooms, add a new tax on the gross revenues of third-party providers of proposition player services, and increase the number of card tables. The increased tax imposed on the cardrooms and the new tax imposed on third-party providers of proposition player services are general taxes. The revenues received from these taxes may be used for general governmental purposes. Measure H was approved by the voters in November 2020.

Measure E, Real Property Transfer Tax, was placed on the ballot by the City Council. It amended the San José Municipal Code to enact a tax on the transfer of any real property valued over $2 million, subject to a CPI adjustment every five years. While the revenue is deposited into the General Fund and may be used for any City purpose, City Council Policy 1-18 allocates this funding for affordable housing, homelessness prevention, and homeless support. Measure E was approved by the voters in March 2020.

2010s Initiatives

Measure S, Construction Contract Procurement Modernization, was placed on the ballot by the City Council. It allowed the City to amend the City Charter to modify construction contract procurement and the bidding process. Measure S was approved by the voters in November 2018.

STATE AND LOCAL LEGISLATIVE HIGHLIGHTS

Measure T, Disaster Preparedness, Public Safety, and Infrastructure Bond, was placed on the ballot by the City Council. It authorized the issuance of up to $650 million in general obligation bonds to upgrade 9-1-1 communications, police, fire, and paramedics facilities to improve emergency disaster response; repair deteriorating bridges vulnerable to earthquakes; repave streets and potholes in the worst condition; prevent flooding and water quality contamination; and repair critical infrastructure. Measure T was approved by the voters in November 2018.

Measure U was placed on the ballot by the City Council. It allowed the City Charter to be amended to remove the City Council from voting on their own salaries, require the Salary Setting Commission to adjust the base salaries for the Mayor and City Council once every five years, and limit base salary increases after each five-year adjustment to annual adjustments for inflation based on the Consumer Price Index. Additionally, Measure U amended the City Charter to align with State Law, allowing Council to submit an alternative measure to a citizen initiative. Measure U was approved by the voters in November 2018.

Measure C, an Act to Limit Urban Sprawl and the Fiscal and Environmental Effects of Specified Development in Outlying Areas, was placed on the ballot by the City Council. This measure restricts the development of non-employment uses on designated lands in outlying areas near San Jose's Urban Growth Boundary, including Almaden Valley, Coyote Valley, and Evergreen Foothills, unless City Council determines such development will not adversely affect the City financially, will satisfy increased affordable housing requirements, and will mitigate environmental impacts, and pay appropriate fees for road improvements to address traffic impacts. Measure C was approved by the voters in June 2018.

Proposition 64 legalized recreational marijuana for persons aged 21 years or older under state law. Effective January 1, 2018, Proposition 64 allowed for the sale and taxation of recreational marijuana. Proposition 64 was approved by California voters in November 2016.

Measure E, Opportunity to Work, a citizen initiative measure, amended the San José Municipal Code to require employers to offer additional work hours to existing qualified part-time employees before hiring new employees, including sub-contractors and use of temporary staffing services. The requirement to offer additional work hours does not apply where the existing qualified part-time employees would be paid overtime or other premium rate under any law or collective bargaining agreement. Measure E was approved by the voters in November 2016.

Measure F, Alternative Pension Reform Act, was placed on the ballot by the City Council. It amended the San José City Charter to change employee retirement contributions and benefits and retiree healthcare benefits. This measure superseded the Measure B modifications approved by the voters in 2012 and included the following components: retirement benefits for Tier 2 members were improved to levels similar to other Bay Area agencies and the costs of the benefit will be shared 50/50 between the City and employees; the defined benefit retiree healthcare plan was closed to new members; Tier 1 employees who return after leaving the City will be Tier 1 employees; the pre-Measure B definition of disability was reinstated; an independent medical panel will be created to determine eligibility for disability retirements; the elimination of the Supplemental Retiree Benefit Reserve will continue and it will be replaced with a Guaranteed Purchasing Power benefit to protect retirees against inflation; both the City and employees will be required to make the full annual required

plan contributions calculated by the applicable retirement board; voter approval is required for any future enhancements to defined retirement benefits; and retroactive benefit enhancements are prohibited. Measure F was passed by the voters in November 2016.

Measure G, Business Tax Modernization, was placed on the ballot by the City Council. It enacted an ordinance to revise San José's 1986 Business Tax. Effective July 1, 2017, the revised ordinance 1) increases the minimum base tax; 2) requires payment of the minimum base tax by all businesses; 3) sets graduated rates for businesses with more employees paying higher rates and residential and commercial landlords paying more per unit, lot, and square feet of leased space; 4) requires water companies to pay an amount per San José meter connection; and 5) raises the annual caps on the maximum amount of tax payable. Where a business owes the tax based on both its number of employees and leased number of units, lots, or square feet, the business is required to pay the higher of the two calculations. The revised ordinance also provides for an annual adjustment for inflation based on a consumer price index beginning on July 1, 2018, subject to specified limits. Measure G was approved by the voters in November 2016.

Measure B, Local Sales Tax, enacted a ¼ percent sales tax in San José beginning October 1, 2016 for 15 years to fund essential City services, such as: improving public safety (e.g., additional police officers to improve emergency response times, reduce violent and non-violent crimes, increase neighborhood patrols, and increase fire resources to improve fire and emergency medical response times); maintaining and repairing major streets (e.g., increase pavement maintenance funding for major streets to significantly slow the incidence of pothole formation and general pavement deterioration); and increasing neighborhood services (e.g., additional resources for reducing homelessness, increasing youth and senior services, and other high priority neighborhood services, such as blight eradication and gang prevention). Measure B was passed by the voters in June 2016.

Measure B, Library Parcel Tax, authorized the collection of a parcel tax to enhance the City's library services and facilities. The tax is collected twice per year on each parcel of real property and deposited into the Library Parcel Tax Fund. All proceeds, including interest, must be expended for Library purposes. Measure B was approved by voters in 2014 and will sunset in 2039. This measure follows two prior voter approved measures to support library services. In November 1994, voters approved Measure E (sunset in 2005), and in November 2004 voters approved Measure S (sunset in 2015).

Measure D requires the payment of minimum wages in San José at $10 per hour with an annual increase, if any, based on the Consumer Price Index beginning January 1, 2014; City enforcement through fines, penalties, civil actions, or revocation or suspension of permits or licenses; voter approval of substantive changes to the ordinance; and allows private enforcement through civil actions. Measure D was passed by the voters in 2012.

Measure B allowed the City Charter to be amended to modify retirement benefits of City employees and retirees by increasing employees' contributions, establishing a voluntary reduced pension plan for current employees, establishing pension cost and benefit limitations for new employees, modifying disability retirement procedures, temporarily suspending retiree Cost of Living Adjustments during emergencies, and requiring voter approval for increases in future pension benefits. This Measure was superseded by Measure F in November 2016. Measure B was passed by the voters in 2012.

Measure K increased the Cardroom Tax rate on gross revenues from 13% to 15%, allowed each cardroom to seek City approval to increase the number of tables from 40 to 49, removed the limit on the number of permissible card games to allow any card game permissible under State law consistent with City regulations, and increased the betting limit from $200 to that allowed under State law. Measure K was passed by the voters in 2010.

Measure U allowed the City Council to impose a business tax on marijuana businesses in San José at a rate of up to 10% of gross receipts. The revenues from the marijuana business tax are subject to an annual audit. Measure U was passed by the voters in 2010.

Measure V changed the mandatory arbitration process regarding the selection of the Chair of the Board and required all hearings and documents submitted in arbitration to be accessible to the public. Further, it requires that the Arbitration Board consider the City's financial condition and ability to pay; provide consideration to the rate of increase or decrease of compensation approved by the City Council for other bargaining units; be precluded from rendering a decision or issuing an award that increases the projected cost of compensation at a rate that exceeds the rate of increase in certain revenues, retroactively increases or decreases compensation, creates a new or additional unfunded liability, or interferes with the discretion of the Police or Fire Department to make managerial, operational, or staffing decisions. Measure V was passed by the voters in 2010.

Measure W allowed the City Council to adopt an ordinance to exclude future City officers and employees from any existing retirement plans or benefits and establish retirement plans for future employees that do not provide for the current minimum requirements set forth in the San José City Charter. Measure W was passed by the voters in 2010.

Proposition 22 reduces or eliminates the State's authority to delay or redirect the distribution of tax revenues for transportation, redevelopment, or local government projects and services, even during periods of severe fiscal hardship. The proposition requires the State Controller to reimburse local governments or accounts if a court rules that the State violated a provision of Proposition 22. Proposition 22 was passed by the voters in 2010.

Proposition 26 requires that certain State fees be approved by a two-thirds vote of the State legislature and certain local fees be approved by two-thirds of voters. The proposition broadened the definition of a State or local tax to include some fees and charges that governments previously could impose with a majority vote. Proposition 26 was passed by the voters in 2010.

2000s Initiatives

Measure J replaced the Emergency Communication System Support Fee of $1.75 per telephone line per month with a tax of $1.57 per telephone line per month. The City ceased collecting the fee and began collecting the tax on April 1, 2009. The tax is collected from telephone users on their phone bills. Exemptions to the tax include low-income seniors and disabled persons who receive lifeline telephone service. Measure J was passed by the voters in 2008.

STATE AND LOCAL LEGISLATIVE HIGHLIGHTS

Measure K reduced the telephone utility rate from 5.0% to 4.5% (10% reduction) in San José. This measure broadened the base for the utility tax and the definition of technologies covered by the tax. The utility company collects the tax from consumers on a monthly basis and is required to remit the tax to the City by the 25th of the following month. The tax is not applicable to State, County, or City agencies. Measure K was passed by the voters in 2008.

Proposition 1A prohibits the State from reducing local governments' property tax revenue. The provisions may be suspended only if the governor declares a fiscal necessity and two-thirds of the State legislature approves the suspension. Suspended funds must be repaid within three years. Proposition 1A also requires local sales tax revenues to remain with local governments and for the State to fund legislative mandates. Proposition 1A was passed by the voters in 2004 and became effective in 2006.

Measure A, the Airport Security and Traffic Relief Act, authorized the City to implement infrastructure improvements at the Airport to meet federally mandated security requirements, improve passenger facilities, and add nine new gates once the Airport street system is within three years of completion and funding has been identified for the implementation of the Airport People Mover transit connection. Measure A was passed by the voters in 2003.

Measure O authorized the issuance of a $159 million general obligation bond (Neighborhood Security Act Bond Measure) to improve San José's fire, police, and paramedic response times by adding and improving fire stations, police stations, and training facilities and creating state-of-the-art 9-1-1 communications facilities. Measure O was passed by the voters in 2002.

Measure K approved an update to San José's General Plan to modify greenline/urban boundaries. Measure K was passed by the voters in 2000.

Measure O authorized the issuance of $212 million in bonds over 10 years for the establishment of six new and 14 expanded branch libraries in San José. Measure O was passed by the voters in 2000.

Measure P authorized the issuance of $228 million in general obligation bonds for the establishment of new and improved existing public parks and facilities in San José. Measure P was passed by the voters in 2000.

1990s Initiatives

Measure I authorized the construction of a new City Hall, located in downtown San José. Measure I was passed by the voters in 1996.

Proposition 218 extended the two-thirds majority vote requirement for any new user fees or new taxes to be levied at the local level. Assessments, fees, and charges must be submitted to property owners for approval or rejection after notice and public hearing. Proposition 218 was passed by the voters in 1996.

Proposition 172 enacted a half-cent sales tax increase. Monies derived from this tax must be utilized solely for public safety services. Revenue is distributed to cities and counties for purposes such as police, sheriffs, fire, district attorneys, and corrections. Proposition 172 was passed by the voters in 1993.

Measure I established term limits for the City. City Council members and the mayor can only serve for two successive four-year terms in office. Measure I was passed by the voters in 1990.

Proposition 8 allowed a property owner to file an assessment appeal when the market value of the property is less than the current assessed value. If the appeal is successful, the assessed valuation is lowered to reflect current market conditions. Proposition 8 also provided that the value of reassessed properties may be increased to previous levels when market values increase. Proposition 8 was passed by the voters in 1990.

Proposition 111 enacted a state-wide traffic congestion relief program and changed the procedures for calculating the Gann Limit by updating the spending limit on state and local government to better reflect the needs of a growing California population. It provided new revenues to reduce traffic congestion by building state highways, local streets and roads, and public mass transit facilities. Proposition 111 was passed by the voters in 1990.

1980s Initiatives

Measure C authorized the City to use public funds to build low-rent housing. Measure C was passed by the voters in 1988.

Measure H authorized the City to build a sports arena, currently known as the SAP Center at San José. Measure H was passed by the voters in 1988.

Measure J clarified the City Auditor's investigatory powers, create an independent Policy Analyst to review administration recommendations, increased the Mayor and City Council's investment in administrative oversight and budgeting, instruct the Salary Setting Commission to consider the full-time nature of Council positions, and transfer the Public Information Officer to the Mayor's Office. Measure J was passed by the voters in 1986.

1970s Initiatives

Proposition 4, otherwise known as the "Gann Limit," stipulated that the City must compute an annual appropriations limit, which places a ceiling on the total amount of tax revenues the City can appropriate annually. The limit is adjusted each year using the following criteria: (1) the percentage change in California Per Capita Income or the change in the City's Assessed Valuation due to new non-residential construction, whichever is greater and (2) the percentage change in the city-wide population, whichever is greater. Proposition 4 was passed by the voters in 1979.

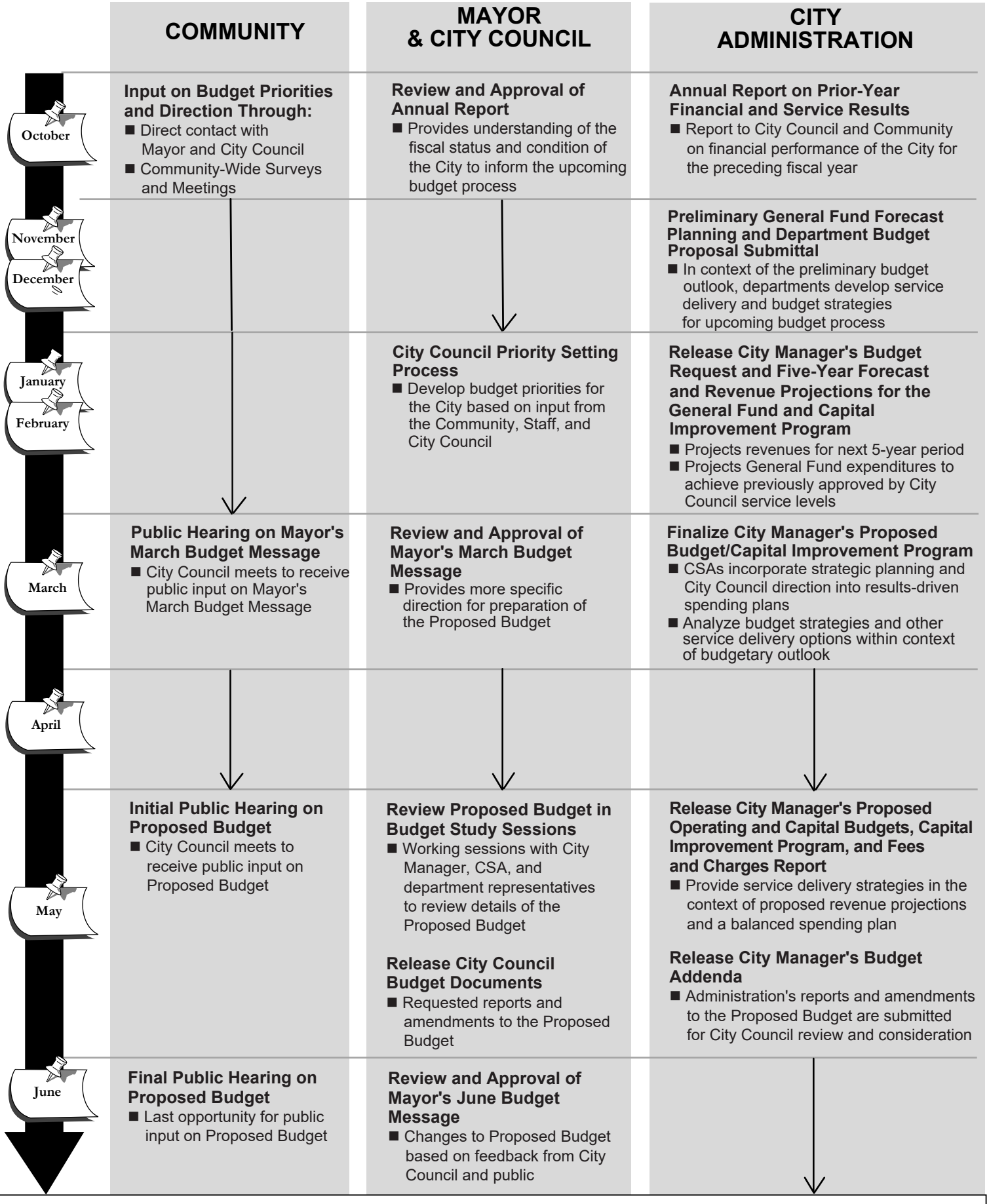
Proposition 13 placed a substantial limitation on the ability of local governments to collect sufficient property taxes commensurate with the historical role this revenue source has played in funding both municipal operations and new public facilities. Proposition 13 specified that an assessed value may increase at the rate of the Consumer Price Index, not to exceed two percent per year based on the 1979 value, unless the property is improved or sold aligning the newly assessed value to the market value. Proposition 13 was passed by the voters in 1979.

1890 – 1970 Initiatives

1965 – Passed by the voters in 1965, the City Charter reaffirms the Council-Manager form of government in San José. The City consists of 10 council members elected by district and a mayor elected at large.

1897 – The City Charter was adopted in 1897. The Charter generally establishes the organization and structure of City government. The Charter also empowers the City Council to make and enforce all ordinances and regulations with respect to municipal affairs, subject only to the limitations specified in the Charter.

CITY OF SAN JOSE
ANNUAL BUDGET PROCESS



CAPITAL PROGRAMS BY CITY SERVICE AREA

Community & Economic Development

Developer Assisted Projects

Public Safety

Public Safety

Environmental & Utility Services

Sanitary Sewer System
Storm Sewer System
Water Pollution Control
Water Utility System

Transportation & Aviation Services

Airport
Parking
Traffic

Neighborhood Services

Library
Parks & Community Facilities Development

Strategic Support

Communications
Municipal Improvements
Service Yards

CAPITAL PROGRAM PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements, along with targets and goals, has been established for the entire capital program. Measures have been established for two key areas: schedule (cycle time) and project delivery costs. In addition, two performance measures regarding Green Building certification, as discussed later in this section, are tracked below.

The following table lists the city-wide capital program performance measures. These measures are designed to provide uniformity and consistency, provide clear and measurable outcomes, and encourage operating City Service Areas and departments to consider total requirements for service delivery, including capital facilities and assets.

City-Wide Capital Program Performance Measures

Strategic Goals	City-Wide Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
A. Deliver Quality CIP projects on-time and on-budget	1. % of CIP projects delivered[2] within 2 months of approved baseline schedule	80% (66/83)	85%	90% (69/77)	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget[3]	97% (57/59)	90%	90% (86/96)	90%	90%	90%
B. Utilize Green Building design in all public buildings	1. Cumulative square footage of new and existing municipal buildings certified as green buildings	2.3 million square feet	2.4 million square feet	2.3 million square feet	2.4 million square feet	2.5 million square feet	2.5 million square feet
F r	2. % of new and existing municipal building square footage certified as green buildings	47%	48%	47%	48%	49%	50%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use; projects are considered "on schedule" if delivered within two months of the baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted; projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

The City has successfully delivered over 2,000 capital projects to the community since 2000. For 2024-2025, City staff is estimated to deliver 77 projects[i]. The notable capital projects delivered or expected to be delivered in 2024-2025 include the Berryessa Supportive Parking site, Yard Piping Improvements at the Regional Wastewater Facility, The Tech Interactive Chillers and Cooling Tower Replacement, Phase 1B of the New San José Mineta Airport Taxiway V, sanitary sewer and storm rehabilitations, and several ADA Ramp projects. On-time delivery performance measures the percent of projects that are available for their intended use no later than two months after the target date established by the Public Works Department. Of projects delivered in 2024-2025, 69 of 77 (90%) are estimated to be delivered within baseline schedules, above the 85% target.

[i] This figure excludes Public Art projects, which can instead be found in the "Art in Public Places" appendix.

CAPITAL PROGRAM PERFORMANCE MEASURES

On-budget performance is measured after all costs have been accounted for and after documentation of project acceptance is filed with the County of Santa Clara. Project acceptance can occur months, or sometimes a year or more, after a project reaches beneficial use due to issues such as the time required to complete punch list items or to resolve contractor claims. Of the anticipated 96 projects to be accepted in 2024-2025, 90% (86 projects) are expected to be completed on-budget as compared to project baseline budgets; therefore, the 90% "on-budget" performance target was met. Staff continues to strengthen the alignment of project scopes, schedules, and budgets, while also accounting for external market conditions that may affect the delivery of capital projects. Staff rely heavily on the cost estimating and tracking tools that are available through the Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels. Instances in which projects do exceed the baseline budget are typically attributed to schedule-related delays, redesign costs, and additional staff costs needed to resolve unforeseen construction issues.

Through Climate Smart San José, which replaced Green Vision in 2018, the City Council has set a goal of community-wide carbon neutrality by 2030. The first performance measure focuses on the cumulative square footage of new and existing municipal buildings certified as "green" buildings. For 2024-2025, the cumulative square footage of new and existing municipal buildings certified as "green" buildings is estimated at over 2.3 million square feet. The second measure focuses on the percentage of cumulative new and existing municipal buildings certified as "green" buildings. In 2024-2025, approximately 47% of the City's 5 million square feet of building square footage has been certified, below the target of 48%. Projects estimated to be delivered in 2024-2025 were impacted by contractor, equipment, and utility delays, change order requests, and a project re-bid. An upward trend is expected as current efforts focus on the replacement and renewal of existing infrastructure, particularly via electrification. With the completion of new facilities funded by the 2018 Measure T Public Infrastructure and Safety Bond expected in the next three years, the square footage and percentage of green buildings will increase.

CAPITAL BUDGET GUIDE

The Biennial Capital Budget document includes the **City Manager's Budget Message** that outlines significant policy issues by City Service Area (CSA). The **Community Profile** section includes basic City information and data, the roster of elected officials, as well as a listing of significant State and local voter-approved initiatives. The **Budget Guide** section provides a flow chart of the City of San José's annual budget process, a capital program organization chart by CSA, City-Wide Capital Program Performance Measures, this capital budget guide, a glossary of terms, fund descriptions, and an acronyms index. The **Summary Information** provides information about the expected revenues and expenditures along with one-year and five-year comparisons to the prior Adopted Capital Budget and Capital Improvement Program (CIP), and the comparative five-year history of the total CIP. The **Budget Policies and Practices** section includes budgeting policies, the CSA policy framework, significant accounting practices, and information regarding debt service obligations.

The City of San José budget is categorized by the type of fund -- General, Special, and Capital Funds. The Biennial Capital Budget document details the two-year budget and the Five-Year Capital Improvement Program (CIP) for the Capital Funds, which are described in the **Capital Fund Descriptions** section. The Operating Budget documents contain the annual budget for the General Fund and Special Funds.

New this year is the transition to a two-year presentation of the budget: the Proposed *Biennial* Capital Budget for 2025-2026 and 2026-2027. Given the long-term nature of planning for investments in the City's infrastructure, the Proposed Biennial Capital Budget allows the Administration to highlight strategic investments planned to move forward in the first two years of the CIP. A Biennial Capital Budget improves funding certainty for priority capital projects and allows City Council and staff to focus more on long-term strategic and fiscal planning.

While the City Council will still appropriate capital funding each fiscal year, the complete development of the Proposed Capital Budget document will be presented every two years. In the intervening years, the Administration will present updates to the second year of the Biennial Capital Budget to:

- Re-balance the capital funds in the CIP in response to adjustments in revenue assumptions, such as new grants, changes in tax revenues, or updates to the annual contributions for the tributary agencies for their use of the Regional Wastewater Facility (RWF), and other technical adjustments;
- Address unexpected changes to capital project costs; and
- Reallocate funding to address unexpected conditions or other emergent needs.

These annual updates will continue to be brought forward to City Council each year as part of the annual budget process for consideration and adoption, as will the allocation of estimated funding for the new fifth year to ensure that the City Council is approving a five-year capital spending plan consistent with the City Charter.

CAPITAL PROGRAMS BY CITY SERVICE AREA

The Capital Budget document includes the following programs organized by CSA:

Community and Economic Development CSA
- Developer Assisted Projects Capital Program

Environmental and Utility Services CSA
- Sanitary Sewer System Capital Program
- Storm Sewer System Capital Program
- Water Pollution Control Capital Program
- Water Utility System Capital Program

Neighborhood Services CSA
- Library Capital Program
- Parks and Community Facilities Development Capital Program

Public Safety CSA
- Public Safety Capital Program

Transportation and Aviation Services CSA
- Airport Capital Program
- Parking Capital Program
- Traffic Capital Program

Strategic Support CSA
- Communications Capital Program
- Municipal Improvements Capital Program
- Service Yards Capital Program

CSA OVERVIEWS

Each section includes a brief overview of the Capital Programs contained within that CSA, a performance measures summary, and a listing of all the projects funded within that CSA.

CAPITAL PROGRAMS

Each capital program is organized as follows:

Program Charts

The charts at the front of each program illustrate sources and uses of funds in 2025-2026 and 2026-2027 and the total program allocation for this CIP and the previous four CIPs.

CAPITAL PROGRAMS CONT'D.

Maps

The majority of the capital programs include maps that illustrate the location of major projects programmed in the Five-Year CIP or locations for the facilities in the capital programs.

Program Overview

Program Overviews include the following key elements:

Introduction: This section provides a brief description of the program, including a discussion of the CSA supported by the program and the associated CSA outcomes.

Program Priorities and Objectives: This section discusses how Envision San José 2040 General Plan, Master Plans, and/or major strategic plans guide the CIP development. This section includes a description of how projects were prioritized and tied to the CSA outcomes and performance goals. This section also includes a discussion of the relationship of the program to overall program objectives and adopted standards or service levels. If applicable, this section also discusses how any deferred infrastructure and maintenance backlog is addressed.

Sources of Funding: This section describes the various funding sources for each capital program. The assumptions that were used in arriving at revenue projections and any major changes in revenue streams are also discussed.

Program Highlights: This section describes the major projects included in the Five-Year CIP.

Major Changes from the 2025-2029 Adopted CIP: This section highlights projects with the most significant changes to the Project Total compared to the prior Adopted CIP, including new/augmented allocations and reduced/eliminated allocations.

Operating Budget Impact: This section includes a description of the operating impacts and, if applicable, an attachment that lists the annual operating and maintenance costs associated with the individual projects included in the capital program. Costs are shown starting in the year the projects will be finished and for the remainder of the five-year period. For project that have operating costs in the first year of the CIP, the operating costs are incorporated in the Operating Budget. The estimated costs for the remaining years of the CIP are provided by departments and have not yet been fully analyzed by the City Manager's Budget Office. The analysis may result in different costs when the budget for the future year is developed.

Council-Approved Revisions to the Proposed Capital Improvement Program: This section summarizes the changes to the Proposed CIP, as approved by City Council.

CAPITAL PROGRAMS

Source and Use of Funds

Each program includes the following Source and Use of Funds Statements:

The Source of Funds (Combined) displays the capital revenues by funding source for each year of the Five-Year CIP.

The Use of Funds (Combined) displays the capital expenditures by line-item for each year of the Five-Year CIP.

The Source and Use of Funds Statements display major categories of capital revenues and expenditures by fund for each year over the five-year period. The estimated revenues and expenditures for 2024-2025 are also displayed on the Source and Use of Funds Statements but are not reflected in five-year totals because the Five-Year CIP relates to the upcoming five years rather than the prior year.

Line items are generally grouped into two categories: construction projects and non-construction expenditures. Construction projects include items such as land acquisition, design, construction, and equipment associated with a project. Non-construction items include payments to other agencies, reserves, studies, transfers, equipment not associated with a specific project, and overhead-related expenses.

Detail of Capital Projects

The Detail Pages provide information on individual capital projects that are budgeted in 2025-2026 and 2026-2027 and may include a project description and a breakdown of the project cost elements and funding sources.

Detail Pages for recurring costs applicable to the majority of capital programs, such as Public Art or Capital Program and Public Works Department Support Service Costs, are only listed on the respective Source and Use Statement summaries and explained in detail in this section of the Capital Budget Guide.

CAPITAL PROGRAMS

Detail of Capital Projects Cont'd.

Detail of One-Time Projects

Following are explanations for each section of the One-Time Projects detail page:

CSA: Lists the City Service Area (CSA) associated with the project.

CSA Outcome: Lists the outcome(s) for the CSA supported by the project.

Location: Lists the address or physical location of the project.

Department Owner: Lists the department responsible for the project.

Council Districts: Identifies the location of the project by Council District.

Appropriation: The appropriation number for the project.

Initial Start Date/Initial End Date: Lists the initial start date, which is the first quarter in which charges will be/were charged against the appropriation, based on the calendar year; lists the Initial End Date, which is the completion date that is defined as the beneficial use date of the project, based on the calendar year.

Revised Start Date/Revised End Date: Lists the revised (if applicable) start and completion dates. The revised start date is defined as the first quarter in which charges will be/were charged against the appropriation by calendar year quarter, while the revised end date is the beneficial use date of the project, based on the calendar year.

Initial Project Budget: The total project budget as it appeared in the first year the project had funds appropriated.

FY Initiated: The first fiscal year the project had funds appropriated.

Description: The description outlines what the project will provide and includes details such as the size of a new facility; the types of amenities to be provided; information on whether the project renovates an existing site or is a new facility; the change in capacity of a new or improved system; the number of square miles improved or the physical boundaries of the improvement; and the type of system improvements.

Justification: The project justification states why the project is necessary.

Notes: This section provides additional information or clarification about the project.

Major Cost Changes: This section identifies the CIP in which the change occurred followed by a brief explanation of the change.

CAPITAL PROGRAMS

Detail of Capital Projects (Cont'd.)

Expenditure Schedule: Provides a breakdown of the project costs by fiscal year by cost element, including: General Administration; Project Feasibility Development; Property and Land; Design; Bid & Award; Construction; Post Construction; Equipment, Materials and Supplies; Public Art; Maintenance, Repairs, Others. The costs are summarized by fiscal years as follows:

- The "Prior Years" column is the total expended for the project in prior fiscal years and does not include encumbrances.

- The "FY 25 Est" column includes all expenses and encumbrances estimated through the end of the Fiscal Year 2024-2025.

- The FY 26 through FY 30 estimate columns provide expenditure estimates for each year of the Five-Year CIP. These figures match the expenditure figures in the five-year Use of Funds Statement. A "5 Year Total" column reflects the total amount of expenditures that are expected during the Five-Year CIP only. In addition to the "5 Year Total," a "Beyond 5 Years" column is included to reflect costs that are expected to be incurred beyond the Five-Year CIP period. The "Project Total" column reflects all prior, current, and future year expenditures.

  To more accurately reflect future costs, an inflation factor has generally been added each year, depending on the type of expenditure and the fiscal year.

Funding Source Schedule: The name of each fund contributing to the funding of the project is shown. The total in each year of the Funding Source Schedule matches the total in each year of the Expenditure Schedule.

Annual Operating Budget Impact: This section lists, if applicable, a preliminary estimate for operating and maintenance costs that will be incurred within the next five-year period. These cost estimates are provided by the appropriate department and have not been verified by the City Manager's Budget Office. The amount that is budgeted often varies from these preliminary estimates. The information included in this section is also summarized in the Program Overview. For projects that are scheduled to be completed in the first year of the CIP, the operating costs for the first year are not reflected because they are incorporated in the Operating Budget. The following components are included in this section:

- *Maintenance:* The funding required to maintain the project/facility.

- *Operating:* The operating costs associated with the project/facility.

- *Cost Offset:* Revenues associated with the project/facility or operating efficiencies.

CAPITAL PROGRAMS

Public Art is an ongoing construction project included in the various funds that supports the various capital programs. This item is not accompanied by a detail page. The following is a brief description of the project.

Public Art: This allocation funds the construction and administration of public art in the capital programs. In compliance with the Council adoption of the revised Public Art Master Plan on March 13, 2007, one percent of all construction project funding is required to be allocated to public art, excluding funding for seismic and ADA retrofits, maintenance and operations, facility replacement, non-construction projects (such as studies), or affordable housing. On June 6, 2017, City Council voted to exempt the San José-Santa Clara Regional Wastewater Facility from the one percent public art assessment of the capital improvement budget. This exclusion is assumed in the CIP.

Detail of Ongoing Projects

The information provided for the Ongoing Projects detail page is abbreviated and includes:

- CSA Outcome
- Department Owner
- Council Districts
- Appropriation
- Description
- Expenditure Schedule
- Funding Source Schedule

Non-Construction Expenditure Categories

Several non-construction expenditure categories, which are common to more than one program, do not have a Capital Project detail page. These expenditure categories are described below.

Transfer to the City Hall Debt Service Fund: These allocations cover the capital program's share of City Hall and City Hall Garage Debt Service costs for capital-supported staff occupying City Hall.

Capital Program and Public Works Department Support Service Costs: This allocation funds capital program and Public Works Department (PWD) support service costs. Capital program costs include costs such as the Capital Project Management System, the bid and award process, and updates of policies and specifications. PWD support service costs include management, staff and technical support, fiscal services, and procurement services.

Infrastructure Management System: This allocation provides funding to develop and maintain Geographic Information System maps of the City's transportation infrastructure and integrates maps into the various Infrastructure Management Systems.

Summary of Projects that Start After 2026-2027

This summary includes those projects that have funding budgeted starting after 2026-2027.

Summary of Projects with Close-Out Costs Only in 2025-2026

This summary includes those projects that are near completion with only minimal costs to finish the project budgeted in 2025-2026. These costs typically include inspection services and program management.

Summary of Reserves

This summary includes earmarked funding identified for specific projects. An allocation may be set aside until such time as sufficient resources are available to fund the project.

Explanation of Funds

Three capital programs, Airport, Parks and Community Facilities Development, and Water Pollution Control, include further descriptions of the funding sources and structure that support their programs.

CAPITAL FUND DESCRIPTIONS

Airport Capital Funds

Accounts for the Airport's capital expenditures and revenues and consists of the following: Airport Capital Improvement Fund; Airport Revenue Bond Improvement Fund; Airport Renewal and Replacement Fund; and Airport Passenger Facility Charge Fund.

Branch Libraries Bond Projects Fund

Accounts for General Obligation Bond proceeds approved by voters on the November 2000 ballot (Measure O). The use of this fund is restricted to acquisition of property and expansion and construction of branch libraries.

Building and Structure Construction Tax Fund

Accounts for the tax on residential, commercial, and industrial development. The use of these funds, along with grant revenues, is restricted to traffic capital improvements on major arterials and collectors, including bridges, culverts, lighting, and traffic control systems which increase traffic volume.

Construction and Conveyance Tax Funds

Accounts for the Construction and Conveyance Tax receipts. The Construction Tax is a flat rate assessed to residential, commercial, and industrial development. The Conveyance Tax is a fee imposed at a rate of $3.30 for each $1,000 of the value of property conveyed. Construction and Conveyance Tax Funds are dedicated to the Parks and Community Facilities Development, Communications, Public Safety (for Fire capital purposes), Library, and Service Yards Capital Programs.

Construction Excise Tax Fund

Accounts for the tax on the construction of residential, commercial, and mobile home developments (also referred to as the Commercial, Residential, Mobile Home Park Building Tax). This general purpose tax is based on building valuation, with the majority of the revenues in the fund historically being used for traffic improvements.

Convention Center Facilities District Capital Fund

Accounts for rehabilitation and improvement funded by transfers from the Convention Center Facilities District Revenue Fund, this fund accounts for Capital Rehabilitation and Improvement to the San José McEnery Convention Center.

Convention Cultural Affairs Capital Fund

Accounts for transfers received from the Convention Center and Cultural Affairs Fund for the use of construction capital repairs and improvement to the McEnery Convention Center and other City owned Cultural Facilities.

Emma Prusch Memorial Park Fund

Accounts for the development and improvement of the Emma Prusch Memorial Park.

CAPITAL FUND DESCRIPTIONS

Evergreen Benefit Assessment District Fund

Accounts for cost sharing agreements within the Evergreen Specific Plan District between private parties in regards to the construction of public improvements as required by the City for development purposes. The use of this fund is restricted to completing any unconstructed improvements specified in the engineer's report as approved by the City Council.

Evergreen Creek Assessment District Fund

Accounts for cost sharing agreements within the Evergreen Creek District between private parties in regards to the construction of public improvements as required by the City for development purposes. The use of this fund is restricted to completing any unconstructed improvements specified in the engineer's report as approved by the City Council.

General Purpose Parking Capital Fund

Accounts for capital construction of certain parking facilities. The Parking System provides parking to the general public and is financed through parking fees.

Improvement District Fund

Accounts for revenues and expenditures related to the acquisition and construction of a variety of public infrastructure projects for which individual improvement districts were formed.

Lake Cunningham Fund

Accounts for the parking fees and lease payment revenues used for the purchase of equipment, maintenance, and operations at Lake Cunningham Park.

Library Parcel Tax Capital Fund

Accounts for the annual parcel tax revenues to be used for Capital Improvement to enhance the City's library facilities.

Major Collectors and Arterial Fund

Accounts for the collection of monies owed by developers for previously completed street improvements.

Major Facilities Fund

This fund, which is part of the Water Utility System Capital Program, accounts for developer fees associated with the connection and operation of municipal water activities for many water facilities constructed in the North San José, Evergreen, Alviso, Edenvale, and Coyote Valley areas. These fees are assessed for the future construction of large water mains, reservoirs, and other large projects.

Parks and Recreation Bond Projects Fund

Accounts for General Obligation Bond proceeds approved by voters on the November 2000 ballot (Measure P). The use of this fund is restricted to acquisition of property, upgrades, and construction of neighborhood parks, community centers, trails, regional parks, and sports complexes.

CAPITAL FUND DESCRIPTIONS

Public Safety and Infrastructure Bond Fund

Accounts for General Obligation Bond proceeds authorized by voters on the November 2018 ballot (Measure T). The use of this fund is for acquisition of property or construction related to improvements in public safety and disaster preparedness. A portion of the fund will be used to pave streets and repair potholes.

Residential Construction Tax Contribution Fund

Accounts for taxes imposed upon the construction of single-family dwelling units or any mobile home lots in the City. The tax is used to reimburse developers who have constructed that portion of an arterial street that is wider than what is normally required in connection with residential development. The funds are also used to construct median island landscaping and other street improvements.

San José-Santa Clara Treatment Plant Capital Fund

Accounts for the construction of improvements to the San José-Santa Clara Water Pollution Control Plant (WPCP) and the purchase of equipment through contributions from the City of Santa Clara and other tributary agencies, and transfers from the Sewer Service and Use Charge Operating Fund. On March 26, 2013, the City Council approved to change the name of the WPCP to the San José-Santa Clara Regional Wastewater Facility (RWF) for use in public communications and outreach.

Sanitary Sewer Connection Fee Fund

Accounts for connection fees charged to developers for access to the City's sanitary sewer system and the San José-Santa Clara Water Pollution Control Plant (WPCP). Funds are restricted to the construction and reconstruction of the system.

Sewer Service and Use Charge Capital Improvement Fund

Accounts for the reconstruction of the sanitary sewer system and receives annual transfers from the Sewer Service and Use Charge Fund.

Shea Homes Advance Assessment District Fund

Accounts for cost sharing agreements Silver Creek Development District 1A between private parties in regards to the construction of public improvements as required by the City for development purposes. The use of this fund is restricted to completing any unconstructed improvements specified in the engineer's report as approved by the City Council.

Silicon Valley Bridge Assessment District Fund

Accounts for cost sharing agreements within the Silicon Valley Bridget District between private parties in regards to the construction of public improvements as required by the City for development purposes. The use of this fund is restricted to completing any unconstructed improvements specified in the engineer's report as approved by the City Council.

CAPITAL FUND DESCRIPTIONS

Silver Creek Assessment District Fund

Accounts for cost sharing agreements within the Silver Creek Development District 1B between private parties in regards to the construction of public improvements as required by the City for development purposes. The use of this fund is restricted to completing any unconstructed improvements specified in the engineer's report as approved by the City Council.

South Bay Water Recycling Capital Fund

This Capital Fund accounts for revenues from the sale of recycled water to South Bay Water Recycling (SBWR) retail customers and supports the expenditures for acquisition, construction, and installation of SBWR capital improvements.

Storm Drainage Fee Fund

Accounts for fees collected from developers as a result of connections to the storm drainage sewer system which may be used for construction, reconstruction, and maintenance of the storm drainage system and for land acquisition for the system.

Storm Sewer Capital Fund

Accounts for revenues collected from owners of properties that benefit from the storm drainage system. Funds may be used for the construction and reconstruction of the storm drainage system.

Subdivision Park Trust Fund

Accounts for payments of fees in lieu of dedication of land for park and recreational purposes in residential subdivisions. Moneys in the fund, including accrued interest, may be expended solely for the acquisition or development of improvements for City park and recreational facilities to serve the subdivision for which the fees were paid.

Underground Utility Fund

Accounts for revenues received as assessments and fees for the City's costs and expenses to place certain utility facilities underground. The Underground Utility Program implements the City's General Plan goals and policies, which state that the City should encourage the movement of existing overhead utilities underground. The fund is used to establish Rule 20B Underground Utility Districts.

Water Utility Capital Fund

Supports the Municipal Water System by funding the acquisition, construction, and installation of water system capital improvements. This system provides water service to North San José, Evergreen, Alviso, Edenvale, and Coyote Valley areas and is primarily funded through user charges.

GLOSSARY OF TERMS

Accrual Basis

Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place.

Amortization

The process of spreading out the cost of an expense or investment over time.

Appropriation

The legal authorization granted by the City Council to the Administration to make expenditures and incur obligations for purposes specified in the Appropriation Ordinance.

Audit

The methodical examination and verification of financial records, transactions, and processes to ensure accuracy, compliance with regulations, and proper use of funds.

Balanced Budget

Budgeted revenue levels are equivalent to budgeted expenditure levels, including use of reserves and fund balance.

Base Budget

The ongoing expense level necessary to maintain service levels previously authorized by the City Council.

Biennial Budget

A budget that covers a two-year period with separate and distinct allocations for each fiscal year.

Bonds

A written promise to pay a specified sum of money (called the face value, principal amount, or par), at a specified date or dates in the future (called maturity dates) together with a periodic interest at a specific rate. Used to secure funds for specific projects or expenses.

Capital Budget

A financial plan of capital projects and the means of financing them for a given period of time.

Capital Expenditures

Expenditures to acquire, rehabilitate, or construct general fixed assets and major improvements.

Capital Fund

Funds, exclusive of the General Fund and Special Funds, which are separately administered because they are associated with tracking financial resources associated with major capital improvements.

Capital Improvement

An enhancement that extends the life and/or improves the value of an asset.

GLOSSARY OF TERMS

Capital Improvement Program (CIP)

On December 18, 1986, the City Council, in order to delineate the purpose of the Five-Year Capital Improvement Plan, adopted the following definition: The Five-Year Capital Improvement Plan (Program) is a long-range study of financial wants, needs, expected revenues, and policy intentions. It provides the necessary information for prudent budget recommendations. It compares the organization's various needs over a period of five years with the various anticipated revenues and puts them into a single focus for analytical purposes. It is not law, such as an annual budget, but a planning tool that provides a collection of facts, trends, and suggestions to the City Administration and Council. After it is adopted by the City Council, it is a non-binding assertion of future intent only. However, when an appropriation for the annual capital budget is adopted as part of the regular budget, it represents the amount which will be used to implement part of the Program in the coming year.

Capital Program

A grouping of capital improvement projects and funding sources by function within a City Service Area.

Carryover

Unspent funds, either encumbered, reserved, or unobligated, brought forward from prior fiscal years.

City Service Area (CSA)

City Service Areas integrate Core Services provided by individual departments into the City's key lines of business, as viewed from the community's perspective. CSAs enable the City to plan and show results of the collaboration among the departments at a higher organizational level. There are six CSAs, five of which deliver direct services (Community and Economic Development, Environmental and Utility Services, Neighborhood Services, Public Safety, and Transportation and Aviation Services). The sixth, Strategic Support, represents functions that provide guidance and support contributing to the delivery of direct services.

CSA Primary Partners

City departments with Core Services most directly responsible for overall CSA service delivery.

CSA Outcome

A desirable overall condition or "Picture of Success." At the CSA level, the specified outcomes are the "ends" toward which the plans, efforts, resources, and results of the CSA are directed.

Contingency Reserve

An appropriation of funds to cover unforeseen events during the budget year, such as emergencies, newly required programs, or shortfalls in revenue.

Contractual Services

Operating expenditures for services provided by outside organizations and businesses, including maintenance contracts, management services, etc.

Core Services

The City departments' key lines of business. Core Services produce the primary deliverables of a department.

GLOSSARY OF TERMS

Debt Service

The amount required to pay interest on and to retire the principal of outstanding debt. A complete discussion of the City's Debt Service Obligations as well as a description of its Debt Management Policy are included in the Budget Policies and Practices section.

Deficit

Occurs when expenditures exceed revenues, in a given period.

Encumbrance

Financial commitments, such as purchase orders or contracts, which are chargeable to an appropriation and for which a portion of the appropriation is reserved.

Enterprise Fund

A fund, similar to those found in the private sector, structured to be revenue generating and self-supporting (e.g., utility, gas, airport, etc.).

Expenditure

The use of present or future assets resulting in a decrease in net financial resources.

Fiduciary Fund

Used to account for assets held by a governmental unit in a trustee capacity and/or as an agent for individuals, private organizations, other governmental units, and/or other funds. Fiduciary Funds are classified as Pension Trust Funds, Private-Purpose Trust Funds, and Agency Funds.

Fiscal Year

A 12-month accounting period to which the annual budget applies; for San José, it is the period from July 1 through June 30.

Fund

An independent fiscal and accounting entity used to account for all financial transactions related to the specific purpose for which the fund was created by ordinance.

Fund Balance

The difference between total revenue sources and total expenditures in a fund. The fund balance is calculated at the end of the fiscal year.

General Fund

The primary operating fund used to account for all the revenues and expenditures of the City, which are not related to special or capital funds.

Governmental Fund

Typically used to account for governmental activities. Governmental Funds include the General Fund, Special Revenue Funds, Capital Project Funds, and Debt Service Funds.

Infrastructure Management System (IMS)

The City's computerized system used to identify the condition of streets, sewers, and other infrastructure, forecast maintenance needs, and project future replacement expenditures.

GLOSSARY OF TERMS

Mission

A unifying statement of why an organization exists.

Modified Accrual Basis

Revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the fiscal period.

Non-Personal/Equipment Expenses

Operating costs which are not related to personnel, such as supplies, training, contract services, utilities, and vehicles.

Ongoing Cost/Savings

The 12-month value of partial year additions or reductions.

Operating Budget

An annual financial plan for the provision of direct services and support functions to the community. Per the City Charter, it shall begin with a clear general summary of its contents; shall show in detail all estimated income, including the amount proposed to be raised by property taxation, estimated unencumbered balances of funds to be carried over from the preceding year, estimated unencumbered available reserves, and all proposed expenditures, including debt service for the ensuing year.

Operational Services

Elements necessary to accomplish the Core Services of the organization; the "front line" of service delivery.

Overhead

Administrative costs associated with city-wide operations, which cannot be attributed to any specific department (such as Finance or Human Resources). These costs are subject to a city-wide overhead cost allocation plan to distribute costs on an equitable basis to departments and funds that are the beneficiaries of such expenses.

Performance Measure

Measures the results of services delivered to customers. Performance measures fall into the four Key Measurement Areas of Quality, Cost, Cycle Time, and Customer Satisfaction. Performance measures are developed at the CSA, Core Service, and Operational Service levels.

Performance Measure Goals and Targets

Quantitative benchmarks for each Performance Measure (PM). **PM Goals** represent the optimum performance level, or the long-range planned level of performance identified in the CSA Overview. **PM Targets,** for CSAs and departmental Core Services, represent the one-year performance level commitment, given allocated resources.

Personal Services

Salary and fringe benefit costs of City employees.

Program

A group of people working together to deliver a discrete service to identifiable users as part of an operational service.

GLOSSARY OF TERMS

Proprietary Fund

Used to account for services charged to external or internal customers through fees. Proprietary Funds are classified as either Enterprise Funds or Internal Service Funds. The City accounts for its airport, wastewater treatment, water supply, and parking management operations as Enterprise Funds. The City uses the Internal Service Funds to account for the employee benefits, cost for operating a vehicle maintenance facility, and the public works support program.

Rebudget

Unspent or unencumbered prior year funds reauthorized for the same purpose as previously approved, usually as a result of delayed program implementation.

Reserve

Funds budgeted for a particular purpose but not authorized for immediate obligation.

Revenue

A funding source or income received by the City in support of a program of services. It includes such items as taxes, fees, user charges, grants, bond proceeds, and interest income.

Special Funds

Funds, exclusive of the General Fund and capital funds, which are separately administered because they are associated with a distinct function or enterprise.

Strategic Goals/Objectives

Represent elements or sub-elements of a strategic plan. The City's planned response to address service delivery needs and priorities. Strategic Goals and Objectives are guided by the related Outcomes, but represent only the City's contribution toward those Outcomes. Strategic Goals and Objectives also determine how the City's Core Services, Operational Services, and special projects should be aligned and directed toward producing the planned service delivery response.

Strategic Support

Includes various functions that support and/or guide delivery of direct services. Examples include financial and human resources administration, purchasing and training, as well as strategic leadership and policy development.

Successor Agency

Successor Agency to the former San Jose Redevelopment Agency, a public entity.

Transfers

Transfers between funds to account for reimbursements for services, overhead expenses, or other payments.

Vision

A guiding statement describing a desirable future state toward which efforts should be directed. An effective vision statement inspires creativity while keeping an organization "on track" for the future by aligning its priorities.

ACRONYMS INDEX

A	**ACFR**	Annual Comprehensive Financial Report
	ADA	Americans with Disabilities Act
	AFR	Automated Field Reporting
	AHSC	Affordable Housing and Sustainable Communities
	AIP	Airport Improvement Program
	ALPR	Automated License Plate Reader
	AMI	Advanced Metering Infrastructure
	AMT	Alternative Minimum Tax
	AMR	Automatic Meter Reading
	APS	Accessible Pedestrian Signals
	ARFF	Airport Rescue and Fire Fighting
	ARP	American Rescue Plan
	ATP	Active Transportation Program
	ATSC	Adaptive Traffic Signal Control
B	**BART**	Bay Area Rapid Transit
	BCP	Business Cooperation Program
	BD	Budget Document (Mayor/City Council)
	BIL	Bipartisan Infrastructure Law
C	**C&C**	Construction and Conveyance
	CAD	Computer-Aided Dispatch System
	CCFD	Convention Center Facility District
	CDBG	Community Development Block Grant
	CED	Community and Economic Development CSA
	CEQA	California Environmental Quality Act
	CFC	Customer Facility Charges
	CIP	Capital Improvement Program
	CNEL	Community Noise Equivalent Level
	CNG	Compressed Natural Gas
	COPS	Citizens Option for Public Safety (State)
	CP	Commercial Paper
	CPMS	Capital Project Management System
	CSA	City Service Area
	CSJFA	City of San José Financing Authority
	CSMFO	California Society of Municipal Finance Officers
	CWFA	Clean Water Financing Authority
D	**DAP**	Developer Assisted Projects CSA
	DOT	Department of Transportation
	DTSC	Department of Toxic Substance Control

ACRONYMS INDEX

E	**EEHDP**	Evergreen-East Hills Development Policy
	EIR	Environmental Impact Report
	EOC	Emergency Operations Center
	EPA	Environmental Protection Agency
	EPC	Equity Priority Communities
	ESD	Environmental Services Department
	EUS	Environmental and Utility Services CSA
F	**FAA**	Federal Aviation Administration
	FEMA	Federal Emergency Management Agency
	FF&E	Fixtures, Furnishings, and Equipment
	FHWA	Federal Highway Administration
	FMS	Financial Management System
	FOG	Fats, Oils, Grease
	FTE	Full-Time Equivalent
G	**GAAP**	Generally Accepted Accounting Principles
	GASB	Government Accounting Standards Board
	GIS	Geographic Information System
	GO	General Obligation
	GSI	Green Stormwater Infrastructure
H	**HBP**	Highway Bridge Program
	HCP	Habitat Conservation Plan
	HCM	Human Capital Management System
	HMIS	Homeless Management Information System
	HSIP	Highway Safety Improvement Program
	HVAC	Heating, Ventilation, and Air Conditioning
I	**IMS**	Infrastructure Management System
	ITS	Intelligent Transportation System
J	**JPA**	Joint Powers Authority
K	**KPI**	Key Performance Indicators
L	**LED**	Light-Emitting Diode
	LEED	Leadership in Energy and Environmental Design Program
	LID	Low Impact Development
	LOS	Level of Service
	LRT	Light Rail Transit
	LTC	Large Trash Capture
M	**MBA**	Manager's Budget Addendum
	MOU	Memorandum of Understanding
	MRP	Municipal Regional Permit
	MTC	Metropolitan Transportation Commission

ACRONYMS INDEX

N	**NEPA**	National Environmental Policy Act
	NIMS	National Incident Management System
	NPDES	National Pollutant Discharge Elimination System
	NS	Neighborhood Services CSA
O	**O&M**	Operations and Maintenance
	OBAG	One Bay Area Grant
	OEDCA	Office of Economic Development and Cultural Affairs
	OES	Office of Emergency Services
	OSA	Open Space Authority
P	**P&CFD**	Parks and Community Facilities Development
	PAB	Police Administration Building
	PAL	Police Athletic League
	PBCE	Planning, Building and Code Enforcement Department
	PCBs	Polychlorinated Biphenyls
	PCA	Priority Conservation Area
	PCI	Pavement Condition Index
	PD	Police Department
	PDO	Parkland Dedication Ordinance
	PFC	Passenger Facility Charge
	PG&E	Pacific Gas and Electric Company
	PIO	Park Impact Ordinance
	PIT	Point in Time Count
	PM	Performance Measure
	PMMS	Parks Maintenance Management System
	PMP	Plant Master Plan
	PRNS	Parks, Recreation and Neighborhood Services Department
	PS	Public Safety CSA
	PWCAP	Public Works Cost Allocation Plan
	PWD	Public Works Department
Q		
R	**RFP**	Request for Proposal
	RFQ	Request for Quote
	RLF	Revolving Loan Fund
	RPM	Raised Pavement Marker
	RWF	Regional Wastewater Facility
	RWQCB	Regional Water Quality Control Board

ACRONYMS INDEX

S	**SARA**	Successor Agency to the Redevelopment Agency of the City of San José, a public entity
	SBWR	South Bay Water Recycling
	SCADA	Supervisory Control and Data Acquisition
	SCBA	Self Contained Breathing Apparatus
	SCVWD	Santa Clara Valley Water District (known as Valley Water)
	SJC	San José Mineta International Airport
	SJDA	San José Downtown Association
	SJMWS	San José Municipal Water System
	SJPD	San José Police Department
	SJSU	San José State University
	SRF	State Revolving Fund
	SS	Strategic Support CSA
	SSUC	Sewer Service and Use Charge
	SSO	Sanitary Sewer Overflow
	SVRIA	Silicon Valley Regional Interoperability Authority
	SVRCS	Silicon Valley Regional Communication System
	SWRCB	State Water Resources Control Board
T	**TAS**	Transportation and Aviation Services CSA
	TFCA	Transportation Fund for Clean Air
	TOT	Transient Occupancy Tax
	TPAC	Treatment Plant Advisory Committee
	TSA	Transportation Security Administration
	TSJ	Team San José
U	**UASI**	Urban Area Security Initiative
	UPRR	Union Pacific Railroad
	UPS	Uninterrupted Power Supply
	URMP	Urban Runoff Management Plan
	UUD	Underground Utility District
	UUT	Utility Users Tax
V	**VERBS**	Vehicle Emissions Reductions Based at Schools
	VMT	Vehicle Miles Traveled
	VRF	Vehicle Registration Fee
	VTA	Valley Transportation Authority (Santa Clara)
W	**WPCP**	Water Pollution Control Plant (San José/Santa Clara) (name changed to San José/Santa Clara Regional Wastewater Facility)
	WRAOF	Water Resources Administration and Operations Facility
	WSA	Water Supply Agreement
	WVSD	West Valley Sanitation District
X		
Y		
Z		

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CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM SOURCE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total	
Beginning Fund Balance	472,168,492	225,829,514	166,210,694	211,938,714	220,494,854	472,168,492	*
Financing Proceeds	263,101,000	13,500,000	442,000,000	140,000,000	5,000,000	863,601,000	
Revenue from Other Agencies:							
Federal Government	45,152,736	55,299,000	18,452,000	5,080,000	1,612,000	125,595,736	
State Government	73,073,571	39,278,000	27,350,000	26,850,000	26,850,000	193,401,571	
Water Pollution Control Plant User Agencies	17,227,000	21,140,000	53,283,000	12,391,000	77,218,000	181,259,000	
Other Agencies	37,128,000	30,792,000	25,134,000	25,134,000	25,134,000	143,322,000	
Total Revenue from Other Agencies:	**172,581,307**	**146,509,000**	**124,219,000**	**69,455,000**	**130,814,000**	**643,578,307**	
Taxes, Fees and Charges:							
Building and Structure Construction Tax	18,000,000	20,000,000	20,000,000	22,000,000	23,000,000	103,000,000	
Construction Excise Tax	14,000,000	17,000,000	16,000,000	19,000,000	20,000,000	86,000,000	
Construction and Conveyance Tax	47,000,000	50,000,000	55,000,000	55,000,000	60,000,000	267,000,000	
Residential Construction Tax	200,000	200,000	200,000	200,000	200,000	1,000,000	
Sanitary Sewer Connection Fees	500,000	500,000	500,000	500,000	500,000	2,500,000	
Storm Drainage Fees	100,000	100,000	100,000	100,000	100,000	500,000	
Water Utility Fees	55,000	55,000	55,000	55,000	55,000	275,000	
Airport Passenger Facility Charge Proceeds	21,800,000	22,000,000	22,300,000	22,500,000	22,700,000	111,300,000	
Other Taxes, Fees and Charges	100,000	150,000	200,000	200,000	200,000	850,000	
Total Taxes, Fees and Charges	**101,755,000**	**110,005,000**	**114,355,000**	**119,555,000**	**126,755,000**	**572,425,000**	
Contributions, Loans and Transfers from:							
General Fund	17,910,000	7,815,000	8,520,000	9,025,000	10,030,000	53,300,000	
Special Fund	124,032,000	138,010,000	112,034,000	114,094,000	119,418,000	607,588,000	
Capital Funds	7,377,000	7,487,000	11,986,000	11,117,000	13,623,000	51,590,000	
Total Contributions, Loans and Transfers	**149,319,000**	**153,312,000**	**132,540,000**	**134,236,000**	**143,071,000**	**712,478,000**	

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM SOURCE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Interest Income	26,224,000	25,258,000	28,344,000	24,911,000	22,570,000	127,307,000
Developer Contributions	710,000	710,000	782,000	746,000	710,000	3,658,000
Miscellaneous Revenue	489,000	489,000	489,000	489,000	489,000	2,445,000
TOTAL SOURCE OF FUNDS	**1,186,347,799**	**675,612,514**	**1,008,939,694**	**701,330,714**	**649,903,854**	**3,397,660,799**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM USE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Construction Projects						
Airport	19,869,000	37,445,000	103,505,000	104,219,000	1,330,000	266,368,000
Communications						
Developer Assisted Projects	2,588,000	2,088,000	3,238,000	2,938,000	481,000	11,333,000
Library	14,868,084	500,000	800,000	800,000	800,000	17,768,084
Municipal Improvements	19,064,246	12,487,000	10,334,000	3,488,000	2,270,000	47,643,246
Parking	9,855,000	1,875,000	2,075,000	2,075,000	2,075,000	17,955,000
Parks and Community Facilities Development	35,682,797	5,506,000	2,875,000	100,000		44,163,797
Public Safety	27,696,000	14,685,000	688,000	385,000	385,000	43,839,000
Sanitary Sewer System	58,278,000	42,735,000	30,350,000	57,100,000	33,400,000	221,863,000
Service Yards	5,175,000	800,000	900,000	900,000	900,000	8,675,000
Storm Sewer System	40,231,000	6,101,000	850,000	850,000	850,000	48,882,000
Traffic	219,189,934	130,297,500	81,749,500	65,702,500	61,078,500	558,017,934
Water Pollution Control	39,147,000	50,310,000	148,565,000	30,818,000	218,976,000	487,816,000
Water Utility System	23,302,000	9,330,000	3,050,000	3,070,000	3,070,000	41,822,000
Total Construction Projects	**514,946,061**	**314,159,500**	**388,979,500**	**272,445,500**	**325,615,500**	**1,816,146,061**
Non-Construction						
Transfers to Capital Funds						
Parks and Community Facilities	7,377,000	7,487,000	11,986,000	11,117,000	13,623,000	51,590,000
Transfers to Capital Funds	**7,377,000**	**7,487,000**	**11,986,000**	**11,117,000**	**13,623,000**	**51,590,000**
Transfers to General Fund						
Communications	100,000	100,000	100,000	100,000	100,000	500,000
Developer Assisted Projects	115,000	110,000	110,000	100,000	100,000	535,000
Library	300,000	300,000	300,000	300,000	300,000	1,500,000
Parks and Community Facilities	7,323,000	7,716,000	8,205,000	8,205,000	8,694,000	40,143,000
Public Safety	300,000	300,000	300,000	300,000	300,000	1,500,000
Service Yards	300,000	300,000	300,000	300,000	300,000	1,500,000
Storm Sewer System	22,000	10,000	10,000	10,000	10,000	62,000

* The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM USE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Traffic	2,050,000	1,750,000	1,750,000	1,750,000	1,750,000	9,050,000
Transfers to General Fund	**10,510,000**	**10,586,000**	**11,075,000**	**11,065,000**	**11,554,000**	**54,790,000**
Transfers to Special Funds						
Airport	20,316,000	20,175,000	19,908,000	26,605,000	26,516,000	113,520,000
Communications	3,000	3,000	3,000	3,000	3,000	15,000
Developer Assisted Projects	9,000	9,000	9,000	9,000	9,000	45,000
Library	3,000	4,000	4,000	4,000	4,000	19,000
Municipal Improvements	21,000	23,000	23,000	23,000	23,000	113,000
Parking	26,000	29,000	29,000	29,000	29,000	142,000
Parks and Community Facilities	390,000	269,000	269,000	269,000	269,000	1,466,000
Public Safety	10,000	11,000	11,000	11,000	11,000	54,000
Sanitary Sewer System	266,000	292,000	292,000	292,000	292,000	1,434,000
Service Yards	16,000	18,000	18,000	18,000	18,000	88,000
Storm Sewer System	79,000	87,000	87,000	87,000	87,000	427,000
Traffic	873,000	960,000	960,000	960,000	960,000	4,713,000
Water Pollution Control	88,000	97,000	97,000	97,000	97,000	476,000
Water Utility System	10,000	11,000	11,000	11,000	11,000	54,000
Transfers to Special Funds	**22,110,000**	**21,988,000**	**21,721,000**	**28,418,000**	**28,329,000**	**122,566,000**
Other Non-Construction Items						
Airport	13,934,000	19,581,000	19,650,000	11,589,000	6,528,000	71,282,000
Communications	4,573,000	4,686,000	4,803,000	4,937,000	5,065,000	24,064,000
Developer Assisted Projects	1,000,000	984,000	1,098,000	1,082,000	1,022,000	5,186,000
Library	8,196,195	6,938,000	6,697,000	7,249,000	7,298,000	36,378,195
Municipal Improvements	410,000	315,000	320,000	325,000	330,000	1,700,000
Parking	218,000	60,000	60,000	60,000	60,000	458,000
Parks and Community Facilities	29,358,000	27,893,000	27,811,000	27,045,000	26,490,000	138,597,000
Public Safety	11,018,659	6,965,000	7,811,000	7,743,000	9,020,000	42,557,659
Sanitary Sewer System	11,410,000	10,111,320	10,983,480	13,899,160	12,933,580	59,337,540
Service Yards	3,568,500	3,537,000	3,565,000	3,597,200	3,630,000	17,897,700
Storm Sewer System	4,140,000	3,152,000	3,144,000	2,989,000	2,989,000	16,414,000

* The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM USE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total	
Traffic	48,372,000	29,570,000	27,157,000	27,095,000	26,891,000	159,085,000	
Water Pollution Control	30,751,000	31,244,000	237,015,000	36,888,000	41,335,000	377,233,000	
Water Utility System	37,226,000	4,790,000	6,698,000	6,572,000	6,496,000	61,782,000	
Total Other Non-Construction Items	**204,175,354**	**149,826,320**	**356,812,480**	**151,070,360**	**150,087,580**	**1,011,972,094**	
Reserves							
Developer Assisted Projects	3,030,337					3,030,337	
Parking	1,770,000					1,770,000	
Parks and Community Facilities	101,596,739	1,685,000	3,767,000	2,315,000	2,100,000	111,463,739	
Public Safety	23,885,108					23,885,108	
Storm Sewer System	125,000					125,000	
Traffic	60,951,686	3,500,000	2,500,000	4,325,000	6,825,000	78,101,686	
Water Pollution Control	3,666,000					3,666,000	
Water Utility System	6,375,000	170,000	160,000	80,000	80,000	6,865,000	
Total Reserves	**201,399,870**	**5,355,000**	**6,427,000**	**6,720,000**	**9,005,000**	**228,906,870**	
Total Non-Construction	**445,572,224**	**195,242,320**	**408,021,480**	**208,390,360**	**212,598,580**	**1,469,824,964**	
Ending Fund Balance							
Airport	42,840,162	47,962,162	51,651,162	48,843,162	47,324,162	47,324,162	*
Communications	488,521	299,521	363,521	293,521	265,521	265,521	*
Developer Assisted Projects	11,374,501	9,297,501	6,028,501	3,039,501	2,531,501	2,531,501	*
Library	185,107	153,107	473,107	241,107	671,107	671,107	*
Municipal Improvements	952,836	752,836	605,836	1,204,836	1,521,836	1,521,836	*
Parking	4,058,364	3,294,364	2,330,364	1,266,364	202,364	202,364	*
Parks and Community Facilities Development	10,229,634	6,377,634	5,133,634	6,335,634	11,182,634	11,182,634	*
Public Safety	15,131,000	670,000	280,000	761,000	1,385,000	1,385,000	*
Sanitary Sewer System	28,251,825	2,683,505	3,628,025	2,906,865	2,851,285	2,851,285	*
Service Yards	58,133	93,133	439,133	752,933	1,472,933	1,472,933	*
Storm Sewer System	7,528,896	8,244,896	6,339,896	4,589,896	2,839,896	2,839,896	*
Traffic	50,554,113	22,388,613	17,081,113	18,123,613	20,146,113	20,146,113	*
Water Pollution Control	49,838,435	58,307,435	112,108,435	126,727,435	14,011,435	14,011,435	*

* The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

SUMMARY OF CAPITAL IMPROVEMENT PROGRAM USE OF FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total	
Water Utility System	4,337,987	5,685,987	5,475,987	5,408,987	5,283,987	5,283,987	*
Total Ending Balance	225,829,514	166,210,694	211,938,714	220,494,854	111,689,774	111,689,774	
TOTAL USE OF FUNDS	**1,186,347,799**	**675,612,514**	**1,008,939,694**	**701,330,714**	**649,903,854**	**3,397,660,799**	

* The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

SUMMARY OF REVENUE AND EXPENDITURES BY FUND

CAPITAL IMPROVEMENT PROGRAM FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
Airport Capital Improvement Fund (520)	4,837,174	22,460,174	3,965,174	3,016,174	2,972,174
Airport Passenger Facility Charge Fund (529)	49,608,199	51,721,199	54,275,199	57,296,199	53,820,199
Airport Renewal and Replacement Fund (527)	40,490,373	48,958,373	34,450,373	28,920,373	22,882,373
Airport Revenue Bond Improvement Fund (526)	2,023,416	2,023,416	102,023,416	102,023,416	2,023,416
Branch Libraries Bond Projects Fund (472)	4,831,435				
Building and Structure Construction Tax Fund (429)	141,552,760	76,201,767	46,311,767	32,498,767	29,746,767
Communications Construction and Conveyance Tax Fund (397)	5,164,521	5,088,521	5,269,521	5,333,521	5,433,521
Construction Excise Tax Fund (465)	150,418,002	84,759,682	79,950,182	83,993,682	86,912,182
Contingent Lien District Fund (634)	0	0	0	0	0
Convention and Cultural Affairs Capital Fund (560)	1,073,804	3,402,804	2,904,804	721,804	948,804
Convention Center Facilities District Capital Fund (798)	9,064,032	8,160,032	6,358,032	2,294,032	1,166,032
Council District 1 Construction and Conveyance Tax Fund (377)	2,468,817	1,144,817	1,422,817	1,256,817	2,022,817
Council District 10 Construction and Conveyance Tax Fund (389)	1,089,680	722,680	923,680	1,024,680	1,079,680
Council District 2 Construction and Conveyance Tax Fund (378)	1,986,043	1,196,043	1,022,043	994,043	1,529,043
Council District 3 Construction and Conveyance Tax Fund (380)	1,652,960	794,960	962,960	876,960	1,345,960
Council District 4 Construction and Conveyance Tax Fund (381)	1,856,877	686,877	772,877	718,877	884,877
Council District 5 Construction and Conveyance Tax Fund (382)	3,103,689	977,689	1,269,689	1,145,689	1,321,689
Council District 6 Construction and Conveyance Tax Fund (384)	2,994,399	907,399	987,399	1,029,399	1,181,399
Council District 7 Construction and Conveyance Tax Fund (385)	5,559,787	1,093,787	1,303,787	1,117,787	1,663,787
Council District 8 Construction and Conveyance Tax Fund (386)	3,467,881	976,881	1,205,881	1,045,881	1,265,881
Council District 9 Construction and Conveyance Tax Fund (388)	4,050,134	1,786,134	1,101,134	1,130,134	1,359,134
Emma Prusch Fund (131)	641,732	332,732	403,732	479,732	559,732
Evergreen Benefit Assessment District Fund (699)	1,168,027	46,000	35,000	24,000	12,000

SUMMARY OF REVENUE AND EXPENDITURES BY FUND

CAPITAL IMPROVEMENT PROGRAM FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
Evergreen Creek Assessment District Fund (685)	1,223,926	26,000	20,000	14,000	7,000
Fire Construction and Conveyance Tax Fund (392)	7,855,000	5,028,000	5,287,000	5,200,000	6,101,000
General Fund	14,110,000	5,015,000	5,520,000	6,025,000	7,030,000
General Purpose Parking Capital Fund (559)	15,927,364	5,258,364	4,494,364	3,430,364	2,366,364
Lake Cunningham Fund (462)	3,512,096	613,096	772,096	831,096	990,096
Library Construction and Conveyance Tax Fund (393)	17,369,558	7,563,909	8,242,909	8,562,909	9,041,909
Library Parcel Tax Capital Fund (483)	1,351,393	331,198	31,198	31,198	31,198
Major Collectors and Arterials Fund (421)	879,664	907,664	935,664	963,664	991,664
Major Facilities Fund (502)	6,099,652	1,505,652	1,605,652	1,707,652	1,796,652
Park Yards Construction and Conveyance Tax Fund (398)	4,726,187	1,005,187	1,070,187	1,136,187	1,262,187
Parks and Recreation Bond Projects Fund (471)	17,062,565				
Parks Central Construction and Conveyance Tax Fund (390)	36,092,086	36,936,086	39,135,086	38,135,086	41,086,086
Parks City-Wide Construction and Conveyance Tax Fund (391)	10,262,267	7,759,267	7,693,267	4,464,267	4,806,267
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)	1,200,246				
Public Safety and Infrastructure Bond Fund - Parks (498)	1,654,797				
Public Safety and Infrastructure Bond Fund - Public Safety (498)	65,185,767	14,603,000	303,000	0	0
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	23,632,000	5,176,000	0	0	0
Public Safety and Infrastructure Bond Fund - Traffic (498)	89,140,307	26,597,000	4,000,000	500,000	
Residential Construction Tax Contribution Fund (420)	3,444,312	3,247,312	3,055,312	2,853,312	2,661,312
San José-Santa Clara Treatment Plant Capital Fund (512)	119,442,819	139,501,819	497,253,819	193,923,819	273,737,819
Sanitary Sewer Connection Fee Fund (540)	3,142,257	2,073,257	2,116,257	2,159,257	2,202,257
Service Yards Construction and Conveyance Tax Fund (395)	9,117,633	4,748,133	5,222,133	5,568,133	6,320,933
Sewer Service and Use Charge Capital Improvement Fund (545)	95,063,568	53,748,568	43,137,248	72,038,768	47,274,608
Shea Homes Advance Assessment District Fund (695)	302,109	26,000	20,000	14,000	7,000

SUMMARY OF REVENUE AND EXPENDITURES BY FUND

CAPITAL IMPROVEMENT PROGRAM FUNDS

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
Silicon Valley Bridge Assessment District Fund (698)	308,922	26,000	20,000	14,000	7,000
Silver Creek Assessment District Fund (795)	212,353	26,000	20,000	14,000	7,000
South Bay Water Recycling Capital Fund (571)	4,047,616	456,616	531,616	606,616	681,616
Storm Drainage Fee Fund (413)	621,483	564,483	519,483	474,483	429,483
Storm Sewer Capital Fund (469)	27,872,413	11,854,413	9,911,413	8,051,413	6,346,413
Subdivision Park Trust Fund (375)	89,775,174				
Underground Utility Fund (416)	11,457,189	9,091,189	7,313,189	4,235,189	1,442,189
Water Utility Capital Fund (500)	65,151,335	18,481,335	13,789,335	13,434,335	13,144,335
TOTAL CAPITAL FUNDS	**1,186,347,799**	**675,612,514**	**1,008,939,694**	**701,330,714**	**649,903,854**

SUMMARY OF CAPITAL FUND ACTIVITY FOR 2025-2026

	Beginning Fund Balance	Revenue and Transfers	Proposed Sources Available	Expenses and Transfers	Ending Fund Balance	Proposed Uses Available
Airport Capital Improvement Fund (520)	20,174	4,817,000	4,837,174	3,749,000	1,088,174	4,837,174
Airport Passenger Facility Charge Fund (529)	27,379,199	22,229,000	49,608,199	20,316,000	29,292,199	49,608,199
Airport Renewal and Replacement Fund (527)	7,636,373	32,854,000	40,490,373	30,054,000	10,436,373	40,490,373
Airport Revenue Bond Improvement Fund (526)	2,023,416		2,023,416		2,023,416	2,023,416
Branch Libraries Bond Projects Fund (472)	4,831,435		4,831,435	4,831,435		4,831,435
Building and Structure Construction Tax Fund (429)	64,450,760	77,102,000	141,552,760	125,153,993	16,398,767	141,552,760
Communications Construction and Conveyance Tax Fund (397)	666,521	4,498,000	5,164,521	4,676,000	488,521	5,164,521
Construction Excise Tax Fund (465)	55,970,139	94,447,863	150,418,002	143,739,320	6,678,682	150,418,002
Contingent Lien District Fund (634)	0		0		0	0
Convention and Cultural Affairs Capital Fund (560)	73,804	1,000,000	1,073,804	771,000	302,804	1,073,804
Convention Center Facilities District Capital Fund (798)	54,032	9,010,000	9,064,032	8,414,000	650,032	9,064,032
Council District 1 Construction and Conveyance Tax Fund (377)	1,807,817	661,000	2,468,817	1,995,000	473,817	2,468,817
Council District 10 Construction and Conveyance Tax Fund (389)	667,680	422,000	1,089,680	795,000	294,680	1,089,680
Council District 2 Construction and Conveyance Tax Fund (378)	1,478,043	508,000	1,986,043	1,306,000	680,043	1,986,043
Council District 3 Construction and Conveyance Tax Fund (380)	1,195,960	457,000	1,652,960	1,321,000	331,960	1,652,960
Council District 4 Construction and Conveyance Tax Fund (381)	1,504,877	352,000	1,856,877	1,527,000	329,877	1,856,877
Council District 5 Construction and Conveyance Tax Fund (382)	2,524,689	579,000	3,103,689	2,714,000	389,689	3,103,689
Council District 6 Construction and Conveyance Tax Fund (384)	2,671,399	323,000	2,994,399	2,414,000	580,399	2,994,399
Council District 7 Construction and Conveyance Tax Fund (385)	4,999,787	560,000	5,559,787	5,035,000	524,787	5,559,787
Council District 8 Construction and Conveyance Tax Fund (386)	2,940,881	527,000	3,467,881	3,026,000	441,881	3,467,881
Council District 9 Construction and Conveyance Tax Fund (388)	3,537,134	513,000	4,050,134	2,785,000	1,265,134	4,050,134
Emma Prusch Fund (131)	478,732	163,000	641,732	476,000	165,732	641,732
Evergreen Benefit Assessment District Fund (699)	1,168,027		1,168,027	1,122,027	46,000	1,168,027

CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program

SUMMARY OF CAPITAL FUND ACTIVITY FOR 2025-2026

	Beginning Fund Balance	Revenue and Transfers	Proposed Sources Available	Expenses and Transfers	Ending Fund Balance	Proposed Uses Available
Evergreen Creek Assessment District Fund (685)	1,223,926		1,223,926	1,197,926	26,000	1,223,926
Fire Construction and Conveyance Tax Fund (392)	3,607,000	4,248,000	7,855,000	7,327,000	528,000	7,855,000
General Fund		14,110,000	14,110,000	14,110,000		14,110,000
General Purpose Parking Capital Fund (559)	14,427,364	1,500,000	15,927,364	11,869,000	4,058,364	15,927,364
Lake Cunningham Fund (462)	819,096	2,693,000	3,512,096	3,349,000	163,096	3,512,096
Library Construction and Conveyance Tax Fund (393)	6,212,114	11,157,444	17,369,558	17,215,649	153,909	17,369,558
Library Parcel Tax Capital Fund (483)	51,393	1,300,000	1,351,393	1,320,195	31,198	1,351,393
Major Collectors and Arterials Fund (421)	851,664	28,000	879,664		879,664	879,664
Major Facilities Fund (502)	5,829,652	270,000	6,099,652	4,707,000	1,392,652	6,099,652
Park Yards Construction and Conveyance Tax Fund (398)	3,962,187	764,000	4,726,187	4,521,000	205,187	4,726,187
Parks and Recreation Bond Projects Fund (471)	16,762,565	300,000	17,062,565	17,062,565		17,062,565
Parks Central Construction and Conveyance Tax Fund (390)	3,787,086	32,305,000	36,092,086	33,481,000	2,611,086	36,092,086
Parks City-Wide Construction and Conveyance Tax Fund (391)	1,963,267	8,299,000	10,262,267	8,490,000	1,772,267	10,262,267
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)	1,200,246		1,200,246	1,200,246		1,200,246
Public Safety and Infrastructure Bond Fund - Parks (498)	-4,345,203	6,000,000	1,654,797	1,654,797		1,654,797
Public Safety and Infrastructure Bond Fund - Public Safety (498)	36,315,767	28,870,000	65,185,767	50,582,767	14,603,000	65,185,767
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	7,932,000	15,700,000	23,632,000	18,456,000	5,176,000	23,632,000
Public Safety and Infrastructure Bond Fund - Traffic (498)	-69,859,693	159,000,000	89,140,307	62,543,307	26,597,000	89,140,307
Residential Construction Tax Contribution Fund (420)	3,129,312	315,000	3,444,312	507,000	2,937,312	3,444,312
San José-Santa Clara Treatment Plant Capital Fund (512)	36,779,819	82,663,000	119,442,819	69,961,000	49,481,819	119,442,819
Sanitary Sewer Connection Fee Fund (540)	2,469,257	673,000	3,142,257	1,742,000	1,400,257	3,142,257
Service Yards Construction and Conveyance Tax Fund (395)	3,690,633	5,427,000	9,117,633	9,059,500	58,133	9,117,633

SUMMARY OF CAPITAL FUND ACTIVITY FOR 2025-2026

	Beginning Fund Balance	Revenue and Transfers	Proposed Sources Available	Expenses and Transfers	Ending Fund Balance	Proposed Uses Available
Sewer Service and Use Charge Capital Improvement Fund (545)	77,166,568	17,897,000	95,063,568	68,212,000	26,851,568	95,063,568
Shea Homes Advance Assessment District Fund (695)	302,109		302,109	276,109	26,000	302,109
Silicon Valley Bridge Assessment District Fund (698)	308,922		308,922	282,922	26,000	308,922
Silver Creek Assessment District Fund (795)	212,353		212,353	186,353	26,000	212,353
South Bay Water Recycling Capital Fund (571)	3,947,616	100,000	4,047,616	3,691,000	356,616	4,047,616
Storm Drainage Fee Fund (413)	502,483	119,000	621,483	176,000	445,483	621,483
Storm Sewer Capital Fund (469)	17,063,413	10,809,000	27,872,413	25,965,000	1,907,413	27,872,413
Subdivision Park Trust Fund (375)	89,775,174		89,775,174	89,775,174		89,775,174
Underground Utility Fund (416)	10,653,189	804,000	11,457,189	3,170,000	8,287,189	11,457,189
Water Utility Capital Fund (500)	7,346,335	57,805,000	65,151,335	62,206,000	2,945,335	65,151,335
TOTAL CAPITAL FUNDS	**472,168,492**	**714,179,307**	**1,186,347,799**	**960,518,285**	**225,829,514**	**1,186,347,799**

Measure T Public Safety and Infrastructure Bond Fund (498)

STATEMENT OF SOURCE AND USE OF FUNDS

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
SOURCE OF FUNDS						
Beginning Balance*	($28,756,883)	$46,376,000	$4,303,000	$500,000		($28,756,883)
Financing Proceeds						
Traffic	159,000,000					159,000,000
Public Safety	28,870,000					28,870,000
Storm Sewer	15,700,000					15,700,000
Parks & Community Facilities	6,000,000					6,000,000
Total Financing Proceeds	$209,570,000					$209,570,000
Total Sources	**$180,813,117**	**$46,376,000**	**$4,303,000**	**$500,000**		**$180,813,117**
USE OF FUNDS						
Traffic						
Bridges	4,751,000	1,900,000	1,900,000	500,000		9,051,000
Pavement Maintenance	55,250,307	20,000,000				75,250,307
LED Streetlight Conversion	2,500,000	697,000	1,600,000			4,797,000
Admin – Traffic	21,000					21,000
Admin Reserve – Traffic	21,000					21,000
Total Traffic	$62,543,307	$22,597,000	$3,500,000	$500,000		$89,140,307
Public Safety						
Fire Station 8 Relocation	200,000					200,000
Fire Station 23 Relocation	3,539,000					3,539,000
New Fire Station 32	2,483,000					2,483,000
New Fire Station 36	2,040,000	14,000,000	303,000			16,343,000
Police Training Center Relocation	8,657,000					8,657,000
Police Air Support Unit Hangar	100,000					100,000
911 Call Center Upgrades	4,308,000	200,000				4,508,000
Police Administration Building Upgrades	4,984,000	100,000				5,084,000
Public Safety Reserves	19,153,914					19,153,914
Public Art - Pub Safety	31,659					31,659
Admin WC - Public Safety	355,000					355,000
Admin Reserve - Public Safety	355,000					355,000
Arbitrage Rebate Reserve	4,376,194					4,376,194
Total Public Safety	$50,582,767	$14,300,000	$303,000			$65,185,767
Storm Sewer						
Storm Drain Improvements at Charcot Ave	12,748,000					12,748,000
Clean Water Projects	5,453,000	5,171,000				10,624,000
Public Art – Storm Sewer	5,000	5,000				10,000
Admin – Storm Sewer	125,000					125,000
Admin Reserve – Storm Sewer	125,000					125,000
Total Storm Sewer	$18,456,000	$5,176,000				$23,632,000

Measure T Public Safety and Infrastructure Bond Fund (498)

STATEMENT OF SOURCE AND USE OF FUNDS

Program	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Municipal Improvements						
City Facilities LED Lighting	1,200,246					1,200,246
Total Municipal Improvements	$1,200,246					$1,200,246
Parks & Community Facilities						
Community Centers/Emergency Shelters	$1,581,797					$1,581,797
Admin – Parks	36,000					36,000
Admin Reserve Parks	37,000					37,000
Total Parks & Community Facilities	$1,654,797					$1,654,797
Total Expenditures	$134,437,117	$42,073,000	$3,803,000	$500,000		$180,813,117
Ending Fund Balance**	$46,376,000	$4,303,000	$500,000			
Total Uses	**$180,813,117**	**$46,376,000**	**$4,303,000**	**$500,000**		**$180,813,117**

*The 2026-2027 through 2029-2030 Beginning Fund Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

**The 2025-2026 through 2028-2029 Ending Fund Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

BUDGET POLICIES

The Capital Budget and the Capital Improvement Program are prepared and administered in accordance with several sources of policy direction. First, the City Charter requires that the budget be balanced, include a complete financial plan for all City funds, and meet certain legal deadlines for submittal. Second, the City Council has established two budget policies: (1) the Operating Budget and Capital Improvement Program Policy (Council Policy 1-18), which includes guidelines, standards, and requirements for preparation and monitoring of both the Operating and Capital Budgets; and (2) the Estimating Construction Costs and Development of Project Budget Policy (Council Policy 8-12), which establishes guidelines for estimating construction project costs and developing project budgets (the complete text of the applicable adopted policies is presented below). Third, the budget is developed in accordance with the Mayor's budget priorities and direction as approved by the City Council in March and June of each year. Fourth, recommendations of special studies by Council-appointed task forces, boards, commissions, and committees may be considered upon the direction of the City Council. Finally, public input is considered throughout the process, with scheduled public hearings at key City Council decision points.

OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM POLICY (COUNCIL POLICY 1-18) (Partial Text)

CAPITAL IMPROVEMENT PROGRAM

1. Fiscal Policies

a) Capital project proposals should include complete, reliable, and attainable cost estimates. Based upon a thorough analysis of the project, project cost estimates for the Five-Year Capital Improvement Plan will vary in reliability depending upon whether they are to be undertaken in the first or fifth year of the Plan. Project estimates for the Five-Year Capital Improvement Plan should include the basis on which the project costs were prepared (conceptual design, master plan, etc.), and the relative reliability of those estimated costs.

b) Capital project proposals should include a comprehensive resource plan. This plan should include the amount and type of resources required, and the funding and financing strategies to be employed. The specific fund and timing should be outlined. The plan should indicate resources needed to complete any given phase of a project in addition to the total project. The City Manager's Office is responsible and accountable for providing Council with an accurate, comprehensive resource plan.

c) Changes in project estimates for the comprehensive resource plan shall be fully reported to the City Council for review and approval.

d) Project proposals should indicate the project impact on the operating budget. Each project that is proposed in any year of the Five-Year Capital Improvement Program shall have an estimate of the costs for furniture, fixtures, equipment, and technology and the annual operations and maintenance costs in the appropriate year of the Operating Budget or in the Five-Year Forecast and Revenue Projections.

OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM POLICY (COUNCIL POLICY 1-18) (Partial Text)

CAPITAL IMPROVEMENT PROGRAM

1. Fiscal Policies ***(Cont'd.)***

e) During the annual Capital Budget process for multi-year budgeted projects, the City Manager will provide the Council with more information regarding the project including the original budget, budget addendums, and the projected schedule in spreadsheet format.

f) At the time of award of the construction contract, each project shall include reasonable provision for contingencies.

g) At the time of award of the construction contract, each project shall include reasonable provisions for furniture, fixtures, equipment, and technology that are separately identified in a line item or items in the construction budget and those costs shall be noted in the staff report to the Council.

h) At the time of award of the construction contract, each project's estimated annual operating and maintenance costs shall be identified in the staff report to the Council and shall be included in the Operating Budget or in the Five Year Forecast and Revenue Projections for projects expected to be completed after the end of the budget year.

i) The contingency amounts to be used for various types of projects were approved by the City Council on December 3, 2002 and amended on December 15, 2009, and are as follows:

- 5% of the total contract for street, sidewalk and park projects;
- 10% of the total contract amount for trails, utilities and building projects;
- 15% of the total contract amount for building renovation projects; or
- Such other amounts as approved by the Mayor/City Council for a particular project.

j) Project contingencies may, unless otherwise determined by the City Council, be used only to compensate for unforeseen circumstances requiring additional funds to complete the project within the original project scope and identified needs.

k) For budgeting purposes, project contingencies are a reasonable estimating tool. At the time of contract award, the project's budgeted appropriation, including contingency, will be replaced with a new appropriation equal to the approved project contract contingency developed in the manner described above.

l) The City Administration shall seek ways of ensuring that administrative costs of carrying out the Capital Improvement Program are kept at appropriate levels.

OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM POLICY (COUNCIL POLICY 1-18) (Partial Text)

CAPITAL IMPROVEMENT PROGRAM

1. Fiscal Policies ***(Cont'd.)***

m) The Annual Capital Budget shall include only those projects that can reasonably be accomplished in the indicated timeframe. Multi-year budgeting of projects shall be used to ensure a reasonable timeframe for projecting costs. The detail sheet for each budgeted capital project should include a projected schedule.

n) The status of all capital projects, and the entire Capital Budget, will be monitored by the Mayor/Council as part of the Mid-Year Budget Review. Large projects of crucial importance may be monitored on a more frequent basis as determined by the City Council.

o) Capital projects that are not encumbered or completed during the fiscal year will be re-budgeted to the next fiscal year except as reported to and subsequently approved by the City Council. All re-budgeted capital projects should be so noted in the Proposed Capital Budget.

2. Capital Improvement Plan Policies

Public participation in the Capital Improvement Program is a priority concern for the City. Among the activities conducted to address this need are the following:

a) The Capital Improvement Plan shall be provided to the City Council in a timely manner as required by the City Charter to allow for Council members to review the proposal with constituents before it is considered for adoption.

b) Council budget review study sessions on the Capital Improvement Plan shall be open to the public and advertised sufficiently in advance of the meetings to allow for public attendance.

c) Prior to the adoption of the Capital Improvement Plan, the City Council shall hold noticed public hearings to provide an opportunity for residents to express their opinions on the proposed plan.

c) The City Planning Commission shall review the proposed Capital Improvement Plan and provide their comments on its contents before the Council considers the plan for final adoption.

OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM POLICY (COUNCIL POLICY 1-18) (Partial Text)

CAPITAL IMPROVEMENT PROGRAM

2. Capital Improvement Plan Policies ***(Cont'd.)***

e) All projects included in the Capital Improvement Program shall be consistent with the City's General Plan and the City's Energy and Water Policies. The goals and policies within the General Plan relating to community development, housing, services and facilities, transportation, solid waste, aesthetic, cultural and recreational resources, natural resources, and hazards should be followed in the development of the Capital Improvement Plan. The General Plan service-level goals will be clearly stated in the Capital Improvement Program.

f) Capital projects shall be financed to the greatest extent possible through user fees and benefit districts where construction of the project results in direct benefit to users.

g) The Council will annually review and establish criteria for measuring proposed capital improvement projects. Among the factors that will be considered for priority ranking are the following:

- Projects that have a positive impact on the operating budget, such as reduced expenditures or increased revenues.
- Projects that are programmed in the Five-Year Operating Budget Forecast.
- Projects that can be completed or significantly advanced during the Five-Year Capital Improvement Plan.
- Projects that can realistically be accomplished during the year they are scheduled.
- Projects that implement prior Council-adopted reports and strategies.

h) Projects that involve inter-governmental cooperation in planning and funding should be established by an agreement that sets forth the basic responsibilities of the parties involved.

3. Debt

The City Council adopted a Debt Management Policy (Council Policy 1-15) that establishes the following equally important objectives:

a) Minimize debt service and issuance costs.
b) Maintain access to cost-effective borrowing.
c) Achieve the highest practical credit rating.
d) Full and timely repayment of debt.
e) Maintain full and complete financial disclosure and reporting.
f) Ensure compliance with applicable state and federal laws.

OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM POLICY (COUNCIL POLICY 1-18) (Partial Text)

CAPITAL IMPROVEMENT PROGRAM

3. Debt ***(Cont'd.)***

As described in Council Policy 1-15, prior to bringing forward a lease financing (financing the acquisition, construction, or improvement by the City of real property or equipment) to the City Council for approval, the Finance Department shall perform initial due diligence on the project to be financed. The due diligence will include identifying the revenue source for repayment, and performing a feasibility study to determine the volatility of the revenue and provide a sensitivity analysis on project revenue projections, including worst/best case scenarios and the impact on any repayment source identified as the backstop to the project revenues. In order to proceed with the preparation of the documents necessary for the lease financing, two-thirds majority approval by the City Council of the proposed plan of finance is required. When the lease financing is brought forward for City Council approval, the Finance Department will provide the City Council with an update to the due diligence report and any feasibility study. Approval of the lease financing will require two-thirds majority approval by the City Council. These provisions do not apply to a refunding of a lease financing transaction.

In order to reduce principal on outstanding debt and minimize debt service costs, one-time savings generated from debt restructurings and refundings should be used to pay down the outstanding principal of other existing City debt, whenever possible, taking into consideration any fund restrictions.

ESTIMATING CONSTRUCTION COSTS AND DEVELOPMENT OF PROJECT BUDGET POLICY (COUNCIL POLICY 8-12)

The City Council adopted on August 22, 2000, an Estimating Construction Costs and Development of Project Budget Policy (Council Policy 8-12) to improve the quality and effectiveness of the City's Capital Budget Process and accuracy of capital project construction by assuring that:

1. Capital projects have realistic budgets.
2. The City Council has enough information and data to establish the budget once a project is approved.
3. The public is clearly informed about project "budgets".

This policy improves the Capital planning and budgeting process by setting definitions of project estimation relative to the degree of project design definition and level of completion. The policy establishes a consistent and uniform approach for estimating and reporting construction project costs and establishing realistic construction project budgets.

POLICY

"Program" and "Preliminary" level estimates are useful tools in a long-term capital budget planning process. However, an estimate must have a level of certainty provided by a "Budget" level estimate to realistically establish a final project.

From project initiation as a concept through the award of a construction contract, there are six essential milestones or steps in the development of a project. These steps are shown below.

At various points within these steps, four different kinds of estimates that are prepared as the project progresses from start to finish. As more detail, specificity and definition are developed through the stages of design, these estimates become more certain and realistic as noted below.

The six milestones or steps in a project and the point at which these estimates are prepared are as follows:

Project Milestone/Phase	Type of Estimate
1. Project Initiation	Program Estimate
2. Planning/Programming	Preliminary Estimate
3. Design	
Conceptual Design	
Schematic Design	Budget Estimate
4. Construction Documents/ Bidding/Contract Award	Engineer's Estimate
5. Construction	
6. Occupancy/Opening	

ESTIMATING CONSTRUCTION COSTS AND DEVELOPMENT OF PROJECT BUDGET POLICY (COUNCIL POLICY 8-12)

POLICY

The four estimates are defined by this policy as follows:

- **The "Program Estimate"** is created in the Project Initiation Phase for the long-term, multi-year planning and for initial feasibility studies. It is based on a general description of the project as a concept and does not include any design, architectural work or detailed scope. It may typically include components for land acquisition, design, construction, and construction management.
  Level of Certainty: ± 35%

- **The "Preliminary Estimate"** is prepared during the Planning/Programming Phase and is based on an initial program containing building and site square footages and general site work. It is typically not based on any formal engineering or architectural work, which usually has not yet occurred. The Preliminary Estimate is most commonly used to develop the next year's budget or to add a project to a current year budget to allow for further design development. For smaller projects of shorter duration and minimal complexity, the Program Estimate step may be eliminated in favor of the Preliminary Estimate.
  Level of Certainty: ± 20%

- **The "Budget Estimate"** is prepared during the Schematic Design Phase and is based on a defined scope and schematic design work. It is prepared using estimated material quantities and unit prices taken from the plans and applying a general unit cost to each item. This estimate includes all changes in definition and scope that have been identified and incorporated into the project design since the Preliminary Estimate. Items associated with the commencement of construction such as bonds, insurance, mobilization and overhead costs are also included. This estimate is used for evaluating project alternatives, value engineering, and evaluation of the project budget established by the Preliminary Estimate in the Planning/Programming Phase. For projects of a multi-year duration, the Budget Estimate should include an inflationary factor that escalates the cost to the dollar value at the mid-point of the construction schedule.
  Level of Certainty: ± 10%

- **The "Engineer's Estimate"** is a detailed estimate prepared using the final construction documents prior to bidding and contract award. It is prepared using unit prices for exact quantities of materials and labor taken from the plans. The Engineer's Estimate is used to establish the final funding within the budget and to evaluate bids received.
  Level of Certainty: ± 5%

Smaller projects of shorter duration may not require all four levels of estimates. In most cases, however, a larger project would require as a minimum "Preliminary", "Budget", and "Engineer's" estimates.

ESTIMATING CONSTRUCTION COSTS AND DEVELOPMENT OF PROJECT BUDGET POLICY (COUNCIL POLICY 8-12)

POLICY

To support the establishment and implementation of this policy, a set of detailed administrative procedures to be followed for project managers and staff engaged in capital construction projects will be developed. These procedures are to provide specific and detailed instructions and guidelines on how and when estimates are prepared, reviewed and approved in accordance with this Council Policy.

CITY SERVICE AREA POLICY FRAMEWORK

A variety of master plans, strategic plans, regulations, and City Council direction comprise a City Service Area policy framework that guides City operations and the development of the Capital and Operating Budgets. A listing of the framework's major components is provided below.

- ActivateSJ Strategic Plan
- Airline Master Lease Agreements
- Airport Master Plan
- Airport Public Art Master Plan (2005)
- Airport Security and Traffic Relief Act (ASTRA) Ballot Measure A
- Aquatics Master Plan (2007)
- Blue Ribbon Report (2008)
- Business Process Transformation/Infrastructure Optimization Information Technology 10 Year Investment Roadmap
- City Charter and Municipal Code
- City Council Policies
- City Council Priorities
- City of San José Consolidated Plan
- City of San José Traffic Calming Policy and Traffic Signal Warrant Policy
- City of San José Transportation Impact Policy
- Cultural Connection: San José's Cultural Plan for 2011-2020
- Deferred Maintenance and Infrastructure Backlog Status Report
- Destination: Home Community Plan to End Homelessness (2015)
- Economic Development Strategy
- Education and Digital Literacy Strategy
- Environmental Management Policies as set by regulatory agencies including Caltrans Aeronautics Program, California Air Resources Board, Bay Area Air Quality Management District, Regional Water Quality Control Board, California Department of Fish and Game, Santa Clara Valley Water District, and Santa Clara County Department of Environmental Health
- Envision San José 2040 General Plan
- Federal Aviation Administration and Transportation Security Administration Policies and Mandates
- Framework for Evaluating Proposed Conversions of Industrial Lands (updated 2007)
- Greenprint: A 20-Year Strategic Plan for Parks and Community Facilities and Programs (2009)
- Information Technology Operations – Green Technology Initiatives
- Investment and Debt Management Policies
- Local Area Development Policies (i.e. North San José, Edenvale, and Evergreen)
- National Pollutant Discharge Elimination System Stormwater Permit (2022)
- National Pollutant Discharge Elimination System Wastewater Permit (2020)
- Neighborhood Security Bond Act (2002)
- "One Voice" Development Services

- Parks and Library Bond Measures (2000)
- Priority Street Network (2012)
- Public Art Master Plan (2007)
- Public Art Policy
- San José Greater Downtown Strategy for Development: Downtown Parking Management Plan (2007)
- San José Green Vision (2007)
- San José Public Library Master Plan and Branch Facilities Master Plan (2008)
- San José City Roadmap (2021)
- San José Smart City Vision
- San José Youth Empowerment Alliance
- Santa Clara County Emergency Medical Services Contract (2010)
- Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (2013)
- Schools and City Collaborative Policy
- Strategic Plan for Persons with Disabilities (2000)
- Sustainable City Major Strategy
- Taxi Regulatory and Service Model Study
- Ten-Year Strategic Plan to Advance the Well-Being of Older Adults in Santa Clara County
- Trail Master Plans
- Transportation 2035 Plan for the San Francisco Bay Area (Metropolitan Transportation Commission)
- Transportation Level of Service Policy
- Tree Preservation Policy
- Urban Environmental Accords
- Urban Runoff Management Plan (URMP)
- Use of Plant Buffer Lands Policy
- Valley Transportation Plan 2040 (VTA)
- Vision Zero San Jose
- Water Pollution Control Plant Master Plan (2013)
- Various City of San José policies, ordinances, and studies
- Zero Waste Strategic Plan 2022

SIGNIFICANT ACCOUNTING PRACTICES AND BUDGET PRODUCTION TOOLS

The following information summarizes the significant accounting practices of the City of San José.

BUDGETARY BASIS

The budget is prepared in accordance with Generally Accepted Accounting Principles, except for encumbrances being recognized as expenditures. The budget for governmental funds has been prepared on a modified accrual basis. The modified accrual basis recognizes expenditures when the related fund liability is incurred. Revenues are recognized when they become both measurable and available. "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period.

FUND STRUCTURE AND BASIS OF ACCOUNTING

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, fund balance or equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Under the modified accrual basis of accounting, revenues are recognized only to the extent that they are susceptible to accrual, which means "when they become both measurable and available to be used to finance expenditures of the fiscal period." Revenue is considered to be available when it is "collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period." If accrued revenues are not yet available, the related receivable is matched by a deferred inflow of resources for unavailable revenue, and revenue recognition occurs only when the revenue becomes available. Under the accrual basis of accounting, transactions are recognized when they occur, regardless of when cash is received or disbursed. The various funds are grouped into three broad fund categories (governmental, proprietary, and fiduciary). A general description of each follows:

- ***Governmental Fund Types***

  Governmental funds are those through which most governmental functions of the City are financed. The acquisition, use, and balances of the City's expendable financial resources and the related liabilities (except those accounted for in proprietary funds) are accounted for through governmental funds. Governmental funds include the General Fund, Special Revenue, Debt Service, and Capital Project funds of the City. These funds are maintained on a modified accrual basis where the measurement focus is on the current financial resources and the recognition of revenue in the period when the revenue becomes both measurable and available to finance expenditures of the fiscal period.

SIGNIFICANT ACCOUNTING PRACTICES AND BUDGET PRODUCTION TOOLS

FUND STRUCTURE AND BASIS OF ACCOUNTING

- ***Proprietary Fund Types***

Proprietary funds, which include Enterprise and Internal Service funds, are used to account for the City's business-type activities. Proprietary funds use the economic resources measurement focus and accrual basis of accounting, which are the same as used for private-sector business enterprises. These funds are used where the City has decided that periodic determination of revenues earned, expenses incurred, and/or net position is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

- ***Fiduciary Fund Types***

Fiduciary funds are used to account for assets held by the City in a trustee capacity or as an agent for individuals, private organizations, other governmental units, and/or other funds; therefore, these funds cannot be used to support the City's own programs and are not included in the government-wide financial statements. Fiduciary funds include pension (and other post-employment benefits) trust funds, investment trust funds, private-purpose trust funds, and agency funds. Investment trust funds are used to report on the external portion of investment pools. Private-purpose trust funds are used to report on trust arrangements under which principal and income benefit individuals, private organizations, or other governments, and to report the assets and liabilities of the dissolved Redevelopment Agency. Agency funds are used to account for resources held in a purely custodial capacity. Agency funds typically involve only the receipt, temporary investment, and remittance of fiduciary resources to individuals, private organizations, or other governments.

OVERHEAD COST ALLOCATION

All overhead costs are allocated to the appropriate program within the limits of local, state, and federal laws. The City utilizes a two-step method (double-step-down method) where costs are first allocated among the central service support programs to arrive at the total cost of the central service programs. These total costs are then allocated down to the departments and funds that are benefiting from these expenses. The Finance Department uses this process to develop overhead rates that recover these central support program costs borne by the General Fund from various funds and fee programs. The corresponding revenue is collected by the General Fund.

BUDGET PRODUCTION TOOLS

The City uses a variety of software tools to develop and monitor the budget. Hyperion is an integrated budgeting platform to develop, monitor and adjust the capital budget, including an interface with the City's Financial Management System, which houses all of the City's financial transactions. Hyperion allows for detailed budgeting and tracking by cost element, revenue source, and operations and maintenance costs associated with the projects once they are completed. Nearly all of the detailed tables produced in this budget document are produced from Hyperion.

SIGNIFICANT ACCOUNTING PRACTICES AND BUDGET PRODUCTION TOOLS

The Capital Program Management System (CPMS) is a web-based project management system that serves both City staff and members of the public. It provides project tracking, reporting, and communication tools that allow project managers to effectively coordinate and manage resources across large, complex capital improvement projects, while keeping City staff and members of the public informed. The system has three core functional components: Project Life-Cycle Management, Cost/Resource Management, and File Management. Overseen by the Public Works Department, CPMS is accessible at https://www.sanjoseca.gov/your-government/departments-offices/public-works/resources/construction-projects-records-search.

DEBT SERVICE OBLIGATIONS

OVERVIEW

The City debt service obligations include general obligation bonds, lease revenue bonds, enterprise revenue bonds and notes, commercial paper notes, and tax and revenue anticipation notes. The City of San José Financing Authority has issued lease revenue bonds and lease revenue commercial paper notes for which the City is responsible to make lease payments, and also has issued enterprise revenue bonds and revenue notes.

- **General Obligation Bonds (GO Bonds)** are issued to finance various public improvements in the City for which the source for repayment is the levy of additional ad valorem tax on property within the City.

- **City of San José Financing Authority Lease Revenue Bonds (CSJFA Bonds)** are secured by the CSJFA pledge of lease revenues received by the CSJFA under a Project Lease of a leased asset between the City and the CSJFA. The City makes lease payments to the CSJFA in exchange for use of the leased property, and covenants to appropriate funds annually while the City has beneficial use of the leased asset. These payments are included in the City budget as part of the annual appropriation process.

- **Enterprise Revenue Bonds and Notes** are issued by the City or one of its related entities to acquire or construct assets owned or co-owned by the City whereby the City or a related entity pledges revenues derived from the asset or enterprise to pay the debt service.

- **Commercial Paper Notes (CP Notes)** are short-term promissory notes issued by the City or its related entities with a maturity of 270 days or less. CP Notes are used principally as interim financing for projects. Maturing CP Notes are repaid from the proceeds of the sale of new commercial paper notes or bonds, or from other funds provided by the City.

- **Tax and Revenue Anticipation Note** is a short-term promissory note that is issued for cash flow purposes and repaid by the City from ad valorem property tax revenues or other tax and revenues anticipated to be received by the City within the same fiscal year.

- **Successor Agency to the Redevelopment Agency of the City of San José (SARA)** debt was issued to finance redevelopment activities within, or of benefit to, the Redevelopment Agency's Merged Project Area in accordance with California Community Redevelopment Law. The principal source of repayment for SARA debt is property tax increment revenues from a redevelopment property tax trust fund. No further debt can be issued per California State legislation except for refunding bonds.

DEBT SERVICE OBLIGATIONS

CITY CHARTER AND COUNCIL POLICIES

The City of San José Charter establishes the following requirements associated with debt limitations:

- Section 1216 sets the bonded debt limit for General Obligation bonds at fifteen percent (15%) of the total assessed valuation of all the real and personal property within the City.

- Section 1220 establishes the power of the City Council to issue revenue bonds to finance the acquisition, construction, establishment, expansion, improvement, maintenance, operation, and administration of off-street vehicular parking facilities within the City or of municipal airport facilities. No additional voter authorization is necessary to issue bonds under this section of the City Charter.

- Section 1221 provides that no revenue bonds may be issued by the City for the purpose of supplying its inhabitants, or any portion thereof, with water, light, heat, power, railroad, motor vehicle transportation services (other than airport service), telephone, telegraph, or wireless communication service unless authorized by the affirmative vote of a majority of the electors voting on such a proposition in each case.

- Section 1222 states that revenue bonds may be issued by the City for purposes other than those specified in Sections 1220 and 1221 only under and pursuant to the laws of the State of California.

The City Council has adopted a general debt management policy that allows flexibility when opportunities arise but at the same time establishes parameters for entering into debt obligations. In addition, the City Council has approved two supplemental financing policies: (1) *Multi-Family Housing Revenue Bond Policy* and (2) *Criteria and Guidelines for Bond Financing of Residential Development Policy*.

The Debt Management Policy (Council Policy 1-15) for the City was adopted by the City Council on May 21, 2002, and most recently amended on March 11, 2025. The first set of program-specific financing policies for debt issued for multi-family housing projects in the City (Council Policy 1-16) was adopted by the City Council on June 11, 2002, amended on December 6, 2005, and reaffirmed by the City Council on March 27, 2018.

DEBT SERVICE OBLIGATIONS

DEBT STATUS AND CAPACITY

The City of San José Charter limits bonded indebtedness for GO Bonds to fifteen percent (15%) of the total assessed valuation of all real and personal property within the City. For tax year 2025, the total assessed value of the taxable property, provided by the County, was approximately $257.3 billion, which results in a total debt limit capacity of approximately $38.6 billion. As of June 30, 2025, the City estimates $497.3 million in GO debt outstanding, representing 1.3% of the debt limit and leaving a debt margin of $38.1 billion (debt limit less outstanding GO debt).

On January 24, 2012, the City Council affirmed its decision to serve as the Successor Agency to the Redevelopment Agency (SARA) effective February 1, 2012. SARA has total principal debt outstanding of $981.3 million, consisting of three series of Merged Area Tax Allocation Bonds, as of June 30, 2025.

Tables A through C in the following pages illustrate the debt service obligations of the City and its related entities, excluding Multi-Family Housing Revenue conduit debt and debt issued by SARA. As shown in Table A, the City had no additions in long-term debt, and repaid and/or refunded $85.8 million of long-term debt in 2024-2025, resulting in an estimated total long-term debt balance of $2.4 billion as of June 30, 2025. Table B summarizes the City's and related entities' long-term (by issuance and final maturity) and short-term debt. The combined outstanding debt balance is approximately $2.5 billion as of June 30, 2025. It should be noted that long-term lease obligations are not considered indebtedness under the State Constitution; however, long-term lease obligations have been included in this listing for transparency. Table C summarizes the City and related entities' annual requirements to amortize principal and pay the interest due on all long-term debt outstanding for each of the next five fiscal years and thereafter.

Descriptions of the City of San José and related entity debt issuance for 2024-2025, as well as debt planned for 2025-2026, are provided in the following sections.

DEBT SERVICE OBLIGATIONS

FISCAL YEAR 2024-2025 DEBT ISSUANCE

The following debt issuances/draws were completed in Fiscal Year 2024-2025:

- **City of San José Airport Revenue Refunding Bonds, Series 2024A.** On July 30, 2024, the City issued $76.4 million of Airport Revenue Refunding Bonds Series 2024A (AMT) (2024A Bonds) to refund some of its Airport Revenue Refunding Bonds, Series 2014A (AMT), Series 2014B (Non-AMT), and Series 2014C (Non-AMT) (together, the Series 2014 Bonds, (2014 Refunded Bonds).

  Additionally, the Airport issued $625,000 in new money under CP Series A-1 (Non-AMT) through March 2025 to finance the design and building of the Facilities Division Building.

- **City of San José Financing Authority Commercial Paper Notes**. The CSJFA has not issued CP as of March 2025. The forecast is to issue approximately $46.5 million by June 2025 to reimburse the project for the Advanced Metering Infrastructure project for the Water Utility System and a new Administration and Operations Building for the Water Resources Division.

FISCAL YEAR 2025-2026 PLANNED DEBT ISSUANCE

- **City of San José Financing Authority Lease Revenue Commercial Paper Notes**. The City forecasts issuing up to $11.4 million of CP Notes for implementation of the Advanced Metering Infrastructure project throughout the entire Water Utility System service area, and flood improvement projects.

- **City of San José General Obligation Bonds**. The City anticipates issuing approximately $209.6 million of General Obligation Bonds, Series 2025 in July 2025 under the Measure T authorization for Disaster Preparedness, Public Safety, and Infrastructure, approved by the voters in November 2018. The debt service on the General Obligation Bonds will be payable from the ad valorem taxes levied upon all property subject to taxation by the City.

- **City of San José Financing Authority Lease Obligation Bonds**. The City anticipates issuing approximately $61.5 million of City of San José Financing Authority Lease Revenue Refunding Bonds by December 2025 to refund approximately $40.4 million of CP for the Administration and Operations Building for the Water Resources Division project and $20.7 million for Series 2013B (Civic Center Garage).

DEBT SERVICE OBLIGATIONS

(A) Summary of Changes in Long-Term Debt for the Year Ending June 30, 2025
(In Thousands of Dollars)

	Balance July 1, 2024	Additions to Long-Term Obligations	Current Maturities and Retirements	Balance June 30, 2025
GENERAL LONG-TERM DEBT				
General Obligation Bonds	$ 522,815	-	$ 25,550	$ 497,265
CITY OF SAN JOSE FINANCING AUTHORITY				
Lease Revenue Bonds, Series 2013B	21,815	-	1,075	20,740
Lease Revenue Bonds, Series 2020A	287,325	-	16,825	270,500
Lease Revenue Bonds, Series 2020B	140,820	-	3,355	137,465
Lease Revenue Bonds, Series 2021A	19,940	-	1,530	18,410
Lease Revenue Bonds, Series 2022A	163,115	-	3,220	159,895
CITY OF SAN JOSE ENTERPRISE FUNDS				
Airport Revenue Bonds	1,020,645	-	30,077	990,568
CITY OF SAN JOSE FINANCING AUTHORITY				
Wastewater Revenue Bonds Series 2022B	264,405	-	4,155	260,250
TOTAL	**$ 2,440,880**	**-**	**$ 85,787**	**$ 2,355,093**

DEBT SERVICE OBLIGATIONS

B) Summary of Bonds and Notes Oustanding at June 30, 2025 by Individual Issue

(In Thousands of Dollars)

	Due To	Effective	($ Thousands)
CITY OF SAN JOSE			
General Obligation Bonds, Series 2019A-1	2050	5.0%	$ 140,360
General Obligation Bonds, Series 2019B	2028	2.45-2.60%	63,030
General Obligation Bonds, Series 2019C	2036	5.0%	148,955
General Obligation Bonds, Series 2021A	2052	5.0%	144,920
Total City of San José			$ 497,265
CITY OF SAN JOSE FINANCING AUTHORITY			
Lease Revenue Bonds, Series 2013B	2039	3.50-5.00%	$ 20,740
Lease Revenue Bonds, Series 2020A	2039	0.99-2.88%	270,500
Lease Revenue Bonds, Series 2020B	2051	1.57-3.52%	137,465
Lease Revenue Bonds, Series 2021A	2035	4.0%	18,410
Lease Revenue Bonds, Series 2022A	2052	3.21-4.86%	159,895
Commercial Paper Notes	Short Term	Variable	46,500
Total City of San José Financing Authority			$ 653,510
ENTERPRISE FUNDS			
San José Mineta International Airport			
Revenue Bonds, Series 2017A (AMT)	2047	4.00-5.00%	394,655
Revenue Bonds, Series 2017B (Non-AMT)	2047	4.00-5.00%	125,565
Revenue Bonds, Series 2021A (AMT)	2034	4.00-5.00%	77,355
Revenue Bonds, Series 2021B (Non-AMT)	2034	4.00-5.00%	46,000
Revenue Bonds, Series 2021C (Taxable)	2041	1.21-3.29%	281,410
Revenue Bonds, Series 2024A (AMT)	2031	3.79%	65,583
Commercial Paper Notes	Short Term	Variable	28,568
City of San José Financing Authority			
Wastewater Revenue Bonds, Series 2022B	2053	5.00%	260,250
Subordinate Wastewater Revenue Note	Short Term	Variable	40,098
Total Enterprise Funds			$ 1,319,484
GRAND TOTAL			**$ 2,470,259**

DEBT SERVICE OBLIGATIONS

(C) Annual Requirements to Amortize Principal and Interest Due on All Long-Term Debt Outstanding as of June 30, 2025

(In Thousands of Dollars)

Year Ending June 30, 2025	City of San José	City of San José Financing Authority	Enterprise Funds
2026	48,428	46,406	88,885
2027	47,477	47,801	90,569
2028	46,446	47,809	90,551
2029	45,280	47,808	90,827
2030	44,302	47,810	90,826
Thereafter	559,757	608,867	1,551,608
Total	**$ 791,690**	**$ 846,502**	**$ 2,003,266**

Mission: To manage the growth and change of the City of San José to encourage a strong economy, create and preserve healthy neighborhoods, ensure a diverse range of housing and employment opportunities, and encourage a diverse range of arts, cultural, and entertainment offerings.

Undergrounding Project
Tully Road West of Kenoga Drive
Tully Community Center/Ball Fields



Before Undergrounding



After Undergrounding

The Developer Assisted Projects Capital Program reimburses developers for the construction of street improvements throughout the City, encourages the undergrounding of existing overhead utilities, and facilitates funding of development-related public improvement construction through special districts. As part of the Community and Economic Development City Service Area, the major objective of the capital program is to ensure that residential developments within San José include the construction of public improvements necessary to maintain or improve the infrastructure of the City.

Developers who construct residential dwelling units pay contributions to the Residential Construction Tax Contribution Fund. In turn, payments from the fund are made to developers who construct eligible improvements if those improvements are contiguous to existing or proposed residential development.

Underground Utility Districts are established using fees collected from developers. Undergrounding projects are prioritized within a five-year plan based on several criteria, the most important of which is the value of fees collected within the proposed Underground District. Other criteria include whether the underground work can be coordinated with other capital improvements such as street widening, and equity in the amount of undergrounding approved among City Council Districts.

The Contingent Lien District Fund is used to facilitate cost sharing agreements through special districts between private parties regarding the construction of significant public improvements as required by the City for development projects. As funds are collected, projects are constructed as specified by the original district agreements as a capital project or by a developer.

CSA CAPITAL PROGRAM

- Developer Assisted Projects

PROGRAM HIGHLIGHTS

Developer Assisted Projects Capital Program

2026-2030 Proposed CIP: $22.7 million

Undergrounding Projects – Rule 20A (Through Rule 20A, the California Public Utilities Commission requires Pacific Gas and Electric (PG&E) to set aside funds annually to finance the undergrounding of overhead electrical facilities located on public streets within the City of San José.)

- Monterey Road Rule 20A Underground Utility District
- Lincoln Avenue Rule 20A Underground Utility District
- Kirk Park Rule 20A Underground Utility District
- Delmas Avenue/Park Avenue 20A Underground Utility District

Recent Accomplishments

◊ Project Acceptance for the Delmas Avenue/Park Avenue Rule 20B was attained July 2023. The second phase of this project was completed January 2025. Pole removals on San Fernando Street are expected to be completed by Winter 2025.

Undergrounding Projects – Rule 20B (Rule 20B Underground Utility Districts combine several smaller undergrounding projects into one large project to benefit from economies of scale.)

- McKee Road/Jose Figueres Avenue Rule 20B Underground Utility District
- Delmas Avenue/Park Avenue Rule 20B Underground Utility District
- Meridian Avenue Rule 20B Underground Utility District
- Pearl Avenue/Hillsdale Avenue Rule 20B Underground Utility District

Residential Construction Tax Contribution Fund Street Improvement Projects

- Hillsdale Avenue (Communications Hill, KB Homes)

CSA OUTCOME

(Supported by the Capital Program)

✓ Thriving, Inclusive, and Attractive Communities

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements along with targets and goals have been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and project delivery cost. Please see Budget Guide section narrative for additional information on capital performance measures.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measure	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Community and Economic Development CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget[2]	1. % of CIP projects that are completed within the approved baseline budget[3]	0/0	90%	0/0	100%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

For the purposes of reporting performance measures, Developer Assisted Projects (DAP) in the CIP are generally captured in the Transportation and Aviation Services (TAS) CSA performance measures. These projects appear in the TAS CSA because the work performed to deliver the DAP is done by the roadway and street light engineering staff.

On-budget performance is measured after all costs have been accounted for and after documentation of project acceptance is filed with the County of Santa Clara. Project acceptance can occur months, or sometimes a year or more, after a project reaches beneficial use due to issues such as the time required to complete punch list items or to resolve contractor claims. For 2023-2024, the Rule 20B Underground District project at McKee Road and Jose Figueres Avenue was delayed due to PG&E project redesign resulting from shortages to subsurface transformers. The project is expected to start construction Summer 2026. A Rule 20B Underground District project at Delmas and West San Fernando reached beneficial use in 2024-2025 and is expected to reach project acceptance on budget in 2025-2026. Staff continues to strengthen the alignment of project scopes, schedules, and budgets, while also accounting for external market conditions that may affect the delivery of capital projects. Staff relies heavily on the cost estimating and tracking tools that are available through the Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels. Instances in which projects do exceed the baseline budget are typically attributed to schedule-related delays, redesign costs, and additional staff costs needed to resolve unforeseen construction issues.

Capital Program Summary by City Service Area

Community and Economic Development

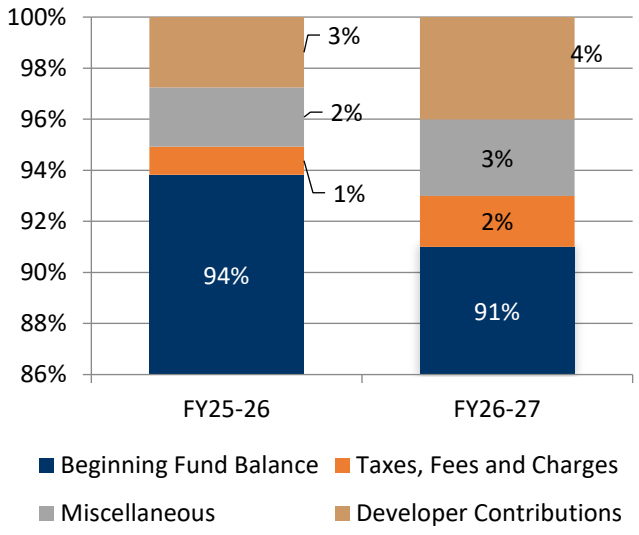
	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
Developer Assisted Projects							
Capital Program and Public Works Department Support Service Costs	61,000	51,000	277,000		*	Ongoing	Ongoing
City Hall Debt Service Fund	9,000	9,000	45,000		*	Ongoing	Ongoing
Contingent Lien District Administration	35,000	35,000	185,000		*	Ongoing	Ongoing
Evergreen Creek District Reserve	1,191,926	-	1,191,926		1,191,926	N/A	N/A
Evergreen Specific Plan District Reserve	1,111,027	-	1,111,027		1,111,027	N/A	N/A
General Fund - Interest Income	115,000	110,000	535,000		*	Ongoing	Ongoing
PG&E/Private Electrical Service Panel Conversion Reimbursement	26,000	-	134,000		*	3rd Qtr. 2025	Ongoing
Reimbursement to Developers for Center Strip Paving	100,000	100,000	500,000		*	Ongoing	Ongoing
Reimbursement to Developers for Landscaping	150,000	150,000	750,000		*	Ongoing	Ongoing
Residential Program Administration	38,000	38,000	190,000		*	Ongoing	Ongoing
Silicon Valley Bridge District Reserve	276,922	-	276,922		276,922	N/A	N/A
Silver Creek Development District 1A Reserve	270,109	-	270,109		270,109	N/A	N/A
Silver Creek Development District 1B Reserve	180,353	-	180,353		180,353	N/A	N/A
Street Improvements for New Development	100,000	100,000	500,000		*	Ongoing	Ongoing
Underground Utility Administration (20A)	370,000	385,000	2,000,000		*	Ongoing	Ongoing
Underground Utility Administration (20B)	120,000	125,000	650,000		*	Ongoing	Ongoing
Underground Utility Program (20B)	2,588,000	2,088,000	11,333,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**6,742,337**	**3,191,000**	**20,129,337**				
Ending Fund Balance	11,374,501	9,297,501	2,531,501	**			
Total: Developer Assisted Projects	**18,116,838**	**12,488,501**	**22,660,838**	**			
CSA Total: Construction/Non-Construction	6,742,337	3,191,000	20,129,337	**			
Ending Fund Balance	11,374,501	9,297,501	2,531,501	**			
CSA Total:	18,116,838	12,488,501	22,660,838	**			

* Total Budget information is not provided due to the ongoing nature of this project.

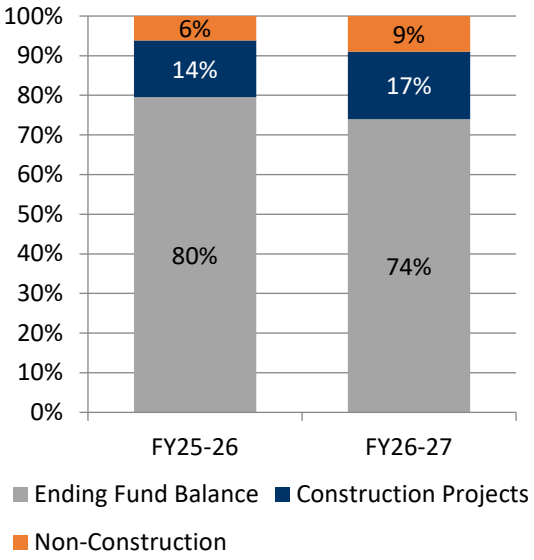
** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

DEVELOPER ASSISTED PROJECTS
2026-2030 Capital Improvement Program

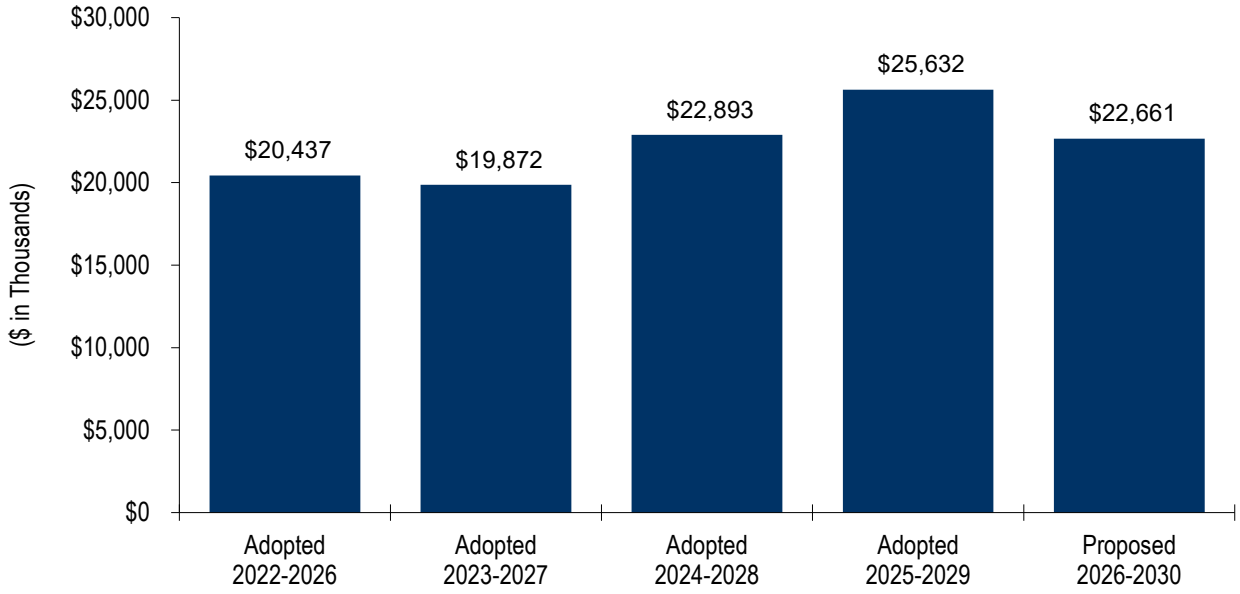
2025-2027 PROPOSED SOURCE OF FUNDS



2025-2027 PROPOSED USE OF FUNDS



CIP History



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Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program

OVERVIEW

INTRODUCTION

UNDERGROUND UTILITIES	
MILES OF UNDERGROUNDED UTILTIES IN THE PAST 10 YEARS (includes cable, electrical, phone, etc.)	5.9

The mission of the Developer Assisted Projects Capital Program is to facilitate the undergrounding of existing overhead facilities, reimburse developers for the construction of certain street improvements throughout the City, and manage contingent lien districts throughout the City. This capital program includes the management and administration of the Underground Utility Fund, the Residential Construction Tax Contribution Fund, the Contingent Lien District Fund, and the Diridon Station Impact Fee Fund. These funds receive money from and/or provide payments to utility companies and private land developers.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $22.7 million, of which $18.1 million is allocated in 2025-2026 and $12.5 million is allocated in 2026-2027. This program is part of the Community and Economic Development City Service Area (CSA) and supports the following outcome: *Thriving, Inclusive, and Attractive Communities.*

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Developer Assisted Projects CIP supports the strategic goals of the Community and Economic Development CSA by focusing and aligning resources to the following priorities:

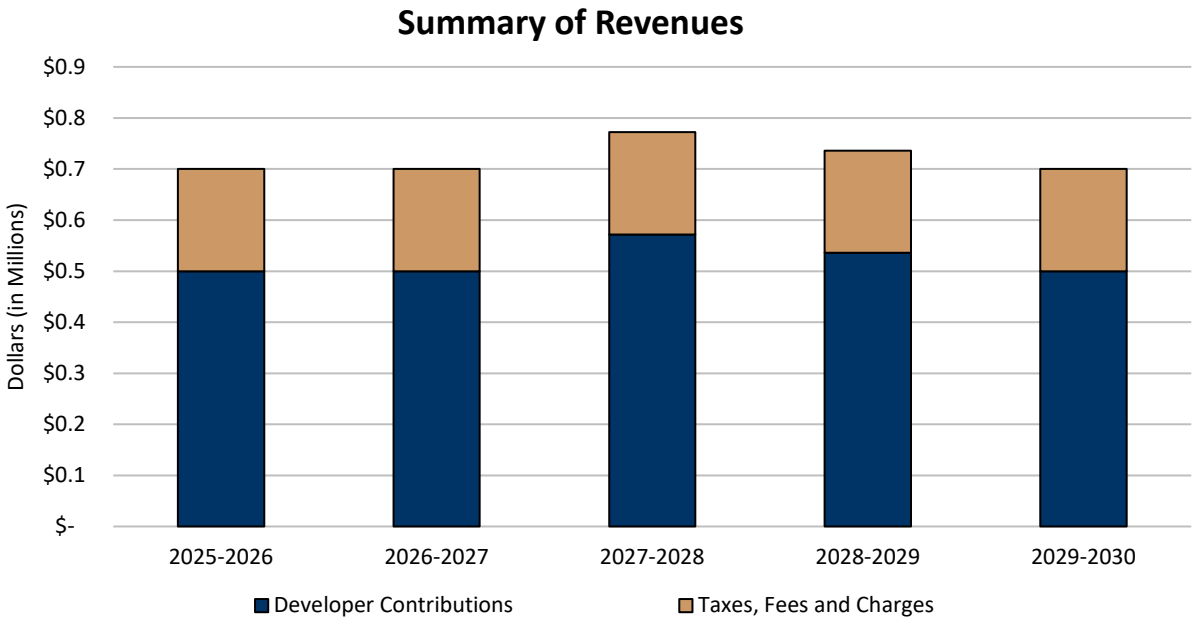
- Complete projects according to the In-Lieu Fee Underground Master Plan and Council-approved Underground Utility Workplan;
- Continue to leverage PG&E/utility company investments averaging $7 million per year using In-Lieu Fee funds for Administration of the Rule 20A program;
- Adjust projects in the Underground Utility Workplan to address utility company resource issues and high priority emergency work;
- Leverage developer reimbursements to fund projects, which promote the General Plan goals of the transportation network; and
- Use Contingent Lien reserves to fund future improvements in existing districts.

Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program

OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $22.7 million. This funding level is $2.9 million (11.3%) below the 2025-2029 Adopted CIP funding of $25.6 million. Excluding beginning fund balance, Developer Assisted Projects revenues consist of the Underground Utility In-Lieu Fee ($2.6 million), interest earnings ($2.0 million), and Residential Construction Tax ($1.0 million).

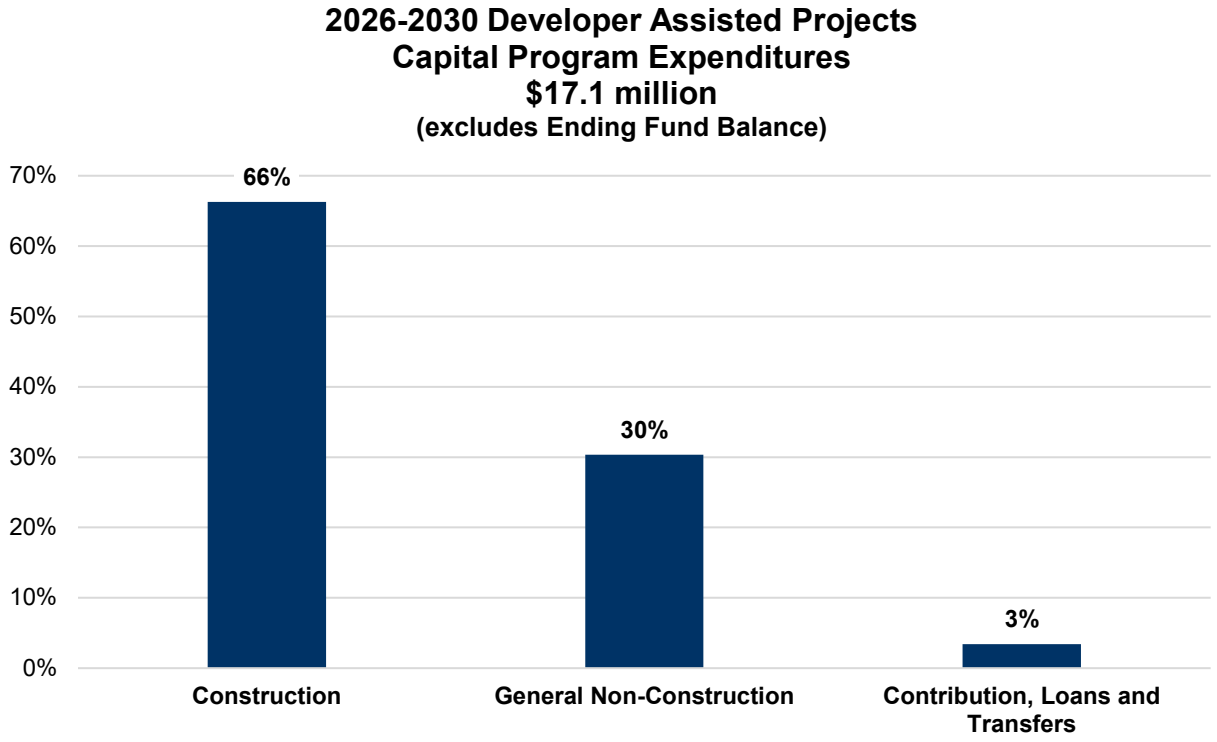


Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM HIGHLIGHTS

The Developer Assisted Projects Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. For further information on the program's individual projects, please refer to the Detail Pages.



Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM HIGHLIGHTS

Underground Utility

Within the Underground Utility Fund, current City Council approved Underground Utility District (UUD) project priorities are listed below. Rule 20A and Rule 20B are regulatory programs overseen by the California Public Utilities Commission (CPUC) focused on converting overhead utility lines to underground facilities. Rule 20A involves projects funded and managed by Pacific Gas and Electric Company (PG&E) with City oversight, while Rule 20B are managed directly by the City and funded through developer in-lieu fees. This program supports ongoing undergrounding efforts with allocated funds and anticipated revenue from developer contributions over the next several years. The status of Rule 20A and Rule 20B projects have changed from the 2025-2029 Adopted Capital Budget due to PG&E and other projects schedules.

Project Name	Location	Project Status
Delmas Ave./Park Ave. Rule 20A UUD	San Fernando Street, Delmas Avenue to Wilson Avenue; Cahill Street, San Fernando Street to Santa Clara Street; Delmas Avenue, San Fernando Street to Auzerais Avenue; and Auzerais Avenue, Delmas Avenue to Bird Avenue	90% completed, pole removal expected for Winter 2026. Requires panel conversion completion of the Delmas/Park Rule 20B project. (PG&E managed construction)
Monterey Rd. Rule 20A UUD	Willow Street to Curtner Avenue	Project in design phase. Expected to start construction June 2026. (PG&E managed construction)
Lincoln Ave. Rule 20A UUD	Lincoln Avenue from West San Carlos Street to approximately 160 feet northwest of Coe Avenue, Auzerais Avenue approximately 190 feet west of Lincoln Avenue, Northrup Street from Lincoln Avenue to Highway 280, Parkmoor Avenue from Lincoln Avenue to approximately 280 feet west of Northrup Street, and Paula Street approximately 210 feet west of Lincoln Avenue.	Schedule contingent on Monterey Road progress. (PG&E managed construction)
Kirk Park Rule 20A UUD	Foxworthy Avenue from Yucca Avenue to Briarwood Avenue	Schedule contingent on Lincoln Avenue progress. (PG&E managed construction)

OVERVIEW

PROGRAM HIGHLIGHTS

Underground Utility (Cont'd.)

Delmas Ave./Park Ave. Rule 20B UUD	Delmas Avenue, Santa Clara Street to San Fernando Street; San Fernando Street, Delmas Avenue to Route 87; and Park Avenue, Barack Obama Boulevard to Delmas Avenue	95% completed. Park Avenue substructure installation completed July 2023. San Fernando Street substructure completed January 2025. Staff currently facilitating private property panel conversions. Pole removal to be completed in Winter 2026. (City managed construction)
McKee Road/Jose Figueres Rule 20B UUD	McKee Road from Jose Figueres Avenue to North Jackson Avenue	Project is currently in design phase. PG&E completed redesign in August 2024 due to shortage of subsurface transformers. Staff is working on composite drawings and easement acquisition for PG&E. Expected to start construction Summer 2026. (City managed construction)
Pearl/Hillsdale Rule 20B UUD	Pearl Avenue: from Capitol Expressway to Hillsdale Avenue. Hillsdale Avenue: from Pearl Avenue to Summer Creek Drive.	Project is currently in scoping phase. Schedule contingent on McKee Road progress. (City managed construction)

Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program

OVERVIEW



Delmas Ave./Park Ave. Rule 20B UUD
Park Avenue between Barack Obama Boulevard and Sonoma Street

Evergreen Benefit Assessment District Fund

A signal project was identified as a potential project utilizing Evergreen Benefit Assessment District funds, however cost estimates exceeded reserves. The project can be reconsidered when additional liens are collected, or additional funding is identified. Staff will continue to evaluate the various Assessment District Funds and look for previously authorized potential projects.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Developer Assisted Projects CIP decreased by $2.9 million (11.3%) from $25.6 million in the 2025-2029 Adopted CIP to $22.7 million in the 2026-2030 Proposed CIP, primarily due to the reduction in revenues. Additionally, the Evergreen Creek District Reserve, Evergreen Specific Plan District Reserve, Silicon Valley Bridge District Reserve, Silver Creek Development District 1A Reserve, and Silver Creek Development District 1B Reserve are recommended to be reallocated from the Contingent Lien District Fund and into separate individual funds - Evergreen Creek Assessment District Fund (Fund 685), Evergreen Benefit Assessment District Fund (Fund 699), Shea Homes Advance Assessment District Fund (Fund 695), Silicon Valley Bridge Assessment District Fund (Fund 698), and Silver Creek Assessment District Fund (Fund 795). The following table outlines the most significant change to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Underground Utility Program (20B)	$1.0 million

OPERATING BUDGET IMPACT

There are no operating and maintenance costs associated with the projects in the 2026-2030 Proposed CIP. Within the Underground Utility Program, utility companies maintain their own facilities.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Underground Utility Fund (416)							
Beginning Balance	13,823,189	10,653,189	8,287,189	6,437,189	3,395,189	638,189	10,653,189
Revenue from the Use of Money/Property							
Interest Income	210,000	304,000	304,000	304,000	304,000	304,000	1,520,000
TOTAL Revenue from the Use of Money/Property	**210,000**	**304,000**	**304,000**	**304,000**	**304,000**	**304,000**	**1,520,000**
Developer Contributions							
Various Developer Contributions	135,000	500,000	500,000	572,000	536,000	500,000	2,608,000
TOTAL Developer Contributions	**135,000**	**500,000**	**500,000**	**572,000**	**536,000**	**500,000**	**2,608,000**
Total Underground Utility Fund (416)	**14,168,189**	**11,457,189**	**9,091,189**	**7,313,189**	**4,235,189**	**1,442,189**	**14,781,189**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Residential Construction Tax Contribution Fund (420)							
Beginning Balance	3,324,312	3,129,312	2,937,312	2,745,312	2,553,312	2,361,312	3,129,312
Revenue from the Use of Money/Property							
Interest Income	115,000	115,000	110,000	110,000	100,000	100,000	535,000
TOTAL Revenue from the Use of Money/Property	**115,000**	**115,000**	**110,000**	**110,000**	**100,000**	**100,000**	**535,000**
Residential Construction Tax							
Residential Construction Tax--	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
TOTAL Residential Construction Tax	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**1,000,000**
Total Residential Construction Tax Contribution Fund (420)	**3,639,312**	**3,444,312**	**3,247,312**	**3,055,312**	**2,853,312**	**2,661,312**	**4,664,312**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Contingent Lien District Fund (634)							
Beginning Balance	(42,689)						
Reserve for Encumbrance	61,618						
Transfers and Reimbursements							
Transfer from Contingent Lien District Funds	42,689						
TOTAL Transfers and Reimbursements	**42,689**						
Total Contingent Lien District Fund (634)	**61,618**						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Evergreen Creek Assessment District Fund (685)							
Beginning Balance	1,233,014	1,223,926	26,000	20,000	14,000	7,000	1,223,926
Total Evergreen Creek Assessment District Fund (685)	**1,233,014**	**1,223,926**	**26,000**	**20,000**	**14,000**	**7,000**	**1,223,926**
Shea Homes Advance Assessment District Fund (695)							
Beginning Balance	311,197	302,109	26,000	20,000	14,000	7,000	302,109
Total Shea Homes Advance Assessment District Fund (695)	**311,197**	**302,109**	**26,000**	**20,000**	**14,000**	**7,000**	**302,109**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Evergreen Benefit Assessment District Fund (699)							
Beginning Balance	1,264,364	1,168,027	46,000	35,000	24,000	12,000	1,168,027
Reserve for Encumbrance	1,113						
Total Evergreen Benefit Assessment District Fund (699)	**1,265,477**	**1,168,027**	**46,000**	**35,000**	**24,000**	**12,000**	**1,168,027**
Silver Creek Assessment District Fund (795)							
Beginning Balance	221,441	212,353	26,000	20,000	14,000	7,000	212,353
Total Silver Creek Assessment District Fund (795)	**221,441**	**212,353**	**26,000**	**20,000**	**14,000**	**7,000**	**212,353**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Silicon Valley Bridge Assessment District Fund (698)							
Beginning Balance	318,010	308,922	26,000	20,000	14,000	7,000	308,922
Total Silicon Valley Bridge Assessment District Fund (698)	**318,010**	**308,922**	**26,000**	**20,000**	**14,000**	**7,000**	**308,922**
TOTAL SOURCES	**21,218,258**	**18,116,838**	**12,488,501**	**10,483,501**	**7,168,501**	**4,143,501**	**22,660,838**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Developer Assisted Projects							
Underground Utility Program (20B)	2,937,000	2,588,000	2,088,000	3,238,000	2,938,000	481,000	11,333,000
Other Developer Assisted Projects - Construction	**2,937,000**	**2,588,000**	**2,088,000**	**3,238,000**	**2,938,000**	**481,000**	**11,333,000**
Developer Assisted Projects - Construction	**2,937,000**	**2,588,000**	**2,088,000**	**3,238,000**	**2,938,000**	**481,000**	**11,333,000**
Contingent Lien District Administration	30,000	35,000	35,000	35,000	40,000	40,000	185,000
PG&E/Private Electrical Service Panel Conversion Reimbursement	26,000	26,000		72,000	36,000		134,000
Quimby/Fowler Creek Riparian Restoration	122,731						
Reimbursement to Developers for Center Strip Paving	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Reimbursement to Developers for Landscaping	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Residential Program Administration	37,000	38,000	38,000	38,000	38,000	38,000	190,000
Street Improvements for New Development	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Underground Utility Administration (20A)	355,000	370,000	385,000	400,000	415,000	430,000	2,000,000
Underground Utility Administration (20B)	115,000	120,000	125,000	130,000	135,000	140,000	650,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Developer Assisted Projects

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Non-Construction - Developer Assisted Projects	**1,035,731**	**939,000**	**933,000**	**1,025,000**	**1,014,000**	**998,000**	**4,909,000**
Developer Assisted Projects - Non-Construction	**1,035,731**	**939,000**	**933,000**	**1,025,000**	**1,014,000**	**998,000**	**4,909,000**
Capital Program and Public Works Department Support Service Costs	81,000	61,000	51,000	73,000	68,000	24,000	277,000
Allocations	**81,000**	**61,000**	**51,000**	**73,000**	**68,000**	**24,000**	**277,000**
Transfer to the Contingent Lien District Fund	42,689						
Transfers to Capital Funds	**42,689**						
City Hall Debt Service Fund	9,000	9,000	9,000	9,000	9,000	9,000	45,000
Transfers to Special Funds	**9,000**	**9,000**	**9,000**	**9,000**	**9,000**	**9,000**	**45,000**
General Fund - Interest Income	115,000	115,000	110,000	110,000	100,000	100,000	535,000
Transfers to the General Fund	**115,000**	**115,000**	**110,000**	**110,000**	**100,000**	**100,000**	**535,000**
Transfers Expense	**166,689**	**124,000**	**119,000**	**119,000**	**109,000**	**109,000**	**580,000**
Evergreen Creek District Reserve		1,191,926					1,191,926
Evergreen Specific Plan District Reserve		1,111,027					1,111,027
Silicon Valley Bridge District Reserve		276,922					276,922
Silver Creek Development District 1A Reserve		270,109					270,109
Silver Creek Development District 1B Reserve		180,353					180,353
Expense Reserves - Non-Construction		**3,030,337**					**3,030,337**
Total Expenditures	**4,220,420**	**6,742,337**	**3,191,000**	**4,455,000**	**4,129,000**	**1,612,000**	**20,129,337**
Ending Fund Balance	16,997,838	11,374,501	9,297,501	6,028,501	3,039,501	2,531,501	2,531,501
TOTAL	**21,218,258**	**18,116,838**	**12,488,501**	**10,483,501**	**7,168,501**	**4,143,501**	**22,660,838**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Contingent Lien District Administration

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7591

Description

This allocation provides funding for staff costs related to the administration of contingent lien districts, including Evergreen Creek District, Evergreen Specific Plan District, Silicon Valley Bridge District, and the Silver Creek Development Districts 1A/1B (includes Shea Homes Advance). These costs may include tracking of individual liens on properties within the districts, addressing inquiries related to those liens, providing background information on districts, reviewing project submittals for compliance, calculating and notifying applicants of current lien amounts, and monitoring projects when funds become available.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	30	35	35	35	40	40	185
Total	**30**	**35**	**35**	**35**	**40**	**40**	**185**
Funding Source Schedule (000s)							
Evergreen Creek Assessment District Fund (685)	5	6	6	6	7	7	32
Shea Homes Advance Assessment District Fund (695)	5	6	6	6	7	7	32
Evergreen Benefit Assessment District Fund (699)	10	11	11	11	12	12	57
Silver Creek Assessment District Fund (795)	5	6	6	6	7	7	32
Silicon Valley Bridge Assessment District Fund (698)	5	6	6	6	7	7	32
Total	**30**	**35**	**35**	**35**	**40**	**40**	**185**

PG&E/Private Electrical Service Panel Conversion Reimbursement

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7883

Description This allocation, evaluated annually, allows the City to accept funds from PG&E and reimburse property owners (up to $1,500) for electrical service panel conversion work on their property. The funding for this appropriation is adjusted annually to align with PG&E funding schedule.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	26	26		72	36		134
Total	**26**	**26**		**72**	**36**		**134**
Funding Source Schedule (000s)							
Underground Utility Fund (416)	26	26		72	36		134
Total	**26**	**26**		**72**	**36**		**134**

Reimbursement to Developers for Center Strip Paving

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4314

Description This allocation provides reimbursements to developers of residential projects that are built adjacent to major collectors for the costs of paving the street beyond the 30 foot width for residential streets.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
Residential Construction Tax Contribution Fund (420)	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Reimbursement to Developers for Landscaping

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5148
Description	This allocation provides reimbursements to residential developers to install landscaping on City streets near residential developments.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)							
Residential Construction Tax Contribution Fund (420)	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**750**

Residential Program Administration

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5140

Description This allocation provides funding for the administration of the Residential Construction Tax Contribution Fund.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	37	38	38	38	38	38	190
Total	**37**	**38**	**38**	**38**	**38**	**38**	**190**
Funding Source Schedule (000s)							
Residential Construction Tax Contribution Fund (420)	37	38	38	38	38	38	190
Total	**37**	**38**	**38**	**38**	**38**	**38**	**190**

Street Improvements for New Development

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5402

Description This allocation provides reimbursements to developers for voluntary off-site street improvements typically adjacent to an ongoing private development project.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
Residential Construction Tax Contribution Fund (420)	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Underground Utility Administration (20A)

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4786

Description

PG&E and other utility companies allocate their own funds to replace existing overhead electrical facilities with underground electrical facilities within the communities they serve. This allocation provides funding for the day-to-day administration of the undergrounding program, including design and plan review, coordination, inspection of undergrounding projects, underground service alert location, and legislation of the Underground Utility Districts.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	355	370	385	400	415	430	2,000
Total	**355**	**370**	**385**	**400**	**415**	**430**	**2,000**
Funding Source Schedule (000s)							
Underground Utility Fund (416)	355	370	385	400	415	430	2,000
Total	**355**	**370**	**385**	**400**	**415**	**430**	**2,000**

Underground Utility Administration (20B)

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5147

Description Ordinance No. 23187 established an Underground Utility Fee Program whereby developers can pay a fee in-lieu of being required to underground all overhead utilities adjacent to their developments. This allocation provides funding for the day-to-day administration of this Ordinance.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	115	120	125	130	135	140	650
Total	**115**	**120**	**125**	**130**	**135**	**140**	**650**
Funding Source Schedule (000s)							
Underground Utility Fund (416)	115	120	125	130	135	140	650
Total	**115**	**120**	**125**	**130**	**135**	**140**	**650**

Underground Utility Program (20B)

CSA Outcome	Thriving, Inclusive, and Attractive Communities	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4654

Description

Rule 20B Underground Utility Districts are established with fees paid to the City when a developer opts out of placing facilities underground at the time of development. Projects are prioritized with a five-year plan based on several criteria, the largest of which is the total amount of fees collected within the Underground District. This allocation is used for the design, construction, and administration of these projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	2,937	2,588	2,088	3,238	2,938	481	11,333
Total	**2,937**	**2,588**	**2,088**	**3,238**	**2,938**	**481**	**11,333**
Funding Source Schedule (000s)							
Underground Utility Fund (416)	2,937	2,588	2,088	3,238	2,938	481	11,333
Total	**2,937**	**2,588**	**2,088**	**3,238**	**2,938**	**481**	**11,333**

Developer Assisted Projects
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name Evergreen Creek District Reserve

Council Districts 8

Description This reserve sets aside funding for the Evergreen Creek District in the Contingent Lien District Fund to facilitate cost sharing agreements through special districts between private parties in regards to the construction of public improvements as required by the City for development purposes. The district collects contingent assessments from properties that benefit from the improvements constructed or are to be constructed, and reimburses those who have either financed or constructed the improvements. Any remaining funds will be liquidated to the appropriate parties in the event that all improvements are constructed and all contingent assessments are collected for the respective district.

Project Name Evergreen Specific Plan District Reserve

Council Districts 8

Description This reserve sets aside funding for the Evergreen Specific Plan District in the Contingent Lien District Fund to facilitate cost sharing agreements through special districts between private parties in regards to the construction of public improvements as required by the City for development purposes. The district collects contingent assessments from properties that benefit from the improvements constructed or are to be constructed, and reimburses those who have either financed or constructed the improvements. Any remaining funds will be liquidated to the appropriate parties in the event that all improvements are constructed and all contingent assessments are collected for the respective district.

Project Name Silicon Valley Bridge District Reserve

Council Districts 2

Description This reserve sets aside funding for the Silicon Valley Bridge District in the Contingent Lien District Fund to facilitate cost sharing agreements through special districts between private parties in regards to the construction of public improvements as required by the City for development purposes. The district collects contingent assessments from properties that benefit from the improvements constructed or are to be constructed, and reimburses those who have either financed or constructed the improvements. Any remaining funds will be liquidated to the appropriate parties in the event that all improvements are constructed and all contingent assessments are collected for the respective district.

Project Name Silver Creek Development District 1A Reserve

Council Districts 2

Description This reserve sets aside funding for the Silver Creek Development District 1A in the Contingent Lien District Fund to facilitate cost sharing agreements through special districts between private parties in regards to the construction of public improvements as required by the City for development purposes. The district collects contingent assessments from properties that benefit from the improvements constructed or are to be constructed, and reimburses those who have either financed or constructed the improvements. Any remaining funds will be liquidated to the appropriate parties in the event that all improvements are constructed and all contingent assessments are collected for the respective district.

Project Name Silver Creek Development District 1B Reserve

Council Districts 2

Description This reserve sets aside funding for the Silver Creek Development District 1B in the Contingent Lien District Fund to facilitate cost sharing agreements through special districts between private parties in regards to the construction of public improvements as required by the City for development purposes. The district collects contingent assessments from properties that benefit from the improvements constructed or are to be constructed, and reimburses those who have either financed or constructed the improvements. Any remaining funds will be liquidated to the appropriate parties in the event that all improvements are constructed and all contingent assessments are collected for the respective district.

Mission: Delivering world class utility services and programs to improve our health, environment, and economy.



Sanitary Sewer Repairs Project (CIPP Liner Installation)

The Sanitary Sewer System Capital Improvement Program (CIP) constructs sewer improvement projects that enhance sewer capacity to meet economic development goals and rehabilitates existing sewers to minimize sanitary sewer overflows.

The Storm Sewer System CIP continues to replace and rehabilitate storm drain infrastructures (piping, pump stations, outfalls), install and integrate green stormwater infrastructures, and install trash capture devices to reduce the risk of local flooding during storm events and improve storm water quality for regulatory compliance. The program addresses the drainage needs in residential neighborhoods, business districts, and walking routes to schools and public facilities.



Water Pollution Control Plan

The Regional Wastewater Facility (RWF) is a regional advanced wastewater treatment facility that serves the cities of San José, Santa Clara, and Milpitas, as well as the Cupertino Sanitary District, West Valley Sanitation District, County Sanitation Districts 2-3, and Burbank Sanitary District. The RWF is one of the largest tertiary wastewater treatment works in the western United States, serving more than 1.4 million residents and approximately 17,000 businesses. A major master planning effort was completed in late 2013, resulting in Environmental Impact Report certification and formal adoption of a 30-year master plan. The master plan provides the framework for an estimated investment level of approximately $2.0 billion over the implementation schedule of 2010 through 2040, and responds to aging infrastructure, future regulations, population growth, and treatment technology improvements.

The Water Utility System CIP ensures reliable utility infrastructure for the San José Municipal Water System and includes the construction of new facilities, maintenance of existing infrastructure, and improvements to existing facilities.

CSA CAPITAL PROGRAMS

- Sanitary Sewer System
- Storm Sewer System
- Water Pollution Control
- Water Utility System

PROGRAM HIGHLIGHTS

Sanitary Sewer System Capital Program

2026-2030 Proposed CIP: $285.5 million

Sanitary Sewer Rehabilitation Projects:
- Condition Assessment Sewer Repair
- Urgent Rehabilitation and Repair Projects
- Fourth Major Interceptor, Phase VIIB
- Rehabilitation of Sanitary Sewer Pump Stations
- Sanitary Sewer Interceptor Management Program

Sanitary Sewer Interceptor/Capacity Improvement Projects:
- Immediate Replacement and Diversion Projects
- Fourth Major Interceptor Phase VIIA
- Southwest Expressway Sanitary Sewer Improvements

Storm Sewer System Capital Program

2026-2030 Proposed CIP: $68.7 million

- Measure T – Storm Drain Improvements at Charcot Avenue
- Large Trash Capture Devices Phase VIII
- Measure T – Clean Water Projects
- Storm Sewer Master Plan – City-wide
- Citywide Outfall Improvements

Water Pollution Control Capital Program

2026-2030 Proposed CIP: $883.2 million

Wastewater Treatment:
- Aeration Tanks and Blower Rehabilitation
- Primary Rehabilitation
- Secondary Clarifier Rehabilitation
- New Disinfection Facilities

Biosolids:
- Additional Digester Upgrades

Electrical Systems and Power Generation:
- Switchgear S2/S2A Replacement

Site Facility Maintenance & Improvements:
- Support Building Improvements
- Plantwide Security Systems Upgrade
- Plant Infrastructure Improvements

Water Utility System Capital Program

2026-2030 Proposed CIP: $115.8 million

- Advanced Metering Infrastructure Implementation
- Annual Water Main Replacement
- Infrastructure Improvements
- Water Resources Administration and Operations Facility

Recent Accomplishments

◊ Various sanitary sewer projects replaced aging pipeline or improved serviceability throughout the system including at Blossom Hill Road and Leigh Ave, Coleman Road Phase III, and McLaughlin Ave-Idlewood Drive; and awards of contracts for improvements at Tisch Way, and McLaughlin Ave and 24th Street.

◊ Various storm infrastructure projects completed, including the River Oaks Regional Stormwater Capture Project and installation of at least 350 small trash capture devices; began construction on the Charcot Area Storm Drain Improvements capacity project; and awarded the next contract for on-call emergency repairs.

◊ Various water main replacements and system improvements were completed to ensure the continued reliability of the drinking water supply. Substantial construction continues on additional groundwater wells in North San José and the Water Resources Administration and Operations Facility.

◊ At the Water Pollution Control Plant, the following projects were completed in 2024-2025: Blower Improvements, New Headworks Access Road, Outfall Channel and Instrumentation Improvements, Storm Drain System Improvements, and Yard Piping Improvements.

CSA OUTCOMES

(Supported by the Capital Program)

✓ Sustainable Utility Systems That Meet Future Needs
✓ Utility Services That Protect Public Health and the Environment
✓ Affordable, Effective Utilities with Excellent Customer Care

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements, along with targets and goals, has been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and project delivery cost. Please see the Budget Guide section narrative for additional information on capital performance measurements.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Environmental and Utility Services CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1. % of CIP projects delivered within 2 months of approved baseline schedule [2]	82% (14/17)	85%	86% (19/22)	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget [3]	100% (18/18)	90%	83% (21/26)	90%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

In 2024-2025, the Environmental and Utility Services CSA estimates to deliver 19 of 22 (86%) projects within two months of the approved baseline schedule, which is above the performance target of 85%. Some of the notable capital projects delivered in 2024-2025 include the Regional Wastewater Facility - Fire Life Safety Upgrade and sanitary sewer repairs, replacements, improvements, and condition assessments at various locations.

In 2024-2025, 21 of 26 (83%) projects are estimated to be completed within their baseline budgets, which is below the one-year performance target of 90%. Some of the notable capital projects completed in 2024-2025 include Phase 2 of Yard Piping Improvements, Phase 1 of the Nitrification Clarifiers Rehabilitation, and sanitary sewer replacements, repairs, and condition assessments at various locations. The CSA continues to work to strengthen the alignment of project scopes, schedules, and budgets, while also accounting for external market conditions that may affect the delivery of capital projects. Staff relies heavily on the cost estimating and tracking tools that are available through the City's Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels.

Capital Program Summary by City Service Area

Environmental and Utility Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Sanitary Sewer System						
Almaden Supplement Sewer Rehabilitation (North)	6,075,000	-	6,075,000	6,315,078	3rd Qtr. 2020	2nd Qtr. 2026
Alvin-Tully-King Sanitary Sewer Improvement	200,000	1,920,000	2,620,000	2,620,000	3rd Qtr. 2025	2nd Qtr. 2028
Blossom Hill Road and Leigh Avenue Sanitary Sewer Improvement	460,000	-	460,000	5,882,792	2nd Qtr. 2021	4th Qtr. 2025
Bose-Dwyer-Almaden Expwy Sanitary Sewer Improvement	-	-	1,500,000	1,500,000	3rd Qtr. 2029	2nd Qtr. 2030
Capital Program and Public Works Department Support Service Costs	2,890,000	2,354,000	12,296,000	*	Ongoing	Ongoing
Cast Iron Pipe - Remove and Replace	1,000,000	1,000,000	5,000,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	266,000	292,000	1,434,000	*	Ongoing	Ongoing
Condition Assessment Sewer Repairs	7,500,000	6,400,000	33,500,000	*	Ongoing	Ongoing
Crystal Springs Drive Sanitary Sewer Improvement	-	-	900,000	900,000	3rd Qtr. 2027	2nd Qtr. 2028
Fee Administration - Sanitary Sewer	85,000	85,000	425,000	*	Ongoing	Ongoing
Firefly Drive-Redmond Avenue-McAbee Road Sanitary Sewer Improvement	-	-	3,350,000	3,350,000	3rd Qtr. 2027	2nd Qtr. 2028
Flow Monitoring Program (Master Planning)	657,000	663,000	3,561,000	*	Ongoing	Ongoing
Fontaine Rd Sanitary Sewer Improvement	2,784,000	-	2,784,000	3,079,455	3rd Qtr. 2022	2nd Qtr. 2026
Fourth Major Interceptor, Phase VIIA	-	-	30,000,000	30,100,000	4th Qtr. 2024	2nd Qtr. 2030
Fourth Major Interceptor, Phase VIIB	500,000	20,000,000	22,500,000	22,500,000	3rd Qtr. 2025	2nd Qtr. 2028
Glenview-Prentiss-Corvallis-Lenwood Sanitary Sewer Improvement	-	-	1,000,000	1,000,000	3rd Qtr. 2029	2nd Qtr. 2030
Immediate Replacement and Diversion Projects	6,700,000	6,100,000	32,900,000	*	Ongoing	Ongoing
Inflow and Infiltration Reduction	200,000	200,000	1,000,000	*	Ongoing	Ongoing
Infrastructure - Sanitary Sewer Condition Assessment	4,500,000	3,500,000	18,500,000	*	Ongoing	Ongoing
Infrastructure Management System	62,000	64,000	330,000	*	Ongoing	Ongoing
Master Planning Updates	1,801,000	1,867,000	9,872,000	*	Ongoing	Ongoing
McLaughlin Ave-24th Street Sanitary Sewer Improvement	2,879,000	-	2,879,000	3,117,872	3rd Qtr. 2022	2nd Qtr. 2026
Monterey Road Sanitary Sewer Improvement	600,000	-	600,000	600,000	3rd Qtr. 2025	2nd Qtr. 2026
North 1st Street Sanitary Sewer Improvements	6,125,000	-	6,125,000	7,125,000	2nd Qtr. 2024	2nd Qtr. 2026
Payments to West Valley Sanitation District	10,000	10,000	50,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Environmental and Utility Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
Permit Review and Inspection for Outside Agencies - Sanitary Sewer	25,000	25,000	125,000		*	Ongoing	Ongoing
Preliminary Engineering - Sanitary Sewer	950,000	950,000	4,750,000		*	Ongoing	Ongoing
Program Management - Sanitary Sewer	300,000	300,000	1,500,000		*	Ongoing	Ongoing
Public Art Allocation	90,000	101,000	802,000		*	Ongoing	Ongoing
Public Works Engineering Services Equipment (Materials Lab)	40,000	40,000	200,000		*	Ongoing	Ongoing
Rehabilitation of Sanitary Sewer Pump Stations	4,305,000	215,000	10,520,000		*	Ongoing	Ongoing
Rehabilitation of Soil Bed Filters	-	-	5,000,000		5,000,000	3rd Qtr. 2028	2nd Qtr. 2030
Reinforced Concrete Pipe Rehabilitation Program	500,000	500,000	2,500,000		*	Ongoing	Ongoing
Sanitary Sewer Debt Service	-	152,320	6,926,540		*	Ongoing	Ongoing
Sanitary Sewer Interceptor Management Program	1,000,000	1,000,000	10,000,000		*	Ongoing	Ongoing
South White Road Sanitary Sewer Improvement	2,300,000	-	2,300,000		2,599,291	3rd Qtr. 2023	2nd Qtr. 2026
South White Road-Buckner Drive-Westboro Drive Sanitary Sewer Improvement	-	-	1,200,000		1,200,000	3rd Qtr. 2028	2nd Qtr. 2029
Southwest Expressway Sanitary Sewer Improvement	8,650,000	-	8,650,000		9,139,873	3rd Qtr. 2023	2nd Qtr. 2026
Urgent Rehabilitation and Repair Projects	6,500,000	5,400,000	28,500,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**69,954,000**	**53,138,320**	**282,634,540**				
Ending Fund Balance	28,251,825	2,683,505	2,851,285	**			
Total: Sanitary Sewer System	**98,205,825**	**55,821,825**	**285,485,825**	**			
Storm Sewer System							
Capital Program and Public Works Department Support Service Costs	912,000	162,000	1,541,000		*	Ongoing	Ongoing
Charcot Storm Pump Rental	300,000	300,000	1,500,000		*	Ongoing	Ongoing
City Hall Debt Service Fund	79,000	87,000	427,000		*	Ongoing	Ongoing
Citywide Outfall Improvements	6,000,000	0	6,000,000		*	Ongoing	Ongoing
Condition Assessment Storm Sewer Repairs	1,550,000	150,000	2,150,000		*	Ongoing	Ongoing
Fee Administration - Storm Sewer	25,000	25,000	125,000		*	Ongoing	Ongoing
Flow Monitoring Program	415,000	415,000	2,075,000		*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Environmental and Utility Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
General Fund - Interest Income	22,000	10,000	62,000		*	Ongoing	Ongoing
Infrastructure Management System	12,000	12,000	60,000		*	Ongoing	Ongoing
Large Trash Capture Devices Phase IX Feasibility Study	100,000	-	100,000		100,000	3rd Qtr. 2025	2nd Qtr. 2026
Large Trash Capture Devices Phase VIII	11,380,000	80,000	11,460,000		12,173,752	2nd Qtr. 2024	4th Qtr. 2026
Measure T - Admin Reserve Storm Sewer	125,000	-	125,000		125,000	N/A	N/A
Measure T - Admin Storm Sewer	125,000	-	125,000		*	Ongoing	Ongoing
Measure T - Clean Water Projects	5,453,000	5,171,000	10,624,000		24,424,204	3rd Qtr. 2019	2nd Qtr. 2027
Measure T - Public Art Storm Sewer	5,000	5,000	10,000		*	Ongoing	Ongoing
Measure T - Storm Drain Improvements at Charcot Avenue	12,748,000	-	12,748,000		28,264,645	3rd Qtr. 2019	2nd Qtr. 2026
Permit Review and Inspection for Outside Agencies - Storm Sewer	50,000	50,000	250,000		*	Ongoing	Ongoing
Preliminary Engineering - Storm Sewer	180,000	180,000	900,000		*	Ongoing	Ongoing
Program Management - Storm Sewer	150,000	150,000	750,000		*	Ongoing	Ongoing
Public Art Allocation	116,000	3,000	128,000		*	Ongoing	Ongoing
Pump Station SCADA Upgrade - Storm Sewer	150,000	150,000	450,000		750,000	2nd Qtr. 2025	2nd Qtr. 2028
Small Trash Capture Devices	2,300,000	-	2,300,000		5,000,413	1st Qtr. 2024	2nd Qtr. 2026
Storm Pump Station Rehabilitation and Replacement	200,000	200,000	1,000,000		*	Ongoing	Ongoing
Storm Sewer Improvements	250,000	250,000	1,250,000		*	Ongoing	Ongoing
Storm Sewer Master Plan - City-wide	1,700,000	1,700,000	8,500,000		*	Ongoing	Ongoing
Urgent Storm Drain Repair Projects	250,000	250,000	1,250,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**44,597,000**	**9,350,000**	**65,910,000**				
Ending Fund Balance	7,528,896	8,244,896	2,839,896	**			
Total: Storm Sewer System	**52,125,896**	**17,594,896**	**68,749,896**	**			
Water Pollution Control							
Additional Digester Upgrades	10,721,000	1,476,000	124,855,000		132,080,043	2nd Qtr. 2022	4th Qtr. 2030
Additional Filter Improvements	1,020,000	-	1,020,000		1,020,000	4th Qtr. 2025	2nd Qtr. 2026
Aeration Tanks and Blower Rehabilitation	972,000	836,000	126,530,000		207,328,765	2nd Qtr. 2015	1st Qtr. 2034

Capital Program Summary by City Service Area

Environmental and Utility Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Capital Program and Public Works Department Support Service Costs	983,000	1,130,000	12,035,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	88,000	97,000	476,000	*	Ongoing	Ongoing
Debt Service Repayment for Plant Capital Improvement Projects	3,107,000	4,916,000	218,787,000	552,679,094	4th Qtr. 2017	2nd Qtr. 2033
Digested Sludge Dewatering Facility	985,000	-	985,000	177,816,248	3rd Qtr. 2014	4th Qtr. 2025
Facility Wide Water Systems Improvements	3,867,000	2,155,000	6,022,000	92,321,770	3rd Qtr. 2014	2nd Qtr. 2027
Hydraulic Capacity Engineering	25,000	25,000	125,000	*	Ongoing	Ongoing
Hydraulic Capacity Enhancements Reserve	3,666,000	-	3,666,000	3,666,000	N/A	N/A
New Disinfection Facilities	0	952,000	8,241,000	56,977,000	3rd Qtr. 2026	2nd Qtr. 2034
Plant Infrastructure Improvements	2,000,000	5,600,000	10,600,000	*	Ongoing	Ongoing
Plantwide Security Systems Upgrade	11,561,000	1,041,000	12,602,000	31,472,991	1st Qtr. 2021	2nd Qtr. 2027
Preliminary Engineering - Water Pollution Control	1,000,000	1,000,000	5,000,000	*	Ongoing	Ongoing
Primary Rehabilitation	636,000	673,000	100,337,000	111,489,114	3rd Qtr. 2010	2nd Qtr. 2034
Process Pump Station Improvements	939,000	-	939,000	939,000	4th Qtr. 2025	2nd Qtr. 2026
Program Management - Water Pollution Control	8,390,000	6,926,000	29,030,000	*	Ongoing	Ongoing
RWF Bond Debt Service 2022B	17,271,000	17,272,000	86,361,000	522,866,802	3rd Qtr. 2023	4th Qtr. 2052
RWF Bond Debt Service 2027	-	-	26,020,000	26,020,000	3rd Qtr. 2027	2nd Qtr. 2030
Secondary Clarifier Rehabilitation	0	565,000	25,936,000	26,455,000	3rd Qtr. 2026	1st Qtr. 2031
Support Building Improvements	2,210,000	33,404,000	43,640,000	83,583,729	2nd Qtr. 2015	2nd Qtr. 2034
Switchgear S2/S2A Replacement	661,000	1,151,000	13,200,000	13,200,000	4th Qtr. 2025	2nd Qtr. 2030
Tunnel Rehabilitation	0	0	2,302,000	27,638,292	3rd Qtr. 2029	3rd Qtr. 2037
Urgent and Unscheduled Treatment Plant Rehabilitation	1,500,000	1,500,000	7,500,000	*	Ongoing	Ongoing
Yard Piping Improvements	2,050,000	932,000	2,982,000	74,229,976	3rd Qtr. 2011	1st Qtr. 2027
Total: Construction/Non-Construction	**73,652,000**	**81,651,000**	**869,191,000**			
Ending Fund Balance	49,838,435	58,307,435	14,011,435 **			
Total: Water Pollution Control	**123,490,435**	**139,958,435**	**883,202,435** **			

Water Utility System

Capital Program Summary by City Service Area

Environmental and Utility Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Advance System Design	200,000	200,000	1,000,000	*	Ongoing	Ongoing
Advanced Metering Infrastructure Implementation	11,500,000	6,000,000	17,500,000	24,000,000	2nd Qtr. 2025	2nd Qtr. 2027
Annual Water Main Replacement	800,000	1,400,000	7,900,000	*	Ongoing	Ongoing
Backup Generator Replacement	600,000	-	600,000	600,680	3rd Qtr. 2019	2nd Qtr. 2026
Capital Program and Public Works Department Support Service Costs	78,000	14,000	146,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	10,000	11,000	54,000	*	Ongoing	Ongoing
Commercial Paper Repayment - WRAOF	30,000,000	0	30,000,000	30,000,000	3rd Qtr. 2025	2nd Qtr. 2026
Coyote Well Replacement	2,000,000	-	2,000,000	2,465,000	3rd Qtr. 2023	2nd Qtr. 2026
Debt Service	3,466,000	3,256,000	21,644,000	81,348,000	Ongoing	Ongoing
Evergreen Reliability Well	1,000,000	800,000	1,800,000	1,800,000	3rd Qtr. 2024	2nd Qtr. 2027
Infrastructure Improvements	770,000	880,000	4,410,000	*	Ongoing	Ongoing
Major Facilities Fee Administration	15,000	15,000	75,000	*	Ongoing	Ongoing
Master Plan Engineering	330,000	210,000	1,280,000	*	Ongoing	Ongoing
Meter Installations	50,000	50,000	250,000	*	Ongoing	Ongoing
North San José Reliability Well Construction	1,000,000	-	1,000,000	3,160,544	3rd Qtr. 2019	2nd Qtr. 2026
North San José Well Development and Construction	3,092,000	-	3,092,000	4,444,760	3rd Qtr. 2019	2nd Qtr. 2026
Preliminary Engineering - Water	175,000	175,000	915,000	*	Ongoing	Ongoing
Public Art Funding	42,000	0	42,000	*	Ongoing	Ongoing
Safety and Security Improvements	100,000	0	100,000	*	Ongoing	Ongoing
Service Installations	220,000	200,000	1,000,000	*	Ongoing	Ongoing
System Growth Related Projects Reserve	1,600,000	-	1,600,000	1,600,000	N/A	N/A
System Maintenance/Repairs	920,000	920,000	4,680,000	*	Ongoing	Ongoing
System Rehabilitation/ Replacement Reserve	4,775,000	170,000	5,265,000	5,265,000	N/A	N/A
Water Resources Administration & Operations Facility	4,170,000	-	4,170,000	40,553,206	3rd Qtr. 2020	3rd Qtr. 2025
Total: Construction/Non-Construction	**66,913,000**	**14,301,000**	**110,523,000**			
Ending Fund Balance	4,337,987	5,685,987	5,283,987 **			
Total: Water Utility System	**71,250,987**	**19,986,987**	**115,806,987** **			

Capital Program Summary by City Service Area

Environmental and Utility Services

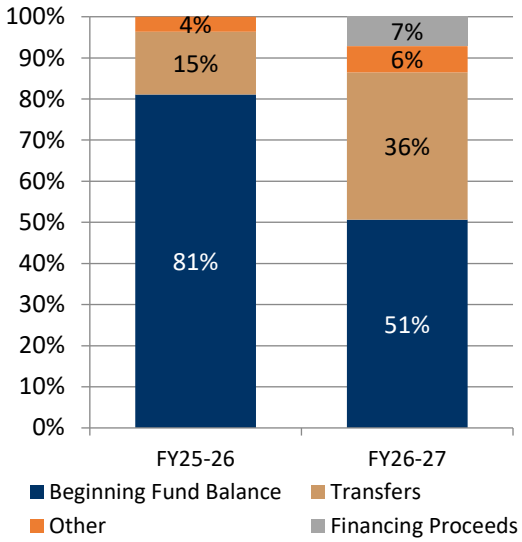
	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
CSA Total: Construction/Non-Construction	255,116,000	158,440,320	1,328,258,540	**			
Ending Fund Balance	89,957,143	74,921,823	24,986,603	**			
CSA Total:	345,073,143	233,362,143	1,353,245,143	**			

* Total Budget information is not provided due to the ongoing nature of this project.
** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

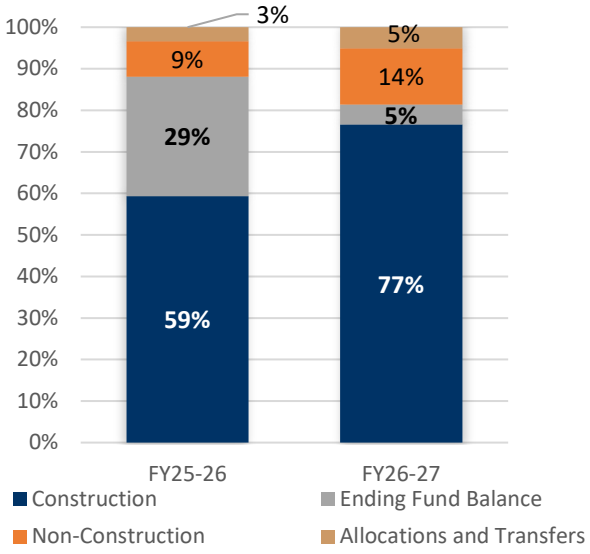
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SANITARY SEWER SYSTEM
2026-2030 Proposed Capital Improvement Program

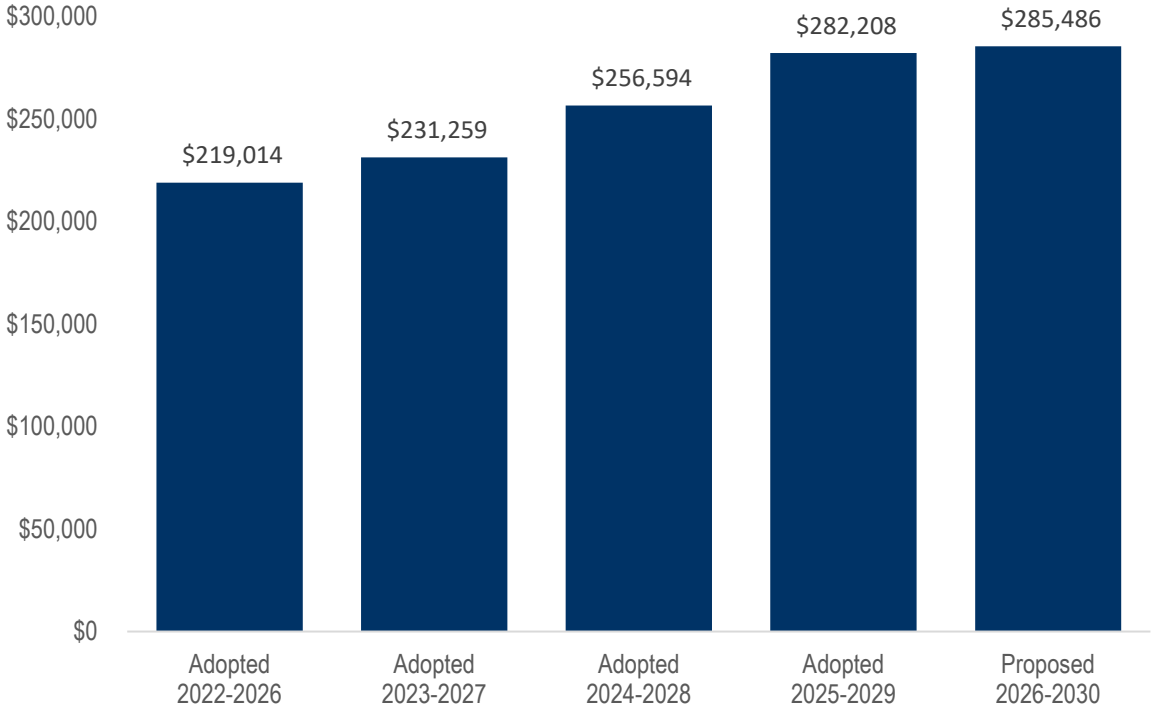
2025-2027 PROPOSED BIENNIAL SOURCE OF FUNDS



2025-2027 PROPOSED BIENNIAL USE OF FUNDS

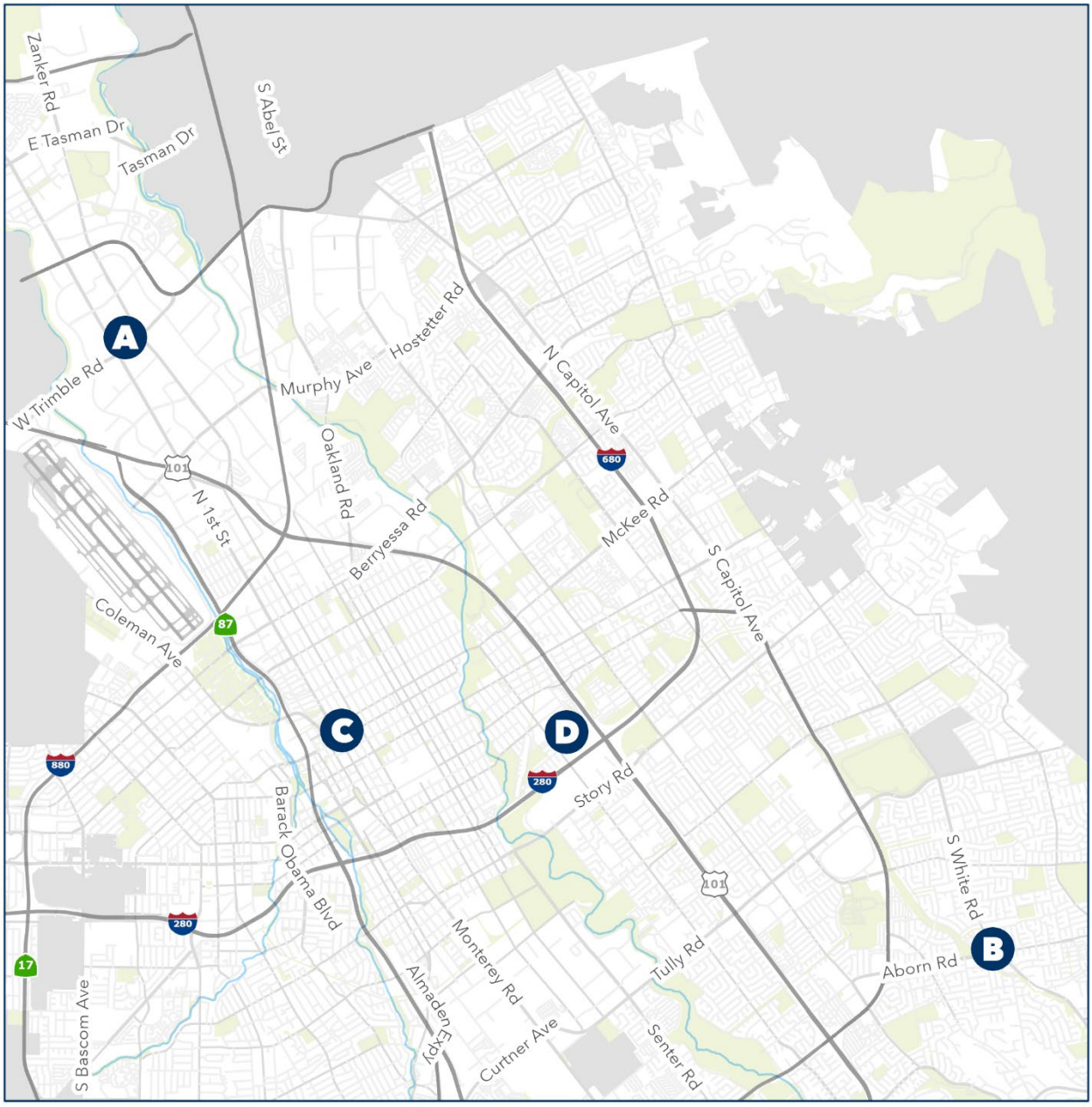


CIP History



Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program

North East



A North 1st St Sanitary Sewer Improvement

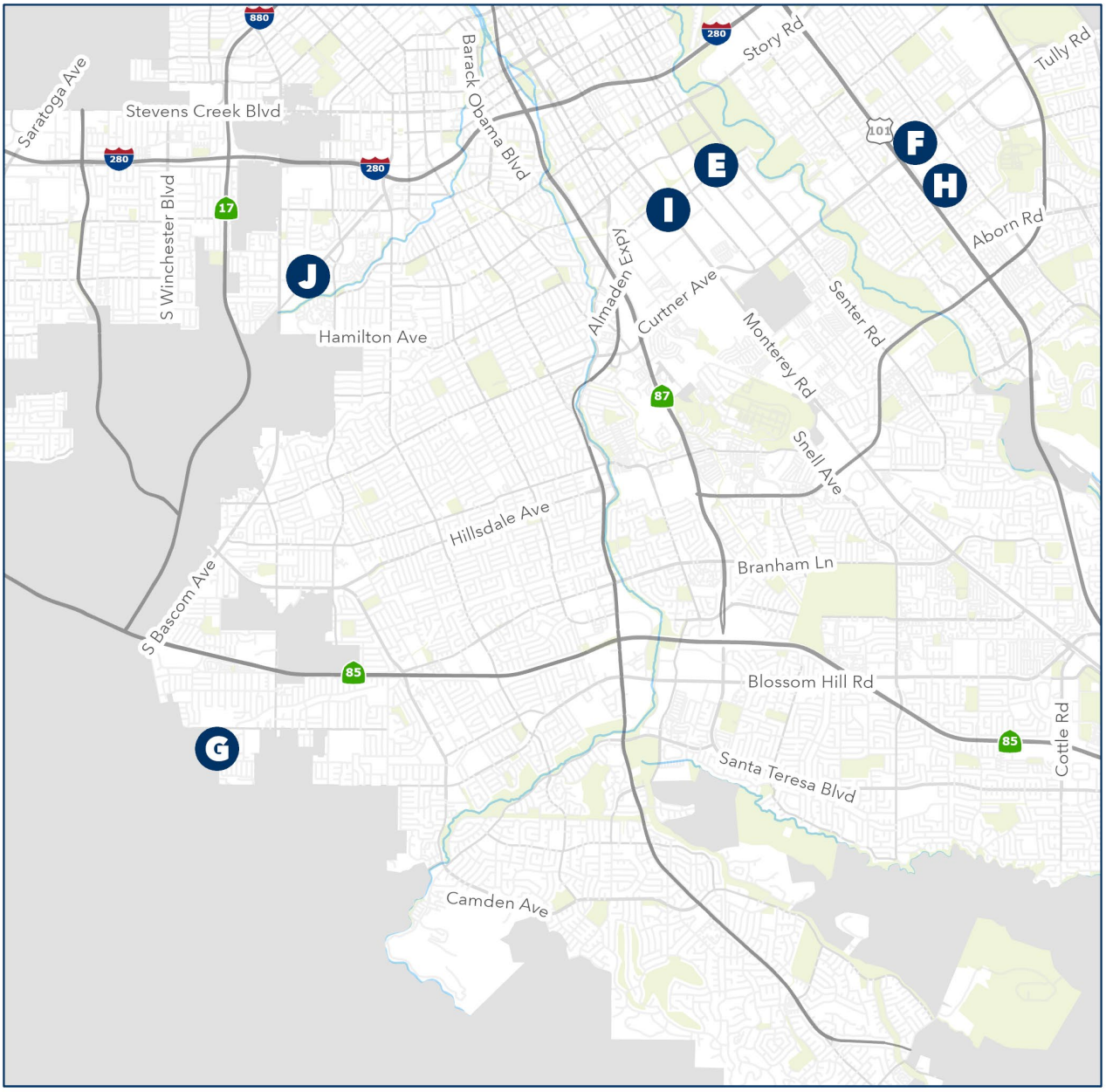
B South White Rd Sanitary Sewer Improvement

C Fourth Major Interceptor, Phase VIIB

D McLaughlin Ave-24th St Sanitary Sewer Improvement

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program

South West



- (E) Almaden Supplement Sewer Rehabilitation (North)
- (F) Alvin Tully-King Sanitary Sewer Improvement
- (G) Blossom Hill Rd and Leigh Ave
- (H) Fontaine Rd Sanitary Sewer Improvement
- (I) Monterey Rd Sanitary Sewer Improvement
- (J) Southwest Expy Sanitary Sewer Improvement

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OVERVIEW

INTRODUCTION

The Sanitary Sewer System Capital Program consists of approximately 2,039 miles of sewer mains ranging in diameter from 6 to 90 inches. The system serves the City of San José, as well as several other jurisdictions, including West Valley Sanitation District (WVSD), City of Santa Clara, County Sanitation Districts 2-3, and Burbank Sanitation District, and conveys sewage to the San José-Santa Clara Regional Wastewater Facility (RWF). The replacement value of the system is estimated at approximately $3.5 billion.

SANITARY SEWER SYSTEM PUBLIC INFRASTRUCTURE	
MILES OF SEWER MAINS	
UNDER 6” in diameter	1
6” TO 8” in diameter	1,599
10” TO 12” in diameter	179
OVER 12” in diameter	249
MILES OF FORCE MAIN	11
NUMBER OF MANHOLES	39,525
NUMBER OF PUMP STATIONS	17

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $285.5 million, of which $98.2 million is allocated in 2025-2026 and $55.8 million is allocated in 2026-2027. This program is part of the Environmental and Utility Services City Service Area (CSA) and supports the following outcome: *Sustainable Utility Systems That Meet Future Needs*.

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Sanitary Sewer System CIP supports the priorities and objectives of the Environmental and Utility Services CSA by maintaining the following strategic priorities:

- Support the goal of preventing Sanitary Sewer Overflows (SSOs) by providing sufficient system capacity and maintaining system structure integrity;
- Manage system capacity, assess the system’s condition, and construct sewer improvement projects;
- Improve sewer capacity in substantially built-out areas and less-developed areas to accommodate economic development; and
- Rehabilitate existing sewers with a higher priority given to those with extensive, severe deterioration, and evaluated alongside race and income data of neighborhoods served by deteriorating infrastructure to ensure that rehabilitation efforts are equitably provided to the fullest extent legally permissible.

The Sanitary Sewer System CIP is guided by several interrelated plans, and chief among them is the Envision San José 2040 General Plan (General Plan). The General Plan provides a guide for all capital improvement programs to align public infrastructure investment with San José’s plans for future growth. This means that the projects included in the Sanitary Sewer System CIP ensure adequate sewer capacity and reliability to safely convey sewage city-wide, as well as within those areas designated for future development. The land uses and growth included in the General Plan were also used in the development of the Sanitary Sewer Master Plan – Phase II and Update of Phase I (Master Plan Phase II) that was completed in April 2013, and in the development of the Phase III and Update of Phase II (Master Plan Phase III) that was recently completed.

OVERVIEW

PROGRAM PRIORITIES AND OBJECTIVES

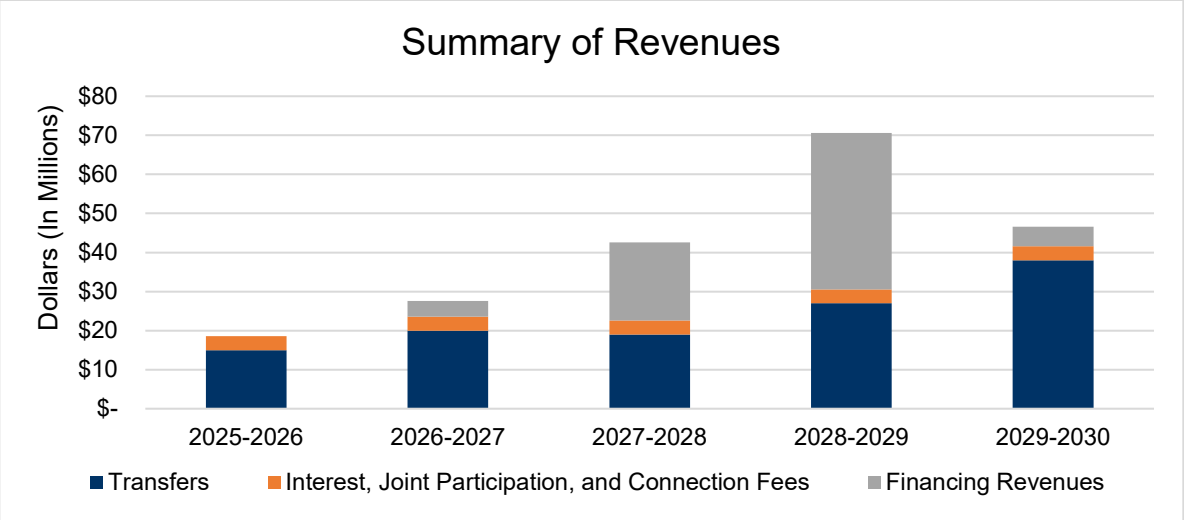
The Master Plan Phase II helped identify and address trunk sewer capacity improvement needs in the existing system and forecasted additional capacity-enhancing projects required to meet future demands in the context of the General Plan. Master Plan Phase III expanded the trunk network to an all-pipe model that included all small diameter pipes (6-inch and 8-inch) in the system. This all-pipe model allows the City to analyze the capacity of all sanitary sewer lines in its system and plan for necessary improvements.

As identified in the Status Report on Deferred Maintenance and Infrastructure Backlog accepted by the Transportation and Environment Committee on April 8, 2024, the Sanitary Sewer Collection System has an estimated one-time unfunded need of approximately $65.0 million and an annual unfunded ongoing need of $300,000. The City will continue to evaluate staffing levels, resources, and overall strategic capital improvement priorities at both the RWF and the sanitary collection system to address the remaining unfunded needs in the future.

SOURCES OF FUNDING

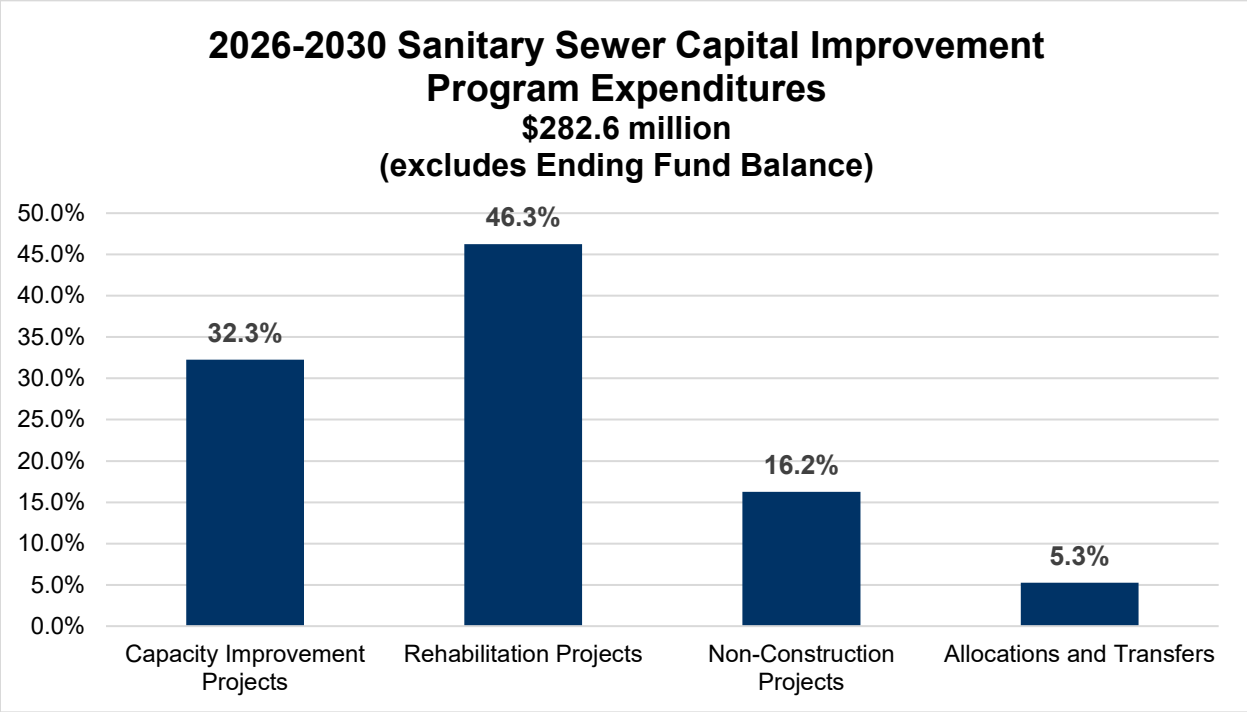
The 2026-2030 Proposed CIP provides funding of $285.5 million. This funding level is $3.3 million (1.2%) above the 2025-2029 Adopted CIP funding of $282.2 million. Excluding Beginning Fund Balance, Sanitary Sewer System revenues consist of a transfer from the Sewer Service and Use Charge Fund, financing proceeds, interest earnings, Sanitary Sewer Connection Fees, and Joint Participation contributions from other jurisdictions served by the Sanitary Sewer System for the use of San José sewer lines.

The addition of debt financing in the Proposed CIP allows for the steady funding and completion of projects without requiring substantial inflow of revenues from the Sewer Service and Use Charge Fund. In the past, $35.0 million was transferred annually from the Sewer Service and Use Charge Fund for the CIP. Now, however, the transfer has been reduced to an average of $24 million and financing proceeds are anticipated beginning in 2026-2027. This change provides the resources for capital improvements while ensuring that the impacts to customers are minimized and more predictable. Financing strategies will be evaluated and adjusted along with project scopes and schedules.



OVERVIEW

PROGRAM HIGHLIGHTS



The Sanitary Sewer System Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. For further information on the program's individual projects, please refer to the Detail Pages.

Capacity Improvement

Approximately 32.3% of the Proposed CIP ($91.1 million) is programmed for Sanitary Sewer system capacity enhancements. These capacity improvement projects include $58.2 million for site-specific projects, and $32.9 million for Immediate Replacement and Diversion Projects. Projects are selected using a computerized sewer flow model (which uses the General Plan to project sewage flows in the system), City maintenance records, and flow monitoring to identify sewer capacity constraints.

Presently, the City has three major sewer interceptors in the North Interceptor System that originate at the intersection of Seventh and Empire Streets and continue northward to the RWF, mostly along the full length of Zanker Road. A new, multi-phased Fourth Major Interceptor is also under construction with six of seven phases completed. The construction of the Fourth Street 84-inch Interceptor, Phase VI, was completed in spring 2022. When all seven phases are completed, which is upon the completion of Phase VIIA and Phase VIIB and is estimated to occur in 2029-2030, the Fourth Major Interceptor will allow one of the three older interceptors to be removed from service during dry weather periods for the purpose of routine maintenance or rehabilitation. Such flexibility is important and currently not available in all reaches of the system.

OVERVIEW

PROGRAM HIGHLIGHTS

This CIP allocates $30.0 million for the design and construction of the Fourth Major Interceptor, Phase VIIA, in the North Interceptor System. This is one part of the Fourth Major Interceptor, Phase VII, project. A reevaluation of the scope and schedule of the Fourth Major Interceptor project required the addition of Phase VIIB, classified as a rehabilitation project as described below, and supported by $22.5 million funding that had previously been allocated to Phase VIIA. Construction for Phase VIIA is expected to begin in 2027-2028, with most activity expected in 2028-2029. The North Interceptor System is a collection of very large sanitary sewer pipes with diameters ranging from 54 to 90 inches. For reference, an interceptor is a large pipe serving as a primary sewage collector. Interceptors carry flows from the sub-collector sewers in the drainage basin to the point of treatment or disposal of the wastewater. Capital improvements to the interceptor system consist of large, interrelated projects that must be staged in a specified sequence for logical construction of the system.

Rehabilitation

A total of $130.7 million is programmed for sewer rehabilitation and replacement in other areas of the City, mostly targeted toward older neighborhoods facing structural deterioration or changes in sewage flow patterns. Rehabilitation projects are selected based on hydrogen sulfide studies that analyze pipe corrosion, condition assessment studies, video inspections, maintenance records and reports, and actual pipe failures, whether due to pipe corrosion or other physical deficiencies. The City is also evaluating the incorporation of race and income data of neighborhoods served by deteriorating infrastructure as an additional factor, to the fullest extent legally permissible, to ensure that rehabilitation projects are equitably provided to the community.



Pipe Replacement and Rehabilitation Construction Work in Progress

The Fourth Major Interceptor, Phase VIIB, project is a new allocation of $22.5 million in this Proposed CIP. This phase of the Fourth Major Interceptor project will begin the design phase in 2025-2026, with construction expected to begin in 2026-2027 and continue into 2027-2028. This project phase will be rehabilitating approximately 1.25 miles of sanitary sewer brick and reinforced concrete pipe interceptor infrastructure with a modern liner substance, reducing exfiltration risks and extending the usable lifetime of the renovated section of interceptor.

Rehabilitation funding is also used to support the Exfiltration Abatement Program, a program implemented across a variety of ongoing repair and rehabilitation projects to assess and prioritize possible exfiltration risks. This program facilitates the search and repair of damaged sewer mains in order to prevent leakage into adjacent storm sewer mains. In addition, rehabilitation funding will be used to support the Sanitary Sewer Interceptor Management Program. Condition assessments will be performed and will include removing accumulated debris, cleaning and evaluating of the interceptors, and then prioritizing the portions of pipe that may require rehabilitation and/or repair. The program will also include the evaluation of the City's soil bed filters that assist with removing odors and corrosive sewer gases from the interceptors as well as an assessment of the existing sanitary pumpstations.

OVERVIEW

PROGRAM HIGHLIGHTS

Other Project Highlights

The Master Planning Program actively monitors and manages sewer system capacity needs using a computerized hydraulic model of the San José sewer system, supported by sewer flow monitoring that collects flow data at strategic locations within the system. The Program continues to enhance the accuracy of the computerized model by incorporating land use changes and updated sewer and flow data and supports economic development in the City by providing sewer capacity review and planning using the models.

The Sanitary Sewer Condition Assessment Program, initiated in 2009, is an ongoing program to assess the structural integrity of the collection system including pipes, force mains, manholes, junction structures, and pump stations. Data collected through visual and closed-circuit television inspection and as-built information will be reviewed, analyzed, and prioritized based on a risk analysis approach using information such as pipe size, location, design flow, physical conditions, and maintenance histories. With this information, rehabilitation budgets and preventive maintenance and improvement programs can be planned and prioritized.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Sanitary Sewer System CIP has increased by $3.3 million (1.2%) from $282.2 million in the 2025-2029 Adopted CIP to $285.5 million in the 2026-2030 Proposed CIP. The changes are primarily attributable to new sewer improvement projects included in the Proposed CIP offset by projects being completed and are therefore no longer funded in the future, or to projects that have been otherwise shifted out of the five-year planning horizon.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Fourth Major Interceptor, Phase VIIB	$22.5 million
Rehabilitation of Soil Bed Filters	$5.0 million
Alvin-Tully-King Sanitary Sewer Improvement	$2.6 million
Bose-Dwyer-Almaden Expwy Sanitary Sewer Improvement	$1.5 million
Glenview-Prentiss-Corvallis-Lenwood Sanitary Sewer Improvement	$1.0 million
Fourth Major Interceptor, Phase VIIA	($25.4 million)
Sanitary Sewer Interceptor Management Program	($9.5 million)

OPERATING BUDGET IMPACT

There are no additional operating and maintenance costs associated with the projects in the 2026-2030 Proposed CIP.

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Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sewer Service and Use Charge Capital Improvement Fund (545)							
Beginning Balance	98,403,524	77,166,568	26,851,568	1,240,248	2,141,768	1,377,608	77,166,568
Reserve for Encumbrance	12,845,083						
Transfers and Reimbursements							
Transfer from the Sewer Service and Use Charge Fund (541)	35,000,000	15,000,000	20,000,000	19,000,000	27,000,000	38,000,000	119,000,000
TOTAL Transfers and Reimbursements	**35,000,000**	**15,000,000**	**20,000,000**	**19,000,000**	**27,000,000**	**38,000,000**	**119,000,000**
Revenue from the Use of Money/Property							
Interest Income	3,000,000	2,827,000	2,827,000	2,827,000	2,827,000	2,827,000	14,135,000
TOTAL Revenue from the Use of Money/Property	**3,000,000**	**2,827,000**	**2,827,000**	**2,827,000**	**2,827,000**	**2,827,000**	**14,135,000**
Revenue from Local Agencies							
Sanitary Sewer Joint Participation-	2,020,000	70,000	70,000	70,000	70,000	70,000	350,000
TOTAL Revenue from Local Agencies	**2,020,000**	**70,000**	**70,000**	**70,000**	**70,000**	**70,000**	**350,000**
Financing Proceeds							
Sanitary Sewer Revenue Notes			4,000,000	20,000,000	40,000,000	5,000,000	69,000,000
TOTAL Financing Proceeds			**4,000,000**	**20,000,000**	**40,000,000**	**5,000,000**	**69,000,000**
Total Sewer Service and Use Charge Capital Improvement Fund (545)	**151,268,607**	**95,063,568**	**53,748,568**	**43,137,248**	**72,038,768**	**47,274,608**	**279,651,568**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sanitary Sewer Connection Fee Fund (540)							
Beginning Balance	2,660,257	2,469,257	1,400,257	1,443,257	1,486,257	1,529,257	2,469,257
Reserve for Encumbrance	47,651						
Revenue from the Use of Money/Property							
Interest Income	67,000	63,000	63,000	63,000	63,000	63,000	315,000
TOTAL Revenue from the Use of Money/Property	**67,000**	**63,000**	**63,000**	**63,000**	**63,000**	**63,000**	**315,000**
Revenue from Local Agencies							
Sanitary Sewer Joint Participation-	110,000	110,000	110,000	110,000	110,000	110,000	550,000
TOTAL Revenue from Local Agencies	**110,000**	**110,000**	**110,000**	**110,000**	**110,000**	**110,000**	**550,000**
Fees, Rates and Charges							
Sanitary Sewer Connection Fees	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
TOTAL Fees, Rates and Charges	**500,000**	**500,000**	**500,000**	**500,000**	**500,000**	**500,000**	**2,500,000**
Total Sanitary Sewer Connection Fee Fund (540)	**3,384,908**	**3,142,257**	**2,073,257**	**2,116,257**	**2,159,257**	**2,202,257**	**5,834,257**
TOTAL SOURCES	**154,653,515**	**98,205,825**	**55,821,825**	**45,253,505**	**74,198,025**	**49,476,865**	**285,485,825**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sanitary Sewer System							
Alvin-Tully-King Sanitary Sewer Improvement		200,000	1,920,000	500,000			2,620,000
Blossom Hill Road and Leigh Avenue Sanitary Sewer Improvement	5,018,000	460,000					460,000
Bose-Dwyer-Almaden Expwy Sanitary Sewer Improvement						1,500,000	1,500,000
Chesbro Avenue Sanitary Sewer Improvement	488,000						
Coleman Road Sanitary Sewer Improvement - Phase III	2,533,000						
Crystal Springs Drive Sanitary Sewer Improvement				900,000			900,000
Firefly Drive-Redmond Avenue-McAbee Road Sanitary Sewer Improvement				3,350,000			3,350,000
Fontaine Rd Sanitary Sewer Improvement	170,000	2,784,000					2,784,000
Fourth Major Interceptor, Phase VIIA	100,000			1,000,000	27,000,000	2,000,000	30,000,000
Glenview-Prentiss-Corvallis-Lenwood Sanitary Sewer Improvement						1,000,000	1,000,000
Immediate Replacement and Diversion Projects	7,921,044	6,700,000	6,100,000	6,700,000	6,700,000	6,700,000	32,900,000
McLaughlin Ave-24th Street Sanitary Sewer Improvement	153,000	2,879,000					2,879,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
McLaughlin Ave-Idlewood Dr Sanitary Sewer Improvement	3,278,420						
Monterey Road Sanitary Sewer Improvement		600,000					600,000
South White Road Sanitary Sewer Improvement	244,000	2,300,000					2,300,000
South White Road-Buckner Drive-Westboro Drive Sanitary Sewer Improvement					1,200,000		1,200,000
Southwest Expressway Sanitary Sewer Improvement	369,000	8,650,000					8,650,000
Capacity Improvement Projects	**20,274,464**	**24,573,000**	**8,020,000**	**12,450,000**	**34,900,000**	**11,200,000**	**91,143,000**
Almaden Supplement Sewer Rehabilitation (North)	165,000	6,075,000					6,075,000
Cast Iron Pipe - Remove and Replace	5,884,392	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Condition Assessment Sewer Repairs	13,281,076	7,500,000	6,400,000	6,600,000	6,500,000	6,500,000	33,500,000
Fourth Major Interceptor, Phase VIIB		500,000	20,000,000	2,000,000			22,500,000
Inflow and Infiltration Reduction	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
North 1st Street Sanitary Sewer Improvements	1,000,000	6,125,000					6,125,000
Rehabilitation of Sanitary Sewer Pump Stations	425,189	4,305,000	215,000		3,000,000	3,000,000	10,520,000
Rehabilitation of Soil Bed Filters					2,500,000	2,500,000	5,000,000
Reinforced Concrete Pipe Rehabilitation Program	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Sanitary Sewer Interceptor Management Program	973,739	1,000,000	1,000,000	2,000,000	3,000,000	3,000,000	10,000,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Tisch Way Sanitary Sewer Improvement	1,816,000						
Urgent Rehabilitation and Repair Projects	13,287,993	6,500,000	5,400,000	5,600,000	5,500,000	5,500,000	28,500,000
Rehabilitation Projects	**37,533,388**	**33,705,000**	**34,715,000**	**17,900,000**	**22,200,000**	**22,200,000**	**130,720,000**
Sanitary Sewer - Construction	**57,807,853**	**58,278,000**	**42,735,000**	**30,350,000**	**57,100,000**	**33,400,000**	**221,863,000**
Fee Administration - Sanitary Sewer	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Flow Monitoring Program (Master Planning)	898,676	657,000	663,000	670,000	777,000	794,000	3,561,000
Infrastructure - Sanitary Sewer Condition Assessment	9,759,789	4,500,000	3,500,000	3,500,000	3,500,000	3,500,000	18,500,000
Master Planning Updates	2,099,874	1,801,000	1,867,000	1,936,000	2,097,000	2,171,000	9,872,000
Payments to West Valley Sanitation District	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Permit Review and Inspection for Outside Agencies - Sanitary Sewer	25,000	25,000	25,000	25,000	25,000	25,000	125,000
Preliminary Engineering - Sanitary Sewer	950,000	950,000	950,000	950,000	950,000	950,000	4,750,000
Program Management - Sanitary Sewer	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Public Works Engineering Services Equipment (Materials Lab)	40,000	40,000	40,000	40,000	40,000	40,000	200,000
Sanitary Sewer Debt Service			152,320	1,282,480	2,558,160	2,933,580	6,926,540
Pump Station SCADA Upgrade - Sanitary Sewer	262,000						
General Non-Construction - Sanitary Sewer	**14,430,339**	**8,368,000**	**7,592,320**	**8,798,480**	**10,342,160**	**10,808,580**	**45,909,540**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sanitary Sewer - Non-Construction	**14,430,339**	**8,368,000**	**7,592,320**	**8,798,480**	**10,342,160**	**10,808,580**	**45,909,540**
Public Art Allocation	488,498	90,000	101,000	125,000	379,000	107,000	802,000
Public Art Projects	**488,498**	**90,000**	**101,000**	**125,000**	**379,000**	**107,000**	**802,000**
Capital Program and Public Works Department Support Service Costs	1,957,000	2,890,000	2,354,000	1,994,000	3,110,000	1,948,000	12,296,000
Infrastructure Management System	43,000	62,000	64,000	66,000	68,000	70,000	330,000
Allocations	**2,000,000**	**2,952,000**	**2,418,000**	**2,060,000**	**3,178,000**	**2,018,000**	**12,626,000**
City Hall Debt Service Fund	291,000	266,000	292,000	292,000	292,000	292,000	1,434,000
Transfers to Special Funds	**291,000**	**266,000**	**292,000**	**292,000**	**292,000**	**292,000**	**1,434,000**
Transfers Expense	**291,000**	**266,000**	**292,000**	**292,000**	**292,000**	**292,000**	**1,434,000**
Total Expenditures	**75,017,690**	**69,954,000**	**53,138,320**	**41,625,480**	**71,291,160**	**46,625,580**	**282,634,540**
Ending Fund Balance	79,635,825	28,251,825	2,683,505	3,628,025	2,906,865	2,851,285	2,851,285
TOTAL	**154,653,515**	**98,205,825**	**55,821,825**	**45,253,505**	**74,198,025**	**49,476,865**	**285,485,825**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Almaden Supplement Sewer Rehabilitation (North)

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2022
Location	East Alma Avenue between Monterey Highway and South 9th Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	7	**Initial Project Budget**	$3,130,000
Appropriation	A420V	**FY Initiated**	2020-2021

Description This project will rehabilitate approximately 2,500 feet of 42-inch diameter reinforced concrete pipe located on East Alma Avenue between Monterey Highway and South 9th Street with a Cured-In-Place-Pipe (CIPP) liner.

Justification This project is required to restore structural integrity and extend the service life of the system.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $700,000 due to change in construction cost estimate.
2026-2030 CIP - Increase of $2.5 million due to revised project scope and a revised construction cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1									1
Design	74	165	90					90		329
Bid & Award			17					17		17
Construction			5,905					5,905		5,905
Post Construction			63					63		63
Total	**75**	**165**	**6,075**					**6,075**		**6,315**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)	75	165	6,075					6,075		6,315
Total	**75**	**165**	**6,075**					**6,075**		**6,315**
Annual Operating Budget Impact (000s)										
Total										

Alvin-Tully-King Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2028
Location	Tully Road from King to Alvin; Alvin Avenue from Tully to Fontaine	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	7	**Initial Project Budget**	$2,620,000
Appropriation	TEMP_1164	**FY Initiated**	2025-2026

Description This project will remove approximately 1,020 linear feet of 10-inch diameter sanitary sewer main and will install new 8-inch sanitary sewer main to divert sewer flow to another system that will allow a sanitary siphon to be abandoned.

Justification This project is required to improve flow characteristics in the sanitary sewer system.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			200					200		200
Construction				1,920	500			2,420		2,420
Total			**200**	**1,920**	**500**			**2,620**		**2,620**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)			200	1,920	500			2,620		2,620
Total			**200**	**1,920**	**500**			**2,620**		**2,620**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Fontaine Rd Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2024
Location	Fontaine Road between Tully Road and Flannigan Drive	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	7	**Initial Project Budget**	$1,500,000
Appropriation	A429V	**FY Initiated**	2022-2023

Description This project will remove and replace approximately 1,080 linear feet of existing 10-inch diameter sanitary sewer main with 12-inch diameter, install approximately 730 linear feet of new 10-inch diameter sanitary sewer main, abandon approximately 730 linear feet of existing sanitary sewer main, and install 9 new sanitary sewer maintenance holes.

Justification This project is required to provide more capacity by diverting upstream flow to meet existing demand.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $473,000 due to updated construction cost estimates.
2026-2030 CIP - Increase of $1.1 million due to revised scope and revised construction cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	3									3
Project Feasibility Development	41									41
Design	82	149	57					57		287
Bid & Award		21								21
Construction		0	2,677					2,677		2,677
Post Construction			50					50		50
Total	**125**	**170**	**2,784**					**2,784**		**3,079**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)	125	170	2,514					2,514		2,809
Sanitary Sewer Connection Fee Fund (540)			270					270		270
Total	**125**	**170**	**2,784**					**2,784**		**3,079**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Fourth Major Interceptor, Phase VIIB

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2028
Location	North 5th Street and North 4th Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$22,500,000
Appropriation	TEMP_1167	**FY Initiated**	2025-2026

Description This project will install approximately 5,500 linear feet of liner in existing 36-inch x 54-inch and 60-inch sanitary sewer brick interceptor, and removal and replacement of approximately 1,250 liner feet of existing 42-inch and 48-inch sanitary sewer reinforced concrete pipe (RCP) with 66-inch PVC lined RCP.

Justification This project is required to rehabilitate and extend the service life of existing sanitary sewer brick interceptor.

Notes This project was created after a reevaluation of the scope and schedule of the Fourth Major Interceptor, Phase VIIA, project. This project was initially funded primarily by a reallocation from the Phase VIIA project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			500	500				1,000		1,000
Construction				19,500	2,000			21,500		21,500
Total			**500**	**20,000**	**2,000**			**22,500**		**22,500**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)			500	20,000	2,000			22,500		22,500
Total			**500**	**20,000**	**2,000**			**22,500**		**22,500**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

McLaughlin Ave-24th Street Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2024
Location	McLaughlin Avenue/24th Street btwn Appian Lane and San Antonio Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$2,400,000
Appropriation	A429W	**FY Initiated**	2022-2023

Description This project will upsize approximately 2,170 linear feet of 15-inch diameter sanitary sewer main to 18-inch diameter.

Justification This project is required to provide more capacity to meet existing and future demand.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $544,000 to account for increased project delivery cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	3									3
Project Feasibility Development	33									33
Design	50	63								113
Bid & Award		30								30
Construction		60	2,819					2,819		2,879
Post Construction			60					60		60
Total	**86**	**153**	**2,879**					**2,879**		**3,118**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)	86	153	2,864					2,864		3,103
Sanitary Sewer Connection Fee Fund (540)			15					15		15
Total	**86**	**153**	**2,879**					**2,879**		**3,118**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Monterey Road Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2026
Location	Monterey Road, southeast of Barnard Avenue	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	7	**Initial Project Budget**	$600,000
Appropriation	TEMP_1073	**FY Initiated**	2024-2025

Description This project will upsize approximately 270 linear feet of 6-inch diameter sanitary sewer main to 10-inch diameter by trenchless method of installation.

Justification This project is required to provide more capacity to meet existing demand.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			80					80		80
Bid & Award			20					20		20
Construction			400					400		400
Post Construction			100					100		100
Total			**600**					**600**		**600**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)			600					600		600
Total			**600**					**600**		**600**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

North 1st Street Sanitary Sewer Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	3rd Qtr. 2024
Location	North 1st Street from Trimble Road to Montague Expressway	**Revised Start Date**	2nd Qtr. 2024
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	4	**Initial Project Budget**	$7,000,000
Appropriation	A429Y	**FY Initiated**	2022-2023

Description This project will rehabilitate, remove and replace approximately 4,406 linear feet of 27-inch diameter sanitary sewer main using trenchless and open cut methods of installation. The project will also remove a bulkhead at the upstream manhole to divert flow into the 27-inch sanitary sewer system.

Justification This project is required to rehabilitate and replace corroded sanitary sewer system and extend the service life of the system. Likewise, diverting flow into the 27-inch system will provide more capacity to an existing 15-inch parallel system.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		1,000	1,000					1,000		2,000
Construction			5,065					5,065		5,065
Post Construction			60					60		60
Total		**1,000**	**6,125**					**6,125**		**7,125**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)		1,000	6,125					6,125		7,125
Total		**1,000**	**6,125**					**6,125**		**7,125**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

South White Road Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2025
Location	South White Road between Keaton Loop and Westgrove Lane	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	8	**Initial Project Budget**	$3,000,000
Appropriation	A432Z	**FY Initiated**	2023-2024

Description This project will upsize approximately 300 linear feet of existing 15-inch pipe with 21-inch pipe and install an additional 100 linear feet of 12-inch pipe.

Justification This project is required to provide more capacity to meet existing and future demand.

Notes

Major Cost Changes 2026-2030 CIP - Decrease of $601,000 due to a revised scope and construction cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	55	244	50					50		349
Bid & Award										
Construction			2,130					2,130		2,130
Post Construction			120					120		120
Total	**55**	**244**	**2,300**					**2,300**		**2,599**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)	55	244	2,000					2,000		2,299
Sanitary Sewer Connection Fee Fund (540)			300					300		300
Total	**55**	**244**	**2,300**					**2,300**		**2,599**
Annual Operating Budget Impact (000s)										
Total										

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Southwest Expressway Sanitary Sewer Improvement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2026
Location	Southwest Expwy and Fruitdale Ave from Stokes Street to Meridian Ave	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$9,000,000
Appropriation	A433A	**FY Initiated**	2023-2024

Description This project will upsize approximately 4,790 linear feet of 8-inch diameter sanitary sewer main to 10 to 15-inch diameter.

Justification This project is required to provide more capacity to meet existing and future demand.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	17									17
Design	104	369	510					510		983
Bid & Award			30					30		30
Construction			8,055					8,055		8,055
Post Construction			55					55		55
Total	**121**	**369**	**8,650**					**8,650**		**9,140**
Funding Source Schedule (000s)										
Sewer Service and Use Charge Capital Improvement Fund (545)	121	369	8,150					8,150		8,640
Sanitary Sewer Connection Fee Fund (540)			500					500		500
Total	**121**	**369**	**8,650**					**8,650**		**9,140**
Annual Operating Budget Impact (000s)										
Total										

Cast Iron Pipe - Remove and Replace

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7472

Description This project removes and replaces cast iron sewer pipes city-wide that are aging or corroded. It is estimated that between 8,000 to 10,000 feet of cast iron pipe will be replaced over the next five years.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	50	50	50	50	50	50	250
Design	200	200	200	200	200	200	1,000
Bid & Award	20	20	20	20	20	20	100
Construction	5,614	730	730	730	730	730	3,650
Total	**5,884**	**1,000**	**1,000**	**1,000**	**1,000**	**1,000**	**5,000**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	5,884	1,000	1,000	1,000	1,000	1,000	5,000
Total	**5,884**	**1,000**	**1,000**	**1,000**	**1,000**	**1,000**	**5,000**

Condition Assessment Sewer Repairs

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7356

Description This allocation funds the identification and repair of damaged pipes in the sanitary sewer system, and includes multiple projects each year as they are identified. Areas in which a sanitary sewer overflow would have high consequences will be the focus of these identify-and-repair contracts.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	4	4	4	4	4	4	20
Design	200	200	200	200	200	200	1,000
Bid & Award	10	10	10	10	10	10	50
Construction	13,064	7,286	6,186	6,386	6,286	6,286	32,430
Maintenance, Repairs, Other	3						
Total	**13,281**	**7,500**	**6,400**	**6,600**	**6,500**	**6,500**	**33,500**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	13,281	7,500	6,400	6,600	6,500	6,500	33,500
Total	**13,281**	**7,500**	**6,400**	**6,600**	**6,500**	**6,500**	**33,500**

Fee Administration - Sanitary Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A5241

Description This allocation provides funding for the Public Works Development Program to collect Sanitary Sewer Connection Fees.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	85	85	85	85	85	85	425
Total	**85**	**85**	**85**	**85**	**85**	**85**	**425**
Funding Source Schedule (000s)							
Sanitary Sewer Connection Fee Fund (540)	85	85	85	85	85	85	425
Total	**85**	**85**	**85**	**85**	**85**	**85**	**425**

Flow Monitoring Program (Master Planning)

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4696

Description This allocation funds a city-wide sanitary sewer master planning effort to identify capacity improvement needs and provides for future updates, flow analysis, and condition assessments.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	702	657	663	670	777	794	3,561
Design	197						
Total	**899**	**657**	**663**	**670**	**777**	**794**	**3,561**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	769	557	563	570	677	694	3,061
Sanitary Sewer Connection Fee Fund (540)	130	100	100	100	100	100	500
Total	**899**	**657**	**663**	**670**	**777**	**794**	**3,561**

Immediate Replacement and Diversion Projects

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4272

Description

This allocation funds immediate needs that arise from Department of Transportation (DOT) maintenance and response activities. DOT identifies areas that require immediate sewer replacement as part of their maintenance activities and in response to sanitary sewer overflows. If replacement of the sewer is not feasible or cost effective, sewage may be rerouted (diverted) by installing a new or supplemental sewer along a different route. If these needs are not addressed in a timely manner, additional operations and maintenance costs will be incurred, and an increased possibility of sanitary sewer overflows will result.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	35	35	35	35	35	35	175
Design	400	500	400	500	500	500	2,400
Bid & Award	20	20	20	20	20	20	100
Construction	7,366	6,045	5,545	6,045	6,045	6,045	29,725
Post Construction	100	100	100	100	100	100	500
Total	**7,921**	**6,700**	**6,100**	**6,700**	**6,700**	**6,700**	**32,900**

Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	7,821	6,600	6,000	6,600	6,600	6,600	32,400
Sanitary Sewer Connection Fee Fund (540)	100	100	100	100	100	100	500
Total	**7,921**	**6,700**	**6,100**	**6,700**	**6,700**	**6,700**	**32,900**

Inflow and Infiltration Reduction

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A6444

Description This allocation funds the rehabilitation of sanitary sewers and manholes that have groundwater or storm water penetration. The Flow Monitoring Program and maintenance reports from the Department of Transportation identify sewers ranging from 6 inches to 36 inches in diameter in various locations throughout the City that require rehabilitation.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**

Infrastructure - Sanitary Sewer Condition Assessment

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A6521

Description This allocation funds an ongoing condition assessment program to inspect and evaluate the condition of the existing pipelines and identify the needs for pipeline rehabilitation and/or replacement.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	3,377	4,500	3,500	3,500	3,500	3,500	18,500
Construction	6,383						
Total	**9,760**	**4,500**	**3,500**	**3,500**	**3,500**	**3,500**	**18,500**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	9,760	4,500	3,500	3,500	3,500	3,500	18,500
Total	**9,760**	**4,500**	**3,500**	**3,500**	**3,500**	**3,500**	**18,500**

Master Planning Updates

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7242

Description This allocation funds the updates to the sewer system database and computer models based on land use development, sewer system improvements, survey and field investigations, and record research.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	2,049	1,801	1,867	1,936	2,097	2,171	9,872
Maintenance, Repairs, Other	51						
Total	**2,100**	**1,801**	**1,867**	**1,936**	**2,097**	**2,171**	**9,872**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	1,900	1,601	1,667	1,736	1,897	1,971	8,872
Sanitary Sewer Connection Fee Fund (540)	200	200	200	200	200	200	1,000
Total	**2,100**	**1,801**	**1,867**	**1,936**	**2,097**	**2,171**	**9,872**

Payments to West Valley Sanitation District

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A4230

Description This allocation reimburses the West Valley Sanitation District for the City's share of potential joint sanitary sewer projects within the District's jurisdiction.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	10	10	10	10	10	10	50
Total	**10**	**10**	**10**	**10**	**10**	**10**	**50**
Funding Source Schedule (000s)							
Sanitary Sewer Connection Fee Fund (540)	10	10	10	10	10	10	50
Total	**10**	**10**	**10**	**10**	**10**	**10**	**50**

Permit Review and Inspection for Outside Agencies - Sanitary Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5149

Description This allocation provides for the review and inspection of projects for Valley Water by City staff. As is customary practice between public agencies, as well as State law, the City and Valley Water do not charge one another for these services.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**

Preliminary Engineering - Sanitary Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4284

Description This allocation supports preliminary engineering, including surveys and evaluations, that evaluates the potential effects of projects not yet funded in this program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	950	950	950	950	950	950	4,750
Total	**950**	**950**	**950**	**950**	**950**	**950**	**4,750**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	900	900	900	900	900	900	4,500
Sanitary Sewer Connection Fee Fund (540)	50	50	50	50	50	50	250
Total	**950**	**950**	**950**	**950**	**950**	**950**	**4,750**

Program Management - Sanitary Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4286

Description This allocation funds the administration and management of this Capital Improvement Program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	300	300	300	300	300	300	1,500
Total	**300**	**300**	**300**	**300**	**300**	**300**	**1,500**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	250	250	250	250	250	250	1,250
Sanitary Sewer Connection Fee Fund (540)	50	50	50	50	50	50	250
Total	**300**	**300**	**300**	**300**	**300**	**300**	**1,500**

Public Works Engineering Services Equipment (Materials Lab)

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A4135

Description This ongoing allocation funds the purchase of equipment necessary to perform quality assurance testing on materials used in sewer rehabilitation projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**200**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**200**

Rehabilitation of Sanitary Sewer Pump Stations

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A6527

Description This allocation is used to assess, rehabilitate, and/or replace the mechanical and electrical components of the City's sanitary sewer pump stations and manhole structures. The average age of the City's sanitary sewer pump stations is approximately 35 years. Electrical and mechanical components should be rehabilitated or replaced at a minimum every 25 years. While this is an ongoing project, funding will be allocated as rehabilitation needs are identified.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Property & Land	4						
Design	365						
Bid & Award	10						
Construction	47	4,240			3,000	3,000	10,240
Post Construction		65	215				280
Total	**425**	**4,305**	**215**		**3,000**	**3,000**	**10,520**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	425	4,305	215		3,000	3,000	10,520
Total	**425**	**4,305**	**215**		**3,000**	**3,000**	**10,520**

Reinforced Concrete Pipe Rehabilitation Program

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7361

Description This allocation is used to investigate the structural condition of approximately 70,000 feet of reinforced concrete pipe (RCP) and rehabilitate as necessary. Due to the wide range of lengths, diameters, and locations of RCP throughout the City's sanitary sewer system, projects which may contain multiple construction locations will be developed. This allocation provides the flexibility to develop and construct projects which group locations, pipe lengths, and diameters in a cost effective manner.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	35	35	35	35	35	35	175
Design	140	140	140	140	140	140	700
Bid & Award	5	5	5	5	5	5	25
Construction	320	320	320	320	320	320	1,600
Total	**500**	**500**	**500**	**500**	**500**	**500**	**2,500**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	500	500	500	500	500	500	2,500
Total	**500**	**500**	**500**	**500**	**500**	**500**	**2,500**

Sanitary Sewer Debt Service

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	TEMP_1200

Description This allocation supports debt service obligation payments for financing revenues received in the Sewer Service and Use Charge Capital Improvement Fund.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration			152	1,282	2,558	2,934	6,927
Total			**152**	**1,282**	**2,558**	**2,934**	**6,927**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)			152	1,282	2,558	2,934	6,927
Total			**152**	**1,282**	**2,558**	**2,934**	**6,927**

Sanitary Sewer Interceptor Management Program

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A426B

Description This allocation will fund a condition assessment program to inspect and evaluate the condition of the existing sanitary sewer interceptors and soil filter beds, and rehabilitate and/or replace those identified with upgrade needs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	293			100	100	100	300
Design	480			180	180	180	540
Bid & Award	60			20	20	20	60
Construction	141	1,000	1,000	1,700	2,700	2,700	9,100
Total	**974**	**1,000**	**1,000**	**2,000**	**3,000**	**3,000**	**10,000**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	974	1,000	1,000	2,000	3,000	3,000	10,000
Total	**974**	**1,000**	**1,000**	**2,000**	**3,000**	**3,000**	**10,000**

Urgent Rehabilitation and Repair Projects

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4271

Description This ongoing allocation is used to investigate, prioritize, and rehabilitate neighborhood sewers that exhibit structural deterioration, root intrusion, and/or blockages. The projects will be developed to respond to the Department of Transportation's ongoing maintenance activities and sewer overflow incidents that are urgent and cannot be programmed during the annual CIP preparation process.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	500	500	500	500	500	500	2,500
Bid & Award	40	40	40	40	40	40	200
Construction	12,738	5,950	4,850	5,050	4,950	4,950	25,750
Post Construction	10	10	10	10	10	10	50
Total	**13,288**	**6,500**	**5,400**	**5,600**	**5,500**	**5,500**	**28,500**
Funding Source Schedule (000s)							
Sewer Service and Use Charge Capital Improvement Fund (545)	13,288	6,500	5,400	5,600	5,500	5,500	28,500
Total	**13,288**	**6,500**	**5,400**	**5,600**	**5,500**	**5,500**	**28,500**

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Summary of Projects with Close-Out Costs Only in 2025-2026

Project Name	Blossom Hill Road and Leigh Avenue Sanitary Sewer Improvement	**Initial Start Date**	3rd Qtr. 2021
5-Yr CIP Budget	$ 460,000	**Initial End Date**	2nd Qtr. 2024
Total Budget	$ 5,882,792	**Revised Start Date**	2nd Qtr. 2021
Council Districts	9	**Revised End Date**	4th Qtr. 2025
Description	This project will install approximately 1,900 linear feet of new 10-inch diameter sanitary sewer along Blossom Hill Road and Leigh Avenue and upsize approximately 4,300 linear feet of 8-inch to 12-inch diameter sanitary sewer along Leigh Avenue to reroute sewage flow to another system.		

Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Bose-Dwyer-Almaden Expwy Sanitary Sewer Improvement
5-Yr CIP Budget	$1,500,000
Total Budget	$1,500,000
Council Districts	10
Initial Start Date	3rd Qtr. 2029
Initial End Date	2nd Qtr. 2030
Description	This project will upsize 525 linear feet of 8-inch sanitary sewer main with 10-inch, and 685 linear feet of 8-inch sanitary sewer main with 12-inch.

Project Name	Crystal Springs Drive Sanitary Sewer Improvement
5-Yr CIP Budget	$900,000
Total Budget	$900,000
Council Districts	10
Initial Start Date	3rd Qtr. 2027
Initial End Date	2nd Qtr. 2028
Description	This project will upsize approximately 960 linear feet of 6-inch diameter sanitary sewer main to 8-inch diameter.

Project Name	Firefly Drive-Redmond Avenue-McAbee Road Sanitary Sewer Improvement
5-Yr CIP Budget	$3,350,000
Total Budget	$3,350,000
Council Districts	10
Initial Start Date	3rd Qtr. 2027
Initial End Date	2nd Qtr. 2028
Description	This project will upsize approximately 2,130 linear feet of 8-inch diameter sanitary sewer main to 10- and 12-inch diameter.

Project Name	Fourth Major Interceptor, Phase VIIA
5-Yr CIP Budget	$30,000,000
Total Budget	$30,100,000
Council Districts	3
Initial Start Date	3rd Qtr. 2018
Initial End Date	2nd Qtr. 2020
Revised Start Date	4th Qtr. 2024
Revised End Date	2nd Qtr. 2030
Description	This project manages and completes the design and construction of the Fourth Major Interceptor, Phase VIIA. After design, this project will install approximately 7,200 linear feet of 66-inch reinforced concrete pipe. Completion of the Phase VIIA project will conclude capacity improvements for the Fourth Major Interceptor system between the intersections of North 5th Street and Commercial Street, and North 7th Street and Empire Street.

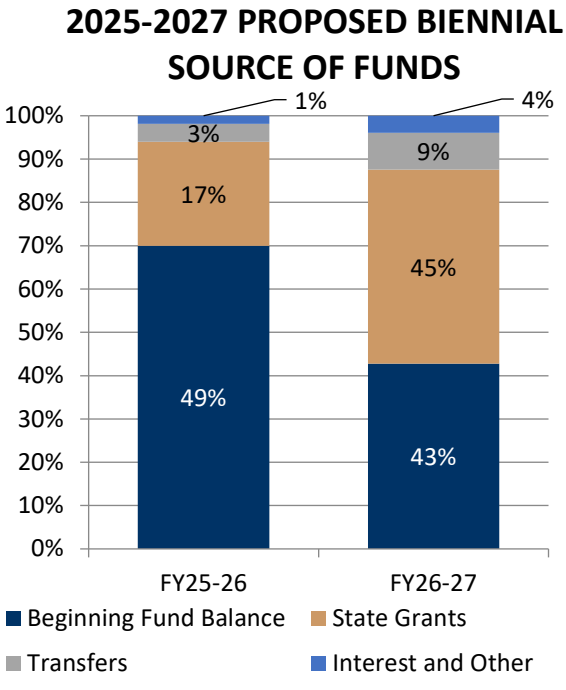
Project Name	Glenview-Prentiss-Corvallis-Lenwood Sanitary Sewer Improvement
5-Yr CIP Budget	$1,000,000
Total Budget	$1,000,000
Council Districts	10
Initial Start Date	3rd Qtr. 2029
Initial End Date	2nd Qtr. 2030
Description	This project will upsize 525 linear feet of 8-inch sanitary sewer main with 10-inch, and 685 linear feet of 8-inch sanitary sewer main with 12-inch.

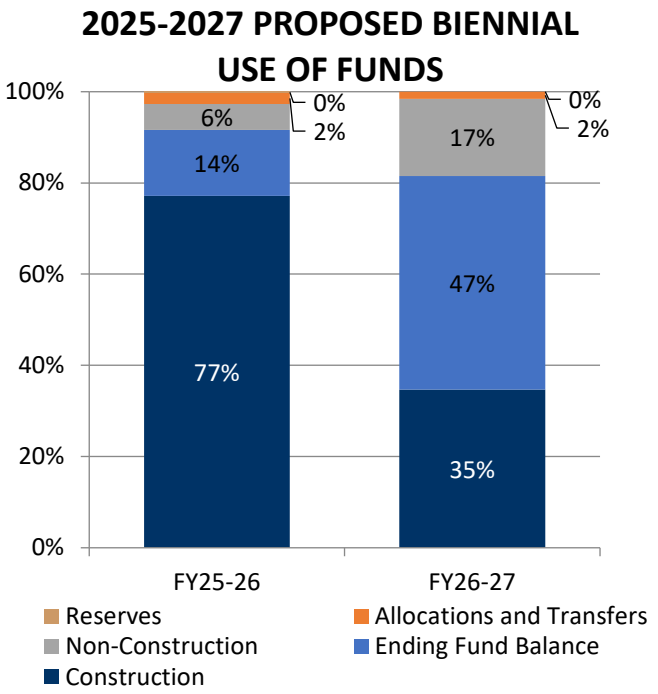
Sanitary Sewer System
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Rehabilitation of Soil Bed Filters
5-Yr CIP Budget	$5,000,000
Total Budget	$5,000,000
Council Districts	4, 9
Initial Start Date	3rd Qtr. 2028
Initial End Date	2nd Qtr. 2030
Description	This project will rehabilitate the City's soil bed filters that assist with removing odors and corrosive sewer gases from the interceptor system. The soil bed filters are located at Canoas Garden and at Structure B on Zanker Road. Currently the facilities are outdated, inoperable, and in need of replacement or upgrading utilizing newer filter technology.

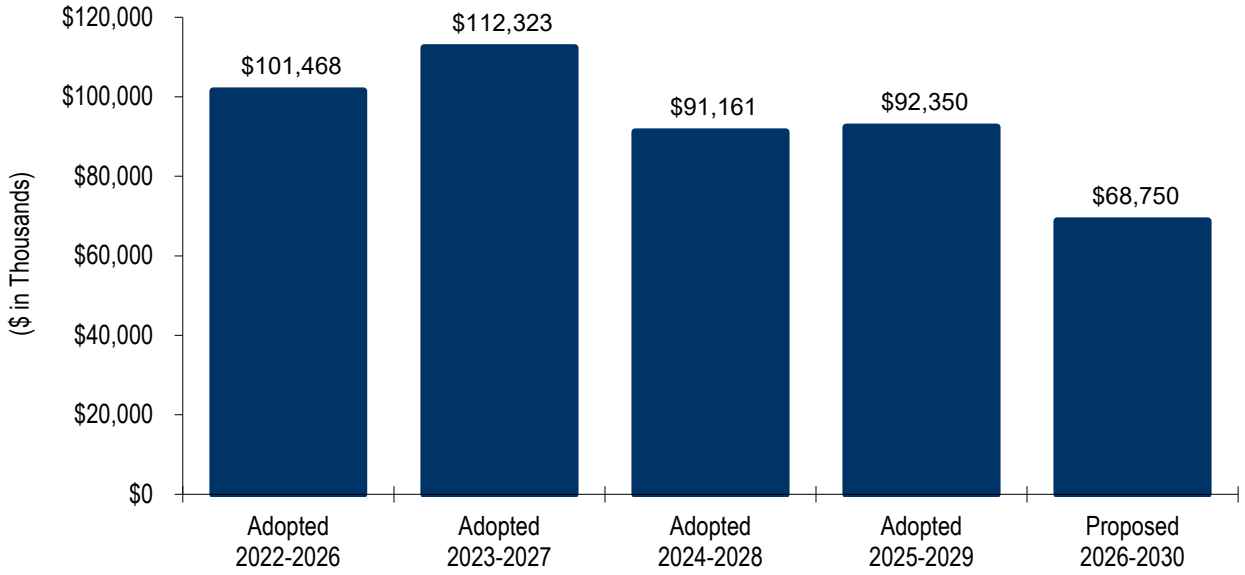
Project Name	South White Road-Buckner Drive-Westboro Drive Sanitary Sewer Improvement
5-Yr CIP Budget	$1,200,000
Total Budget	$1,200,000
Council Districts	5
Initial Start Date	3rd Qtr. 2028
Initial End Date	2nd Qtr. 2029
Description	This project will upsize approximately 620 linear feet of 8-inch diameter sanitary sewer main to 10-inch diameter.

STORM SEWER SYSTEM
2026-2030 Capital Improvement Program



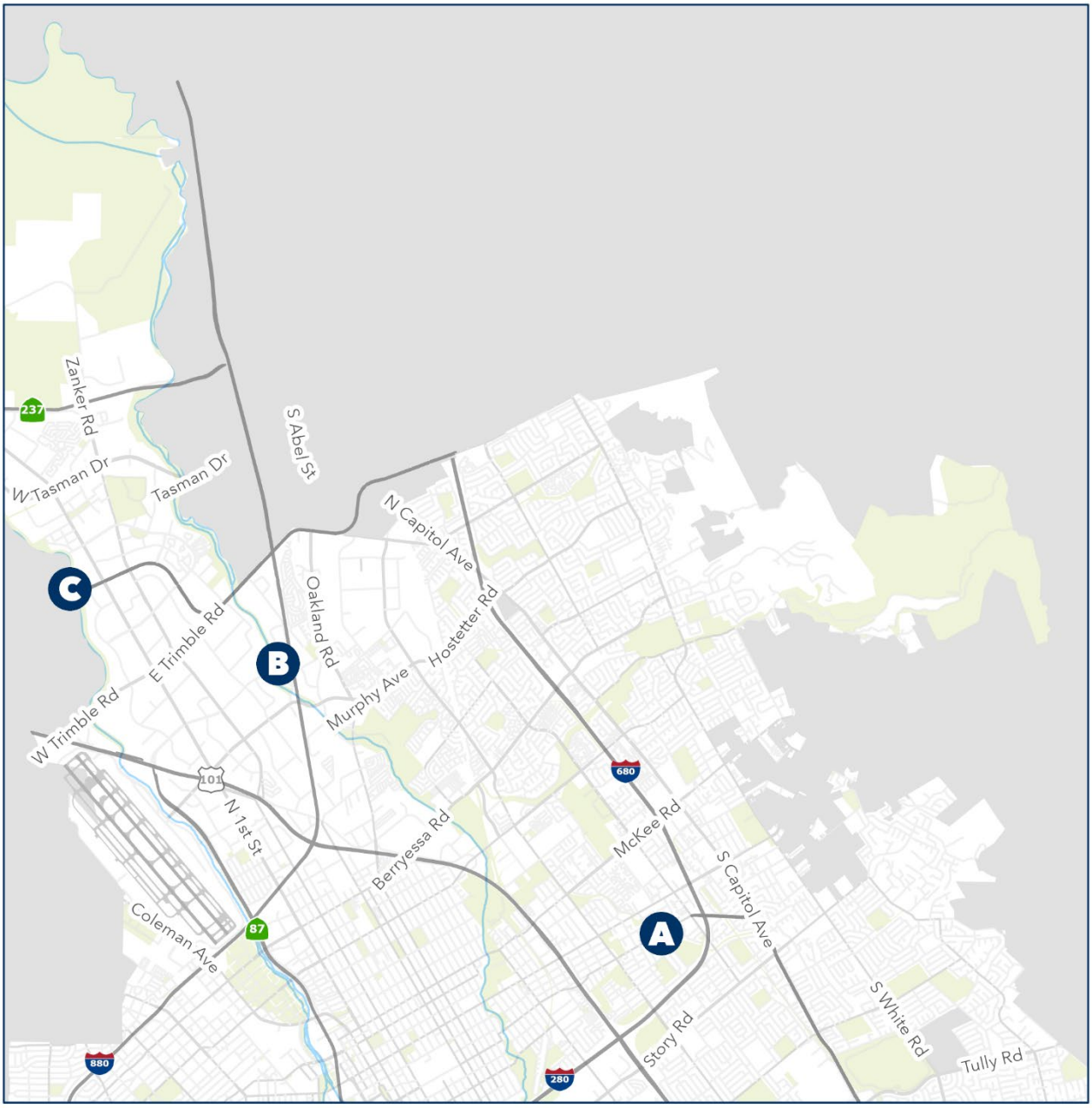


CIP History



Storm Sewer System
2026-2030 Proposed Capital Improvement Program

North East

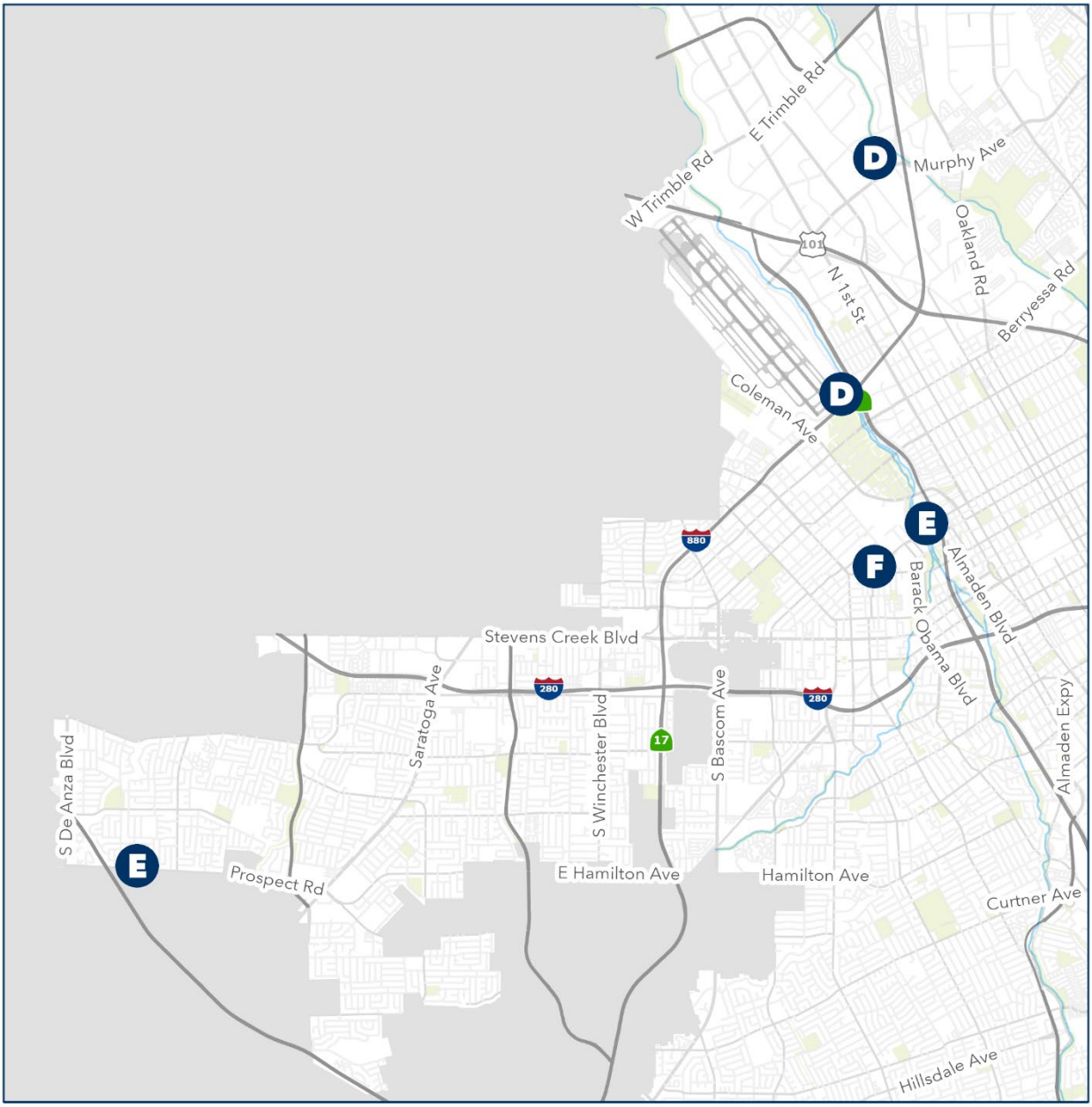


A Large Trash Capture Devices Phase I-VII

B Measure T - Charcot Area Storm Drain Improvements

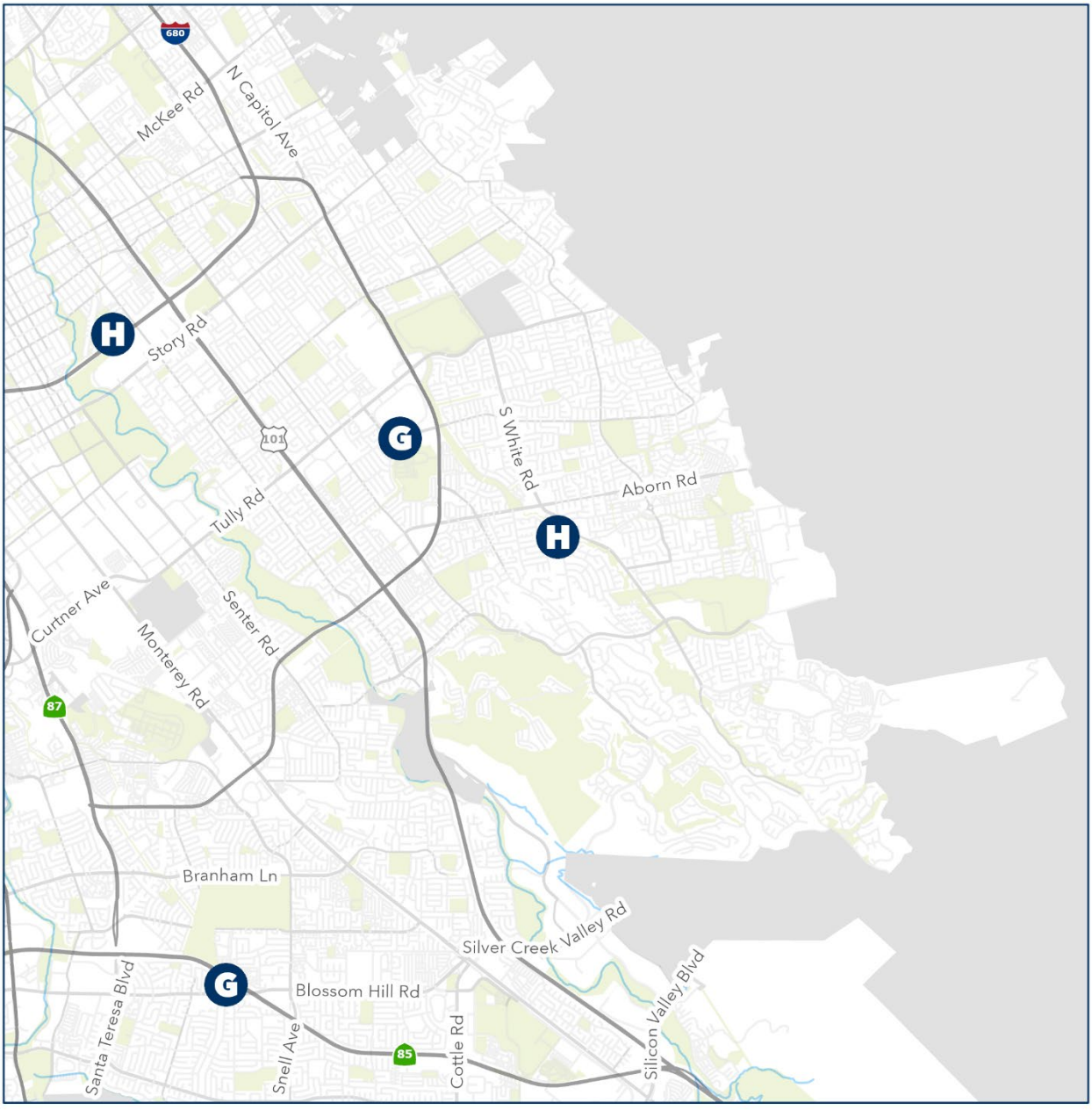
C Measure T - Clean Water Project (River Oaks Stormwater Capture Project)

North West



- D Large Trash Capture Devices Phase I-VII
- E Citywide Outfall Rehabilitation
- F Stockton Avenue/Cinnabar Street Storm Drain Improvements

South East


680
McKee Rd
N Capitol Ave
Story Rd
101
Tully Rd
S White Rd
Aborn Rd
Curtner Ave
Monterey Rd
Senter Rd
87
Branham Ln
Silver Creek Valley Rd
Blossom Hill Rd
Santa Teresa Blvd
Snell Ave
85
Cottle Rd
Silicon Valley Blvd
G Large Trash Capture Devices Phase I-VII
H Citywide Outfall Rehabilitation

Storm Sewer System
2026-2030 Proposed Capital Improvement Program

OVERVIEW

INTRODUCTION

STORM SEWER SYSTEM PUBLIC INFRASTRUCTURE	
MILES OF STORM MAINS	
Less than 12" in diameter	80
12" to 18" in diameter	500
Over 18" in diameter	550
NUMBER OF INLETS	35,690
NUMBER OF MANHOLES	28,920
NUMBER OF OUTFALLS	1,712
NUMBER OF PUMP STATIONS	31

The Storm Sewer System Capital Program consists of approximately 1,130 miles of sewer mains and 31 stormwater pump stations. The Storm Sewer System, which is separate from the Sanitary Sewer System, collects storm water that is eventually conveyed into the Guadalupe River or Coyote Creek. The City of San José is responsible for planning, designing, constructing, and maintaining facilities for conveyance of stormwater runoff within the City's Urban Service Area to adjacent stream channels in accordance with the available budget and City Council priorities. Most of the design and construction of flood control facilities and the modification and maintenance of stream channels is the responsibility of Valley Water (formerly the Santa Clara Valley Water District) and the U.S. Army Corps of Engineers.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $68.7 million, of which $52.1 million is allocated in 2025-2026 and $17.6 million is allocated in 2026-2027. The program is part of the Environmental and Utility Services City Service Area (CSA) and supports the following outcome: *Sustainable Utility Systems That Meet Future Needs.*

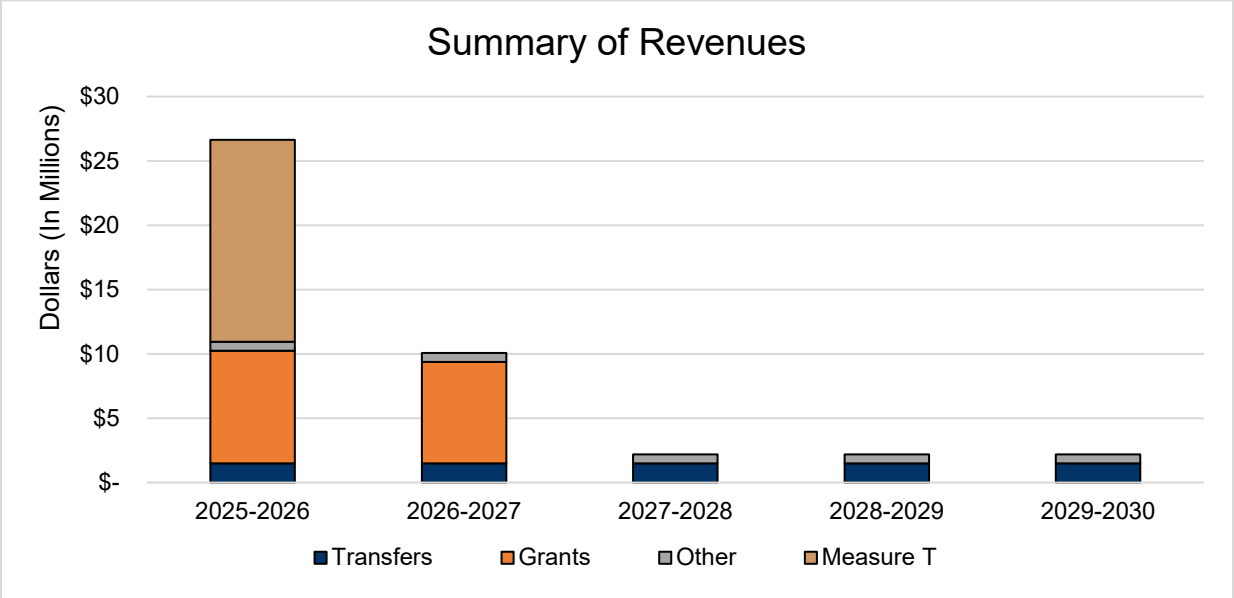
PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Storm Sewer System CIP supports the strategic goals of the Environmental and Utility Services CSA by focusing and aligning resources to the following priorities:

- Area-wide drainage capacity projects that are identified and developed through the Storm Sewer Master Plan, which is based on the Envision San José 2040 General Plan (General Plan)
- Critical Storm Sewer System improvements addressing localized ponding and flooding that are generally identified through inspection and maintenance activities
- Citywide Outfall Improvements and Flap Gate Installation programs addressing outfall failures/deterioration and localized flooding
- Green Stormwater Infrastructure (GSI) Planning supporting the implementation of the GSI Plan that was approved by the City Council in September 2019
- Regulatory compliance as required by the Municipal Stormwater Regional Permit

OVERVIEW

SOURCES OF FUNDING



The 2026-2030 Proposed CIP provides funding of $68.8 million. This funding level is $23.6 million (25.7%) below the 2025-2029 Adopted CIP funding of $92.4 million. Excluding Beginning Fund Balance, Storm Sewer Systems revenues consist of Reimbursement Grant Agreements with Caltrans ($16.6 million), Measure T Bond proceeds ($15.7 million), transfers from the Storm Sewer Operating Fund ($7.5 million), interest earnings ($2.9 million) and Storm Drainage Fees ($500,000).

In the 2026-2030 Proposed CIP, the revenue estimated from the Transfer from the Storm Sewer Operating Fund is $7.5 million, compared to $12.0 million in the previous Adopted CIP. Flat assessment revenues in the Storm Sewer Operating Fund combined with the need to maintain operations and maintenance expenditure allocations for the storm sewer system are expected to result in reduced capacity to perform critical capital rehabilitation projects in the Storm Sewer System CIP beginning in 2025-2026. To prevent underinvestment, identifying additional funding for this capital program, including potentially support from the General Fund, must be a priority within the coming years. The 2024-2025 Adopted Operating Budget included additional resources to conduct a Fee Assessment to study the establishment of a new Stormwater Fee and provide technical work related to a potential ballot measure, and that work is expected to continue in 2025-2026.

On November 6, 2018, voters approved Measure T, the $650 million Disaster Preparedness, Public Safety and Infrastructure Bond. Assessments on the property taxes of San José residents are used to support these obligations. Of this amount, $54.1 million from bond proceeds is allocated to Storm Sewer System projects. Measure T Bond Proceeds revenue of $38.4 million has been received, with the remaining $15.7 million scheduled for issuance in 2025-2026.

Storm Sewer System
2026-2030 Proposed Capital Improvement Program

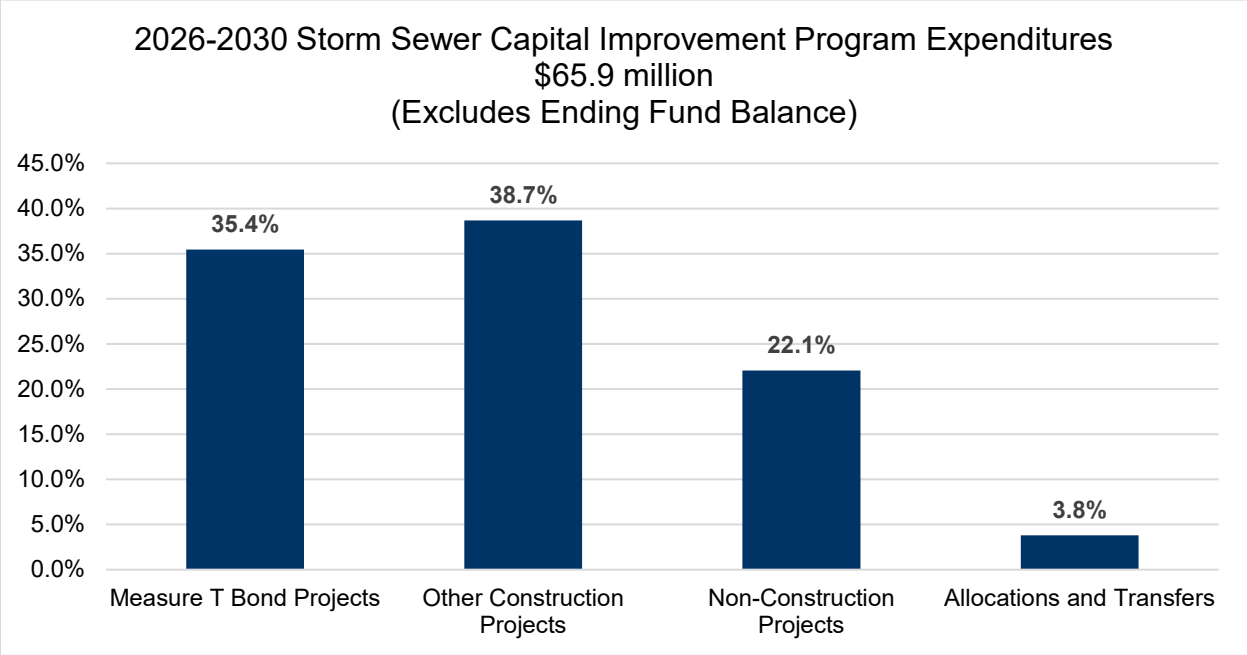
OVERVIEW

SOURCES OF FUNDING

Two Reimbursement Grant Agreements from Caltrans, the State of California's Department of Transportation, totaling $16.6 million are anticipated over the 2026-2030 Proposed CIP to support the construction of green stormwater infrastructure projects. The first amount is the $4.7 million remaining to be reimbursed from a $12.5 million grant for the construction of Large Trash Capture Device Installation Project Phase VII; and the second is a new grant for the construction of Large Trash Capture Device Installation Project Phase VIII in the amount of $11.9 million.

The Storm Drainage Fee is charged to developers as a connection fee for any project that will discharge storm water, surface water, or ground water runoff into the City's Storm Sewer System. The fee is based on the use and size of the parcel being developed.

PROGRAM HIGHLIGHTS



The Storm Sewer System Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. For further information on the program's individual projects, please refer to the Detail Pages.

Projects in the Proposed CIP include the installation of technology and infrastructure to maximize the efficiency of the storm sewer collection system and the reliability of storm pump stations, manage the quality of storm water runoff, and minimize ponding and flooding in residential areas.

OVERVIEW

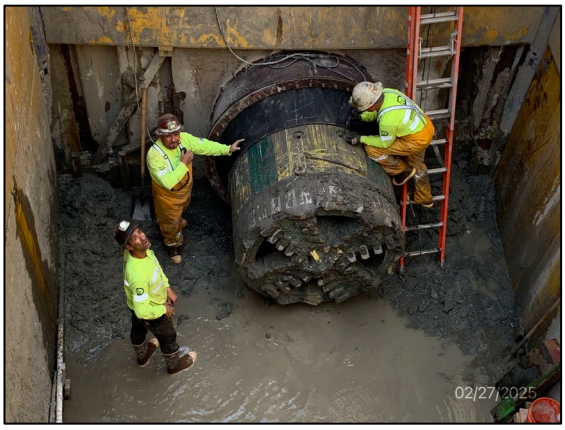
PROGRAM HIGHLIGHTS

Measure T Bond Program

The Measure T Bond Program, funded by the Public Safety and Infrastructure Bond Fund, will provide $12.7 million for Storm System Conveyance and Flood Prevention Projects (Storm Drain Improvements at Charcot Avenue) and $10.6 million for Clean Water Projects at River Oaks and other regional and green street projects in this CIP. The remaining funds are allocated for related administration ($125,000) and Public Art ($10,000) costs associated with Measure T projects.

Storm Sewer Capacity Improvements, Rehabilitation, and Flood Prevention

Impacts from Storm Sewer Operating Fund Transfer Decrease



Charcot Storm Drain Improvement Project

The 2026-2030 Proposed CIP has incorporated significant reductions to a number of ongoing projects as a result of a decrease of the transfer from the Storm Sewer Operating Fund. As discussed previously, the amount transferred from the Storm Sewer Operating Fund has been decreasing. The 2024-2028 Adopted CIP included a five-year transfer of $16.5 million, which dropped to $12.0 million in the 2025-2029 Adopted CIP, and now drops to $7.5 million the 2026-2030 Proposed CIP. Transfer revenue has dropped by 55% over the last three CIP cycles. Addressing the deferred infrastructure and maintenance backlog will be more challenging and the backlog will likely increase, with the current estimate of $890.0 million for one-time needs and $35.5 million for ongoing needs as indicated in the latest Deferred Maintenance and Infrastructure Backlog report, which was accepted by the Transportation and Environment Committee on April 8, 2024.

Citywide Outfall Improvements

This Proposed CIP includes $6.0 million for Citywide Outfall Improvements, which will provide for the rehabilitation of up to 22 outfalls and the installation of up to 16 flap gates. The Citywide Outfall Improvement projects are those that address structural failures and deterioration of storm drain outfalls identified through inspection and maintenance activities.

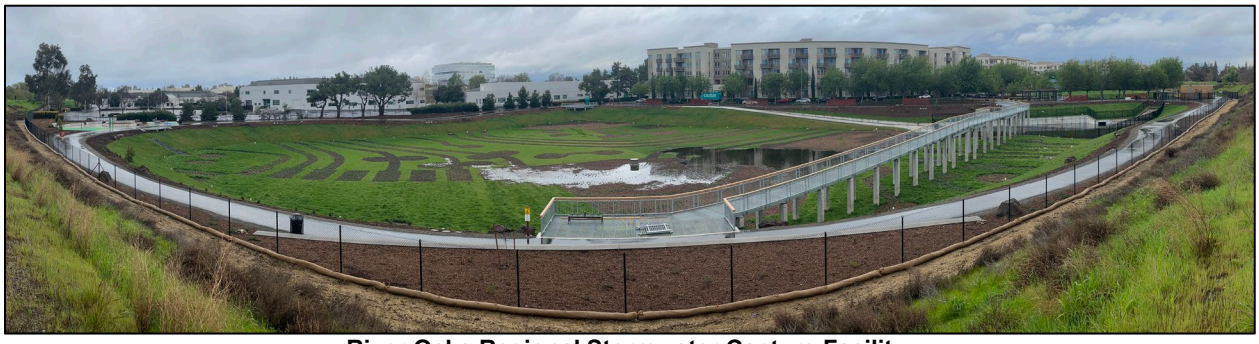
OVERVIEW

PROGRAM HIGHLIGHTS

Compliance with the Municipal Stormwater Regional Permit

Citywide Green Infrastructure (GSI) Planning and GSI Plan Implementation

Provision C.3 (New Development and Redevelopment) of the San Francisco Bay Regional Water Quality Control Board Municipal Regional Permit (MRP) requires development and implementation of the Green Infrastructure Plan. The City's Green Stormwater Infrastructure (GSI) Plan, which was approved by the City Council in September 2019, serves as an implementation guide for green infrastructure projects. The GSI Plan identifies the means and methods to prioritize particular areas and projects at appropriate geographic and time scales. As part of the implementation phase, the City will refine further the prioritization process to develop the GSI Implementation Plan, which will identify both long-term and near-term GSI projects. The River Oaks Regional Stormwater Capture Project, funded under Measure T Bond Program and Storm Sewer Capital Fund, has been identified as one of the near-term projects that is being implemented. Other components under Provision C.3 of the MRP include the implementation of Green Streets and Low Impact Development (LID) techniques to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows to local water bodies. The goal of LID is to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source.



River Oaks Regional Stormwater Capture Facility

The 2026-2030 Proposed CIP reduces funding for programming, planning, and prioritizing green stormwater projects due to limited resources being available to the program in the Storm Sewer Capital Fund. A total of $10.6 million is allocated for Measure T – Clean Water Projects for the River Oaks Regional Stormwater Capture Project and Kelley Regional Stormwater Capture Project. Staff is developing feasibility studies to identify additional stormwater capture projects. It is anticipated that Measure T may be able to fund one or two smaller regional stormwater capture facilities in the future.

Storm Sewer System
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM HIGHLIGHTS

Trash Load Reduction



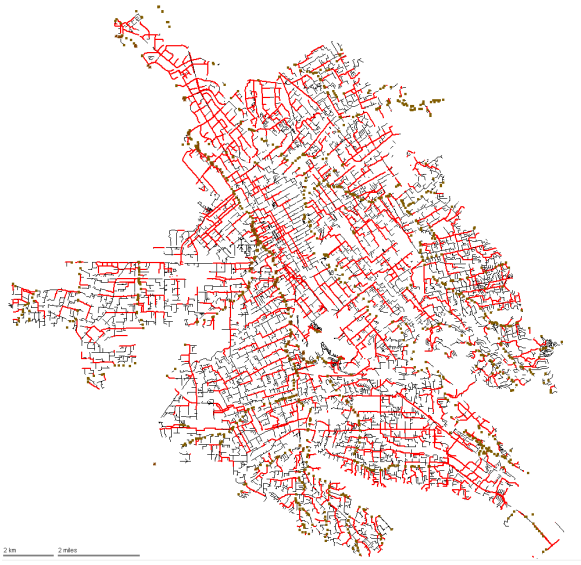
Quimby LTC Device Being Installed

Provision C.10 (Trash Load Reduction) of the MRP requires timely implementation of control measures and other actions to reduce trash load to receiving waters. The Proposed CIP includes $11.6 million to continue the installation and feasibility study of the large trash capture (LTC) devices to reduce the trash discharges to local waterways in compliance with the MRP.

Storm Sewer Master Plan

The Storm Sewer Master Plan is a comprehensive effort to identify and prioritize needed capacity-related improvements to the Storm Sewer System by analyzing current conditions and anticipated future land use developments in the General Plan. Since the mid-1980s, the City's design standard required that storm drain systems be designed to convey a 10-year storm event. In December 2017, the City completed the first phase of the city-wide Storm Sewer Master Plan study using the fully dynamic, integrated Storm Sewer System and boundary condition using Valley Water's riverine network. The study has identified a preliminary list of storm drain capacity improvement projects.

Storm Sewer Master Plan



Storm Sewer Master Plan Model (Modeled Pipes in Red)

Over 20 high priority projects totaling $890 million, including the Charcot Area Storm Drain Improvements Project, were identified to address known flooding due to capacity concern and predicted flooding at a 3-year storm event. The ongoing Storm Sewer Master Plan will refine the hydrologic and hydraulic models and incorporate the riverine boundary conditions based on Valley Water's updated models and continue to evaluate project alternatives. The Master Plan will also identify benefits that could be realized by implementing GSI projects in conjunction with the capacity improvement program. This effort will be used as the framework for the development of future Storm Sewer CIPs. The ongoing planning efforts have a total allocation of $10.6 million in the 2026-2030 Proposed CIP, which increased by $1.3 million from the 2025-2029 Adopted CIP due to expected increases in the project prioritization workload of the Master Plan development. The allocation of $10.6 million includes $8.5 million for Master Planning and $2.1 million for Flow Monitoring. The Master Plan study is expected to be completed by June of 2030, and then staff will develop and recommend a financing strategy to construct the desired improvements.

OVERVIEW

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Storm Sewer System CIP has decreased by $23.6 million, from $92.4 million in the 2025-2029 Adopted CIP to $68.8 million in the 2026-2030 Proposed CIP. The changes to the size of the CIP are attributable to an overall reduction of the transfer from the Storm Sewer Operating Fund of $4.5 million to $7.5 million over the five-year CIP.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Allocation	Increase/(Decrease)
Large Trash Capture Devices Phase VIII	$2.2 million
Condition Assessment Storm Sewer Repairs	$1.4 million
Storm Sewer Master Plan - City-wide	$1.4 million
Citywide Outfall Improvements	($2.8 million)
Green Infrastructure Improvements	($2.9 million)

OPERATING BUDGET IMPACT

The Transportation Department maintains the City's Storm Sewer System. The 2025-2026 Proposed Operating Budget includes the addition of non-personal/equipment funding in the amount of $186,000 to maintain five new Green Stormwater Infrastructure (GSI) bioretention facilities. More information about these additional resources can be found in the Transportation Department section of the 2025-2026 Proposed Operating Budget.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Storm Sewer Capital Fund (469)							
Beginning Balance	19,512,621	17,063,413	1,907,413	7,844,413	5,984,413	4,279,413	17,063,413
Reserve for Encumbrance	4,163,604						
Transfers and Reimbursements							
Transfer from Storm Sewer Operating Fund (446)	6,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
TOTAL Transfers and Reimbursements	**6,000,000**	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**	**7,500,000**
Revenue from the Use of Money/Property							
Interest Income	866,000	567,000	567,000	567,000	567,000	567,000	2,835,000
TOTAL Revenue from the Use of Money/Property	**866,000**	**567,000**	**567,000**	**567,000**	**567,000**	**567,000**	**2,835,000**
Revenue from State of California							
River Oaks Stormwater Grant	2,114,820						
Large Trash Capture Phase VII - CALTRANS	2,747,000	4,742,000					4,742,000
Large Trash Capture Phase VIII - CALTRANS		4,000,000	7,880,000				11,880,000
TOTAL Revenue from State of California	**4,861,820**	**8,742,000**	**7,880,000**				**16,622,000**
Total Storm Sewer Capital Fund (469)	**35,404,045**	**27,872,413**	**11,854,413**	**9,911,413**	**8,051,413**	**6,346,413**	**44,020,413**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Storm Drainage Fee Fund (413)							
Beginning Balance	448,677	502,483	445,483	400,483	355,483	310,483	502,483
Revenue from the Use of Money/Property							
Interest Income	17,000	15,000	15,000	15,000	15,000	15,000	75,000
TOTAL Revenue from the Use of Money/Property	**17,000**	**15,000**	**15,000**	**15,000**	**15,000**	**15,000**	**75,000**
Revenue from Local Agencies							
Joint Participation with the City of Cupertino	4,000	4,000	4,000	4,000	4,000	4,000	20,000
TOTAL Revenue from Local Agencies	**4,000**	**4,000**	**4,000**	**4,000**	**4,000**	**4,000**	**20,000**
Fees, Rates and Charges							
Storm Drainage Fees	180,000	100,000	100,000	100,000	100,000	100,000	500,000
TOTAL Fees, Rates and Charges	**180,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Total Storm Drainage Fee Fund (413)	**649,677**	**621,483**	**564,483**	**519,483**	**474,483**	**429,483**	**1,097,483**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)							
Beginning Balance	23,403,999	7,932,000	5,176,000				7,932,000
Reserve for Encumbrance	3,934,311						
Financing Proceeds							
Measure T Bond Proceeds		15,700,000					15,700,000
TOTAL Financing Proceeds		**15,700,000**					**15,700,000**
Total Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	**27,338,310**	**23,632,000**	**5,176,000**				**23,632,000**
TOTAL SOURCES	**63,392,032**	**52,125,896**	**17,594,896**	**10,430,896**	**8,525,896**	**6,775,896**	**68,749,896**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Storm Sewer System							
Citywide Outfall Improvements	2,718,397	6,000,000					6,000,000
Condition Assessment Storm Sewer Repairs	276,060	1,550,000	150,000	150,000	150,000	150,000	2,150,000
Green Infrastructure Improvements	29,000						
Large Trash Capture Devices Phase I-VII	3,655,639						
Large Trash Capture Devices Phase VIII	500,000	11,380,000	80,000				11,460,000
Large Trash Capture Devices Phase IX Feasibility Study		100,000					100,000
River Oaks Regional Stormwater Capture Project	2,148,142						
Small Trash Capture Devices	2,534,000	2,300,000					2,300,000
Storm Pump Station Rehabilitation and Replacement	400,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Storm Sewer Improvements	627,967	250,000	250,000	250,000	250,000	250,000	1,250,000
Urgent Storm Drain Repair Projects	1,330,013	250,000	250,000	250,000	250,000	250,000	1,250,000
Other Storm Sewer - Construction	**14,219,219**	**22,030,000**	**930,000**	**850,000**	**850,000**	**850,000**	**25,510,000**
Measure T - Clean Water Projects	6,707,127	5,453,000	5,171,000				10,624,000
Measure T - Storm Drain Improvements at Charcot Avenue	12,297,183	12,748,000					12,748,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Measure T Bond Projects - Storm	**19,004,310**	**18,201,000**	**5,171,000**				**23,372,000**
Storm Sewer - Construction	**33,223,529**	**40,231,000**	**6,101,000**	**850,000**	**850,000**	**850,000**	**48,882,000**
Charcot Storm Pump Rental	317,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Fee Administration - Storm Sewer	25,000	25,000	25,000	25,000	25,000	25,000	125,000
Flow Monitoring Program	623,985	415,000	415,000	415,000	415,000	415,000	2,075,000
Permit Review and Inspection for Outside Agencies - Storm Sewer	50,000	50,000	50,000	50,000	50,000	50,000	250,000
Preliminary Engineering - Storm Sewer	180,005	180,000	180,000	180,000	180,000	180,000	900,000
Program Management - Storm Sewer	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Pump Station SCADA Upgrade - Storm Sewer	300,000	150,000	150,000	150,000			450,000
Storm Sewer Master Plan - City-wide	1,313,617	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
General Non-Construction - Storm Sewer	**2,959,607**	**2,970,000**	**2,970,000**	**2,970,000**	**2,820,000**	**2,820,000**	**14,550,000**
Storm Sewer - Non-Construction	**2,959,607**	**2,970,000**	**2,970,000**	**2,970,000**	**2,820,000**	**2,820,000**	**14,550,000**
Public Art Allocation	615,000	116,000	3,000	3,000	3,000	3,000	128,000
Measure T - Public Art Storm Sewer	270,000	5,000	5,000				10,000
Public Art Projects	**885,000**	**121,000**	**8,000**	**3,000**	**3,000**	**3,000**	**138,000**
Capital Program and Public Works Department Support Service Costs	568,000	912,000	162,000	159,000	154,000	154,000	1,541,000
Infrastructure Management System	9,000	12,000	12,000	12,000	12,000	12,000	60,000
Measure T - Admin Storm Sewer	132,000	125,000					125,000
Allocations	**709,000**	**1,049,000**	**174,000**	**171,000**	**166,000**	**166,000**	**1,726,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
City Hall Debt Service Fund	95,000	79,000	87,000	87,000	87,000	87,000	427,000
Transfers to Special Funds	**95,000**	**79,000**	**87,000**	**87,000**	**87,000**	**87,000**	**427,000**
General Fund - Interest Income	22,000	22,000	10,000	10,000	10,000	10,000	62,000
Transfers to the General Fund	**22,000**	**22,000**	**10,000**	**10,000**	**10,000**	**10,000**	**62,000**
Transfers Expense	**117,000**	**101,000**	**97,000**	**97,000**	**97,000**	**97,000**	**489,000**
Measure T - Admin Reserve Storm Sewer		125,000					125,000
Expense Reserves - Non-Construction		**125,000**					**125,000**
Total Expenditures	**37,894,135**	**44,597,000**	**9,350,000**	**4,091,000**	**3,936,000**	**3,936,000**	**65,910,000**
Ending Fund Balance	25,497,896	7,528,896	8,244,896	6,339,896	4,589,896	2,839,896	2,839,896
TOTAL	**63,392,032**	**52,125,896**	**17,594,896**	**10,430,896**	**8,525,896**	**6,775,896**	**68,749,896**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Storm Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Large Trash Capture Devices Phase IX Feasibility Study

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2026
Location	Citywide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$100,000
Appropriation	TEMP_1168	**FY Initiated**	2025-2026

Description The Large Trash Capture (LTC) Phase VIII project, described elsewhere in this section, included an initial feasibility study to determine the additional locations for four LTC devices, final design, and construction. This project will complete the feasibility study for an estimated four LTC devices, and then funding will be allocated in future years to design and construct the additional LTC devices.

Justification The Municipal Regional Stormwater Permit 3.0, dated May 11, 2022, requires the City to continue implementing measures to reduce trash entering creeks and the Bay. To comply with this requirement, the City will install Large Trash Capture underground devices at various locations throughout the City, designed to catch trash and prevent it from entering the waterways.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development			100					100		100
Total			**100**					**100**		**100**
Funding Source Schedule (000s)										
Storm Sewer Capital Fund (469)			100					100		100
Total			**100**					**100**		**100**
Annual Operating Budget Impact (000s)										
Total										

Storm Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Large Trash Capture Devices Phase VIII

CSA	Environmental and Utility Services	**Initial Start Date**	2nd Qtr. 2024
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2025
Location	City-wide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	4th Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$10,000,000
Appropriation	A433D	**FY Initiated**	2024-2025

Description This project includes the installation of Large Trash Capture (LTC) devices throughout the City in order to meet the Municipal Regional Permit Provision C.10 trash reduction requirements. The City must install certified LTC units in order for the treated acreage to count toward the City's trash reduction goals. While the Feasibility Study to determine the additional locations for the additional four LTC devices has yet to be completed, the expectation is that this project will install a minimum of four additional LTC devices throughout the City.

Justification This project will reduce and/or remove trash from the City's storm sewer system prior to discharging into local water ways.

Notes Design and construction fully reimbursed by a Caltrans Grant.

Major Cost Changes 2026-2030 CIP - Increase of $2.2 million due to revised construction and project delivery cost estimates.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	214									214
Design		500	1,255					1,255		1,755
Construction			10,125					10,125		10,125
Post Construction				80				80		80
Total	**214**	**500**	**11,380**	**80**				**11,460**		**12,174**
Funding Source Schedule (000s)										
Storm Sewer Capital Fund (469)	214	500	11,380	80				11,460		12,174
Total	**214**	**500**	**11,380**	**80**				**11,460**		**12,174**
Annual Operating Budget Impact (000s)										
Total										

Storm Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Measure T - Clean Water Projects

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2024
Location	City-wide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2027
Council Districts	City-wide	**Initial Project Budget**	$25,000,000
Appropriation	A414V	**FY Initiated**	2019-2020

Description Provides funding to construct green infrastructures to capture, filter, and treat stormwater prior to discharge into local waterways in order to meet regulatory requirements. Where opportunities exist, the green infrastructures will provide additional community benefits such as enhancing public spaces, augmenting water supply, reducing flood peaks, and enhancing or creating ecological habitats.

Justification The projects are to comply with the regulatory requirements and the Baykeeper consent decree, meeting the San Francisco Bay Regional Water Quality Control Board Regional NPDES Stormwater Permit and in alignment with Envision San José 2040 General Plan and Climate Smart San José.

Notes River Oaks Regional Stormwater Capture Project and Kelley Regional Stormwater Project will be funded by this allocation. Staff is in the process of developing feasibility studies to identify one or two more small regional stormwater capture projects that can be completed under this program.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1,135									1,135
Design	1,518	106								1,623
Bid & Award	44	45								89
Construction	4,396	6,556	5,453	5,171				10,624		21,577
Total	**7,093**	**6,707**	**5,453**	**5,171**				**10,624**		**24,424**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)										
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	7,093	6,707	5,453	5,171				10,624		24,424
Total	**7,093**	**6,707**	**5,453**	**5,171**				**10,624**		**24,424**
Annual Operating Budget Impact (000s)										
Total										

Measure T - Storm Drain Improvements at Charcot Avenue

CSA	Environmental and Utility Services
CSA Outcome	Sustainable Utility Systems That Meet Future Needs
Location	Zanker Road between Trimble Road and Brokaw Road
Dept Owner	Public Works
Council Districts	3, 4
Appropriation	A414T

Initial Start Date	3rd Qtr. 2019
Initial End Date	2nd Qtr. 2024
Revised Start Date	
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$35,000,000
FY Initiated	2019-2020

Description Provides funding for planning, designing, California Environmental Quality Act (CEQA) evaluation, permitting, and construction of Storm Drain System Improvements to reduce flooding in the Charcot sub-drainage area. The project construction includes piping installation (about 7,300 feet of piping, 60-inch to 96-inch in diameter), pump station upgrade, and large diameter outfall upgrade. The project will service a tributary area east of Zanker Road between Trimble Road and Brokaw Road.

Justification The project is required to reduce flooding for the area east of Zanker Road between Trimble Road and Brokaw Road, approximately 420 acres in size, from a 10-year storm event.

Notes

Major Cost Changes 2021-2025 CIP - Decrease of $6.7 million to reallocate funding to other Measure T public safety projects as well as setting aside funding for administration and Public Art allocations within the Storm Sewer CIP.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	400									400
Design	2,723	565								3,288
Bid & Award	96									96
Construction	0	11,732	12,748					12,748		24,480
Total	**3,219**	**12,297**	**12,748**					**12,748**		**28,265**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)										
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	3,219	12,297	12,748					12,748		28,265
Total	**3,219**	**12,297**	**12,748**					**12,748**		**28,265**

Annual Operating Budget Impact (000s)

Total

Pump Station SCADA Upgrade - Storm Sewer

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2027
Location	City-wide	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2028
Council Districts	City-wide	**Initial Project Budget**	$600,000
Appropriation	A435T	**FY Initiated**	2022-2023

Description This project will upgrade the Supervisory Control and Data Acquisition (SCADA) systems at the City's storm sewer pump stations. The SCADA systems monitor and control flows and detect anomalies, helping to prevent flow obstructions and flooding throughout the storm sewer system.

Justification This upgrade is required to provide cybersecurity risks management and prevention for the storm pump stations.

Notes This project was previously included in the 2024-2025 Adopted Budget as an ongoing project.

Major Cost Changes 2024-2028 CIP - Increase of $150,000 due to increased cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Maintenance, Repairs, Other		300	150	150	150			450		750
Total		**300**	**150**	**150**	**150**			**450**		**750**
Funding Source Schedule (000s)										
Storm Sewer Capital Fund (469)		300	150	150	150			450		750
Total		**300**	**150**	**150**	**150**			**450**		**750**
Annual Operating Budget Impact (000s)										
Total										

Storm Sewer System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Small Trash Capture Devices

CSA	Environmental and Utility Services	**Initial Start Date**	1st Qtr. 2024
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2025
Location	City-wide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$5,000,000
Appropriation	A436O	**FY Initiated**	2024-2025

Description Small Trash Capture (STC) devices will be installed at various locations throughout the City in order to meet the Municipal Regional Permit Provision C.10 trash reduction requirements and to meet the City's trash reduction goals. This project will install approximately 500 STC devices throughout the City. As of June 30, 2025, at least 350 small trash capture devices are expected to have been installed and in operation.

Justification The Municipal Regional Stormwater Permit (MRP) 3.0 dated May 11, 2022, requires the City to implement measures to remove trash from the City's storm sewer system prior to discharging into local water ways.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1									1
Design	163	134								297
Bid & Award	2									2
Construction		2,200	2,300					2,300		4,500
Post Construction		200								200
Total	**166**	**2,534**	**2,300**					**2,300**		**5,000**
Funding Source Schedule (000s)										
Storm Sewer Capital Fund (469)	166	2,534	2,300					2,300		5,000
Total	**166**	**2,534**	**2,300**					**2,300**		**5,000**
Annual Operating Budget Impact (000s)										
Total										

Charcot Storm Pump Rental

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	4
Department Owner	Public Works	**Appropriation**	A6580

Description This project allocates funding for the rental of temporary storm pump equipment and permit fees from Valley Water, the owner of the property off of Charcot Avenue near Coyote Creek. Currently, the City maintains a two-year permit to use the Valley Water site.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	317	300	300	300	300	300	1,500
Total	**317**	**300**	**300**	**300**	**300**	**300**	**1,500**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	317	300	300	300	300	300	1,500
Total	**317**	**300**	**300**	**300**	**300**	**300**	**1,500**

Citywide Outfall Improvements

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4245

Description

This allocation funds the construction or rehabilitation of storm drain outfalls at various locations throughout the City. The Department of Transportation (DOT) has identified more than 250 outfalls that are missing, deteriorated, or in need of improvement to bring them to current design standards. This ongoing allocation funds the most critical outfall construction based on priorities jointly established by DOT, the Public Works Department, and regulatory agencies. This is an ongoing project, but funding is programmed as funding is available and needed.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design		893					893
Bid & Award	2,591						
Construction	127	5,107					5,107
Total	**2,718**	**6,000**					**6,000**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	2,718	6,000					6,000
Total	**2,718**	**6,000**					**6,000**

Condition Assessment Storm Sewer Repairs

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7801

Description

This allocation funds contracts to identify and repair damaged pipes in the storm sewer system, and includes multiple projects each year as they are identified. Areas with groundwater infiltration and significant structural deficiencies will be the focus of these identify-and-repair contracts.

$1.6 million is allocated in 2025-2026 in order to reduce the backlog of pending Condition Assessment Storm Sewer Repair projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	5	5	5	5	5	5	25
Design	25	25	25	25	25	25	125
Bid & Award	5	5	5	5	5	5	25
Construction	241	1,515	115	115	115	115	1,975
Total	**276**	**1,550**	**150**	**150**	**150**	**150**	**2,150**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	276	1,550	150	150	150	150	2,150
Total	**276**	**1,550**	**150**	**150**	**150**	**150**	**2,150**

Fee Administration - Storm Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A5411

Description This allocation provides funding for the Department of Public Works Development Program to collect Storm Drainage Fees.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**
Funding Source Schedule (000s)							
Storm Drainage Fee Fund (413)	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**

Flow Monitoring Program

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5867

Description This allocation funds the installation of flow monitors and rain gauges, which measure the actual amount of flow in storm drains and precipitation at strategic locations. The data and information are used to calibrate and validate the flow/rainfall relationship in the hydrologic and hydraulic model of the storm drain system as part of the master plan study.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	599	415	415	415	415	415	2,075
Design	25						
Total	**624**	**415**	**415**	**415**	**415**	**415**	**2,075**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	624	415	415	415	415	415	2,075
Total	**624**	**415**	**415**	**415**	**415**	**415**	**2,075**

Permit Review and Inspection for Outside Agencies - Storm Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7075

Description This allocation funds the review and inspection of Valley Water projects. The City and Valley Water do not charge one another for these services.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	50	50	50	50	50	50	250
Total	**50**	**50**	**50**	**50**	**50**	**50**	**250**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	50	50	50	50	50	50	250
Total	**50**	**50**	**50**	**50**	**50**	**50**	**250**

Preliminary Engineering - Storm Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A400P

Description This allocation supports preliminary engineering, including surveys and evaluations, that evaluates the potential effects of projects not yet funded in this program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	180	180	180	180	180	180	900
Total	**180**	**180**	**180**	**180**	**180**	**180**	**900**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	180	180	180	180	180	180	900
Total	**180**	**180**	**180**	**180**	**180**	**180**	**900**

Program Management - Storm Sewer

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A400Q

Description This allocation funds the administration and management of this Capital Improvement Program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**750**

Storm Pump Station Rehabilitation and Replacement

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5150

Description This allocation funds the rehabilitation, reconstruction, or replacement of aging pump stations that require high levels of maintenance.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	6	3	3	3	3	3	15
Design	100	50	50	50	50	50	250
Bid & Award	6	3	3	3	3	3	15
Construction	288	144	144	144	144	144	720
Total	**400**	**200**	**200**	**200**	**200**	**200**	**1,000**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	400	200	200	200	200	200	1,000
Total	**400**	**200**	**200**	**200**	**200**	**200**	**1,000**

Storm Sewer Improvements

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4483

Description This allocation funds minor storm drain projects, such as construction of new inlets and laterals (storm pipe connections from the inlet to the main), and the establishment of flow-lines in various neighborhoods. Resources will be allocated to address these needs as funding permits.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	10	10	10	10	10	10	50
Design	40	40	40	40	40	40	200
Bid & Award	6	6	6	6	6	6	30
Construction	572	194	194	194	194	194	970
Total	**628**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	628	250	250	250	250	250	1,250
Total	**628**	**250**	**250**	**250**	**250**	**250**	**1,250**

Storm Sewer Master Plan - City-wide

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5252

Description This allocation funds an ongoing master planning effort for the storm sewer system, which will incorporate the Green Infrastructure Plan into the hydrologic and hydraulic computer model and recommend optimized green (infrastructure) plus grey (conveyance) projects for the future CIPs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	1,314	1,700	1,700	1,700	1,700	1,700	8,500
Maintenance, Repairs, Other	0						
Total	**1,314**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**8,500**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	1,213	1,600	1,600	1,600	1,600	1,600	8,000
Storm Drainage Fee Fund (413)	100	100	100	100	100	100	500
Total	**1,314**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**8,500**

Urgent Storm Drain Repair Projects

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4287

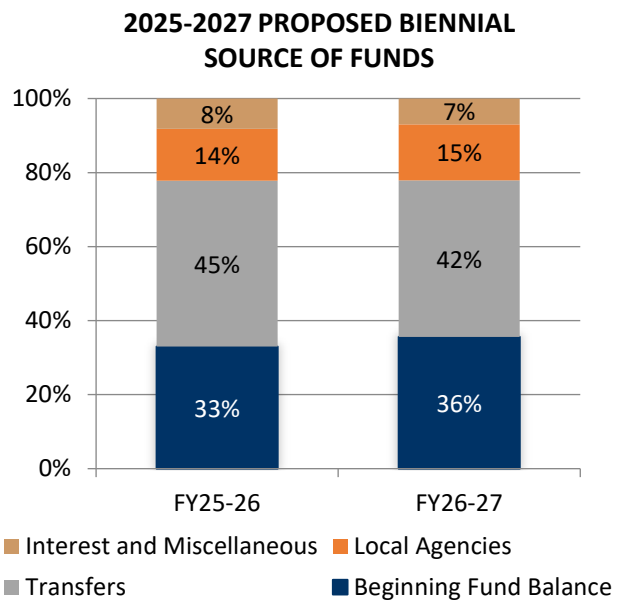
Description This allocation funds unscheduled engineering and construction projects on an as-needed basis, including participation in cooperative projects with other agencies in support of the City's storm sewer system.

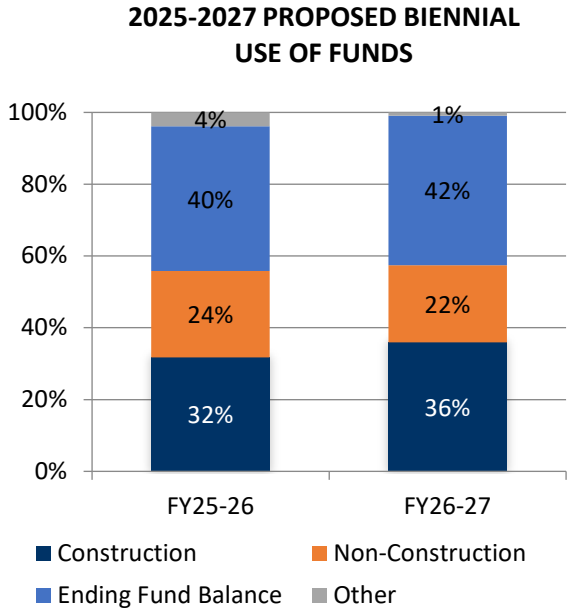
	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	5	5	5	5	5	5	25
Design	10	10	10	10	10	10	50
Bid & Award	5	5	5	5	5	5	25
Construction	1,310	230	230	230	230	230	1,150
Total	**1,330**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
Storm Sewer Capital Fund (469)	1,330	250	250	250	250	250	1,250
Total	**1,330**	**250**	**250**	**250**	**250**	**250**	**1,250**

Storm Sewer System
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

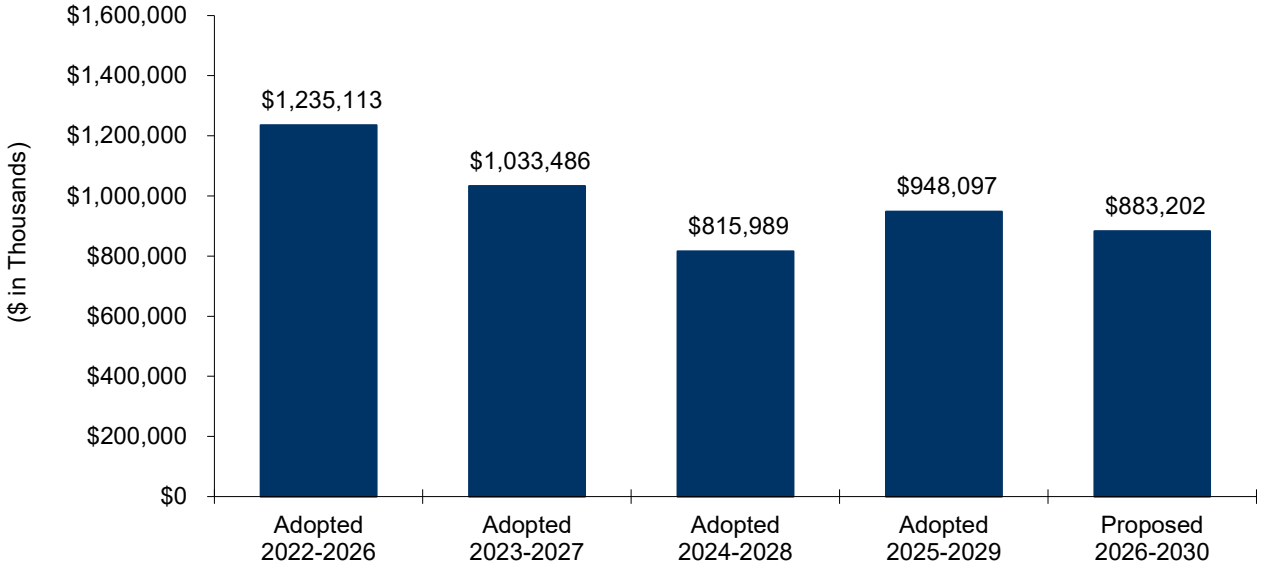
Project Name	Measure T - Admin Reserve Storm Sewer
5-Yr CIP Budget	$ 125,000
Total Budget	$ 125,000
Council Districts	N/A
Description	This reserve sets aside funding for the administrative costs associated with the oversight and management of the Measure T Public Safety and Infrastructure Bond Program.

WATER POLLUTION CONTROL
2026-2030 Capital Improvement Program

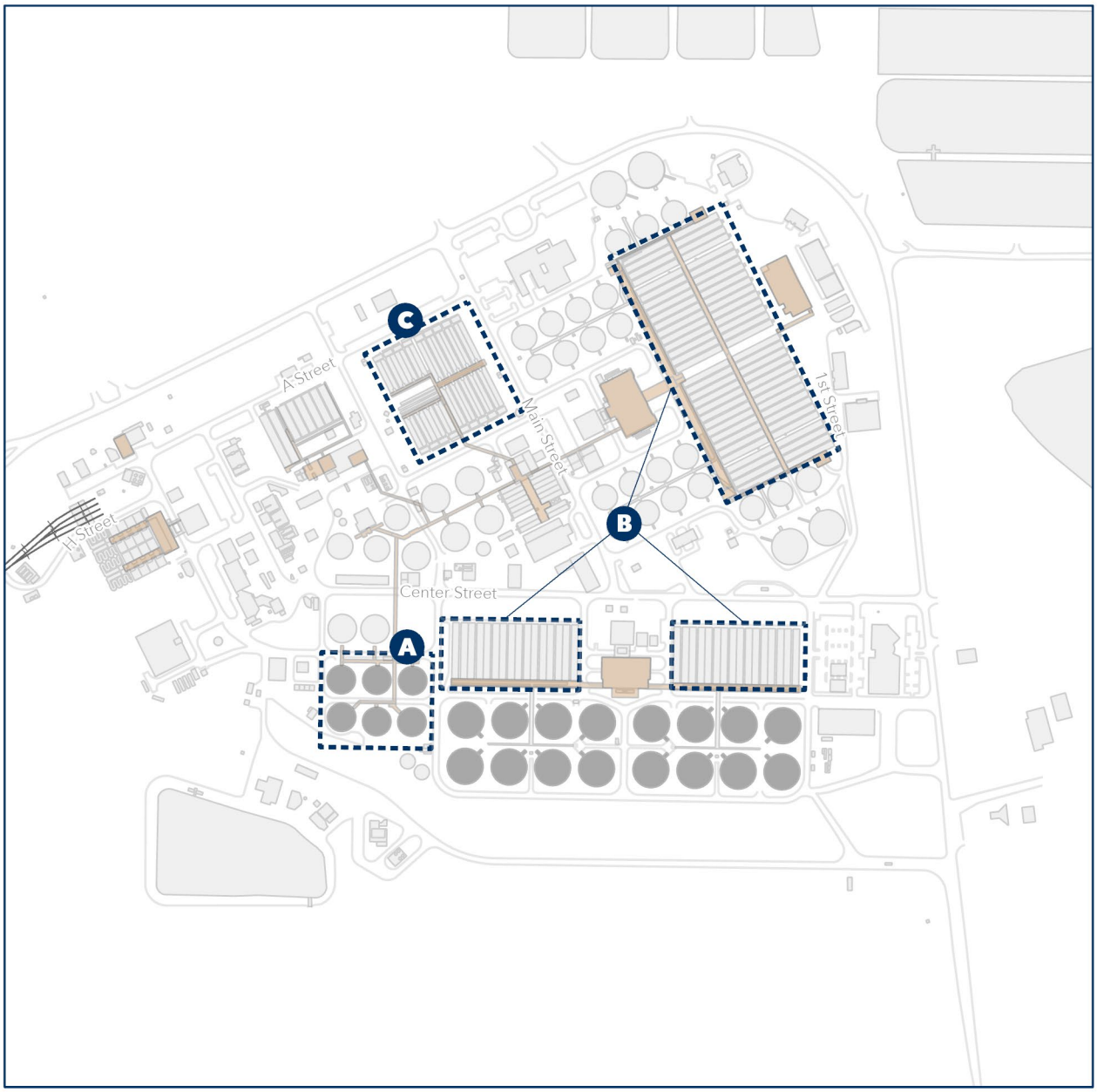




CIP History



Water Pollution Control
2026-2030 Proposed Capital Improvement Program



A Additional Digester Upgrades

C Primary Rehabilitation

B Aeration Tanks and Blower Rehabilitation

OVERVIEW

INTRODUCTION

The Water Pollution Control Capital Program is comprised of the San José-Santa Clara Regional Wastewater Facility (RWF), a regional wastewater treatment facility serving eight South Bay cities and four special districts including: San José, Santa Clara, Milpitas, Cupertino Sanitary District (Cupertino), West Valley Sanitation District (Campbell, Los Gatos, Monte Sereno, and Saratoga), County Sanitation Districts 2-3 (unincorporated), and Burbank Sanitary District (unincorporated). The RWF is jointly owned by the cities of San José and Santa Clara and is administered and operated by the City of San José's Environmental Services Department (ESD). ESD is also responsible for planning, designing, and constructing capital improvements at the RWF, including water reuse facilities. On March 26, 2013, the City Council approved to change the name of the San José-Santa Clara Water Pollution Control Plant to the RWF for use in public communications and outreach.

RWF INFRASTRUCTURE	
ACRES OF LAND	2,684
AVERAGE DRY WEATHER INFLUENT CAPACITY (MILLIONS OF GALLONS PER DAY)	167
AVERAGE DRY WEATHER INFLUENT FLOW (MILLIONS OF GALLONS PER DAY)	106.5
DRY METRIC TONS OF BIOSOLIDS HAULED EACH YEAR	95,497
AVERAGE MEGAWATT PRODUCTION CAPACITY	14.0

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $883.2 million, of which $123.5 million is allocated in 2025-2026 and $140.0 million is allocated in 2026-2027. The budgeted costs are allocated to each agency based on its contracted-for capacity in the RWF. Each agency is responsible for its allocated share of RWF costs, as well as the operation, maintenance, and capital costs of its own sewage collection system; debt service on bonds issued by the agency for sewer purposes; and any other sewer service-related costs. Each agency is also responsible for establishing and collecting its respective sewer service and use charges, connection fees, or other charges for sewer service.

This program is part of the Environmental and Utility Services City Service Area (CSA) and supports the following outcomes: *Utility Services That Protect Public Health and the Environment; Affordable, Effective Utilities with Excellent Customer Care;* and *Sustainable Utility Systems That Meet Future Needs.*

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Water Pollution Control CIP supports the strategic goals of the Environmental and Utility Services CSA by focusing and aligning resources to the following priorities:

- Maintain adequate operational capacity for wastewater treatment to accommodate the City's economic and population growth;
- Adopt and implement new technologies for wastewater to achieve greater safety, energy efficiency, and environmental benefit; and
- Maintain and operate the RWF in compliance with all applicable local, state, and federal regulatory requirements.

OVERVIEW

PROGRAM PRIORITIES AND OBJECTIVES

The development of the Proposed CIP is guided by the Plant Master Plan (PMP), a 30-year planning-level document focused on long-term rehabilitation and modernization of the RWF. The City Council approved a preferred alternative for the Draft PMP in 2011 and in 2013, the City Council approved the PMP and certified the final Environmental Impact Report. In December 2013, Santa Clara's City Council took similar actions.



San José-Santa Clara Regional Wastewater Facility

The PMP recommends more than 114 capital improvement projects to be implemented over a 30-year planning period at an estimated investment level of approximately $2 billion. The PMP assumed an implementation schedule of 2010 through 2040.

In early 2014, City staff, with assistance from a program management consultant, developed an implementation plan for delivering the first ten years of critical rehabilitation projects identified in the PMP. To ensure the program continues to address Plant critical rehabilitation needs and pending regulations, a priority for the next fiscal year will be the completion, approval, and implementation of a technical update the PMP. Other ongoing priorities include managing long-term financing (for San José only); continuing to focus on program and project delivery; and actively managing project risks and variables to inform timing and amount of major encumbrances.

New Headworks



OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $883.2 million. This funding level is $64.9 million (6.8%) below the 2025-2029 Adopted CIP funding of $948.1 million. Excluding beginning fund balance, Water Pollution Control revenues consist of transfers from the Sewer Service and Use Charge (SSUC) Fund, contributions from the City of Santa Clara and other tributary agencies, interest earnings, Calpine Metcalf Energy Center Facilities repayments, and debt-financing proceeds.

The SSUC Fund derives its revenues from fees imposed on San José residential, commercial, and industrial users of the sanitary sewer system. Transfers from this fund to the RWF CIP over the five years total $292.2 million, which represents a $3.8 million (1.3%) decrease as compared to the 2025-2029 Adopted CIP.

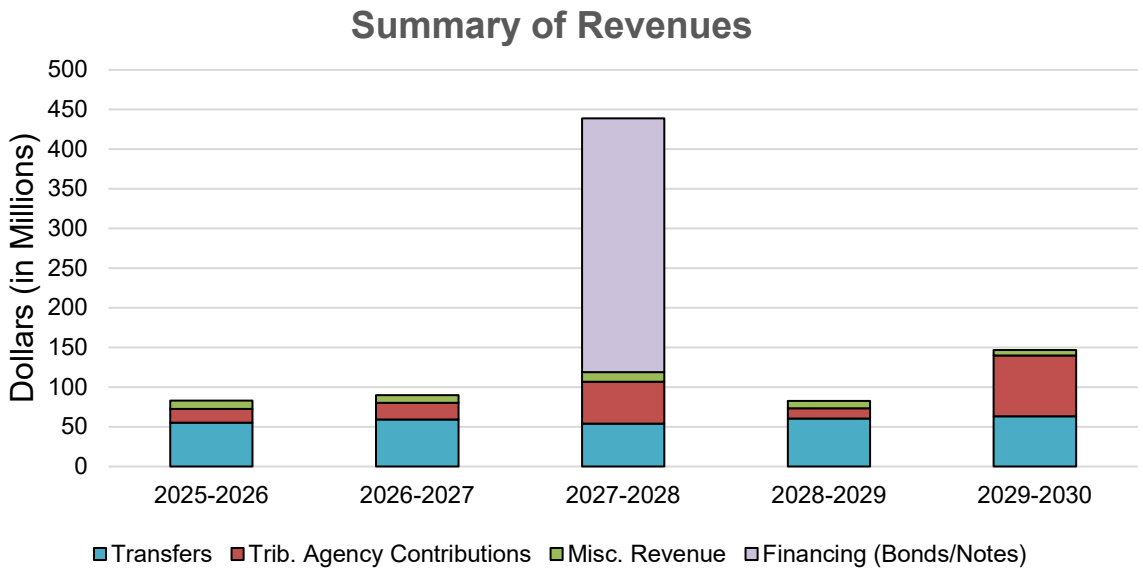
Contributions from the City of Santa Clara and other agencies are determined according to agreements with the participating agencies, the amount and characteristics of flows from each agency's connections to the RWF, and the adopted budget for that fiscal year. In this Proposed CIP, contributions from the City of Santa Clara and other agencies total $181.3 million, which represents a $7.9 million (4.2%) decrease compared to the 2025-2029 Adopted CIP. A flow study will be completed in 2025-2026 and contribution percentages are subject to change annually.

To accommodate San José's portion of the project costs for the RWF, Financing Proceeds (Wastewater Revenue Notes and Bond Proceeds) are assumed to cover costs of the RWF improvements in the Proposed CIP. The establishment of an interim financing program, in the form of Wastewater Revenue Notes, was approved in October 2017 and renewed in September 2020 to provide up to $300 million in interim financing capacity. The Notes provide periodic, short-term, flexible funding to meet the cash flow needs of the RWF improvement project. In December 2022, long-term bonds in the amount of $301.1 million were issued to both repay the Wastewater Revenue Notes issued since 2017-2018 and to cover other CIP project and financing costs within that fiscal year. Another $200 million of interim financing was committed in June 2023 to cover costs through October 2027, which is expected to be repaid with another issuance of long-term bonds in 2027-2028. Associated debt service for the Wastewater Revenue Notes and debt service for the bonds total $331.2 million in this CIP, which includes $20.4 million in 2025-2026, $22.2 million in 2026-2027, $223.9 million in 2027-2028, $31.5 million in 2028-2029 and $33.2 million in 2029-2030. The estimated size of the debt financings and the related debt service are scheduled to cover external third-party capital costs programmed in the 2026-2030 Proposed CIP while avoiding large rate increases that would be required to fund the PMP in a "pay-as-you-go" scenario. City of San José staff costs will be cash-funded and not included in either the Wastewater Revenue Notes program or long-term debt financing. Additional debt financing, in the form of notes and bonds, will likely be needed to fund project costs beyond the Proposed CIP period.

Water Pollution Control
2026-2030 Proposed Capital Improvement Program

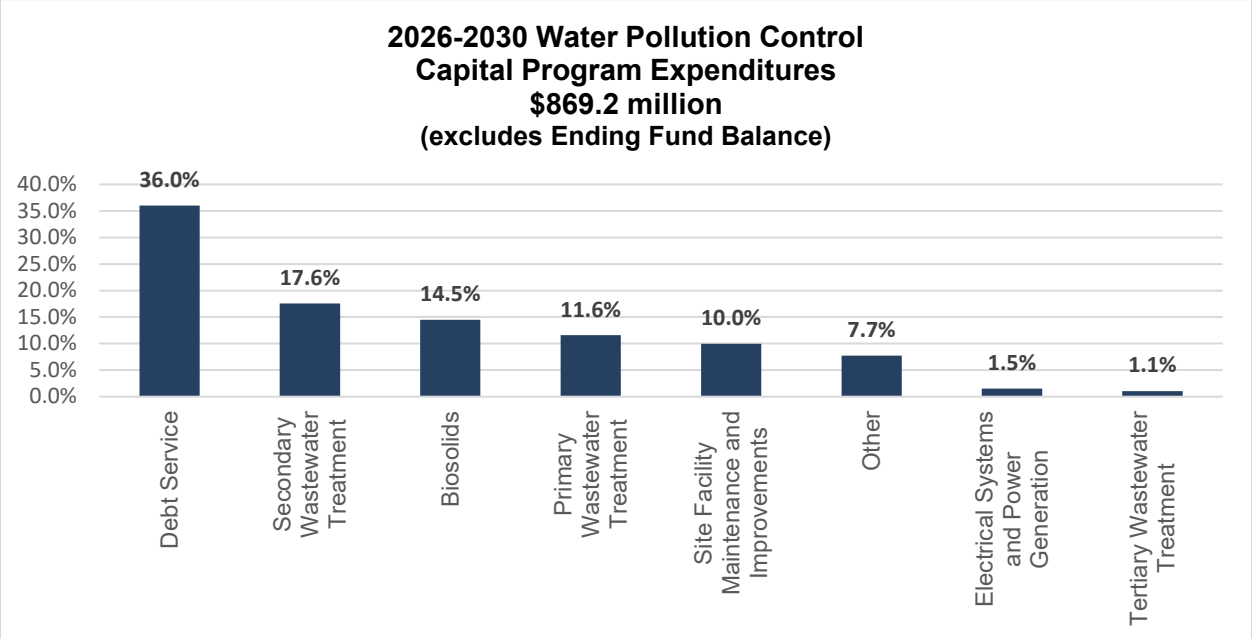
OVERVIEW

SOURCES OF FUNDING



PROGRAM HIGHLIGHTS

The Water Pollution Control Capital Program's expenditures are organized to show the use of funds in several categories. The following chart highlights the major projects in the program. For further information on the program's individual projects, please refer to the Detail Pages.



OVERVIEW

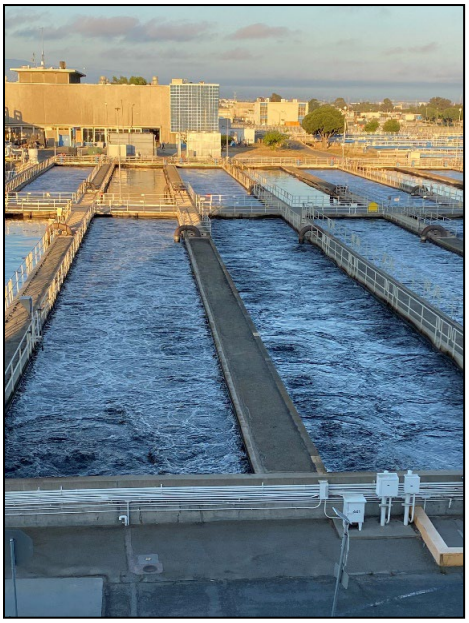
PROGRAM HIGHLIGHTS

Program/Project Delivery and Implementation: Successful delivery of this large, multi-disciplinary CIP requires an integrated team of City staff, outside consultants, and contractors. To address the significant large-scale construction activity, City staff has continued a construction management strategy that has been incorporated into the 2026-2030 Proposed CIP. This includes maintaining a construction management budget to provide the necessary support from the Public Works Department and third-party construction management and controls consultants required for projects of this magnitude and complexity.

Program/Project Delivery Variables: On the project delivery front, it is important to recognize that several projects in the Proposed CIP are in the feasibility/development or design phases. Staff will continue to develop and refine project scope, schedules, and budgets as the projects progress through scoping, preliminary engineering, detailed design, and bid award. To the extent possible, staff will continue to monitor and implement mitigation measures to minimize impacts to project delivery schedule and cost caused by various factors such as changes in project delivery staffing resources, long lead time items, external permit reviews and approvals, and construction bidding climate. The program team continues to work on developing standardized project delivery tools, design standards and specifications, control system and integration strategies, startup, commissioning, and training.

<u>Aeration Basin Modifications – Phase 1</u>

Secondary treatment at the Plant is provided by two separate parallel biological nutrient removal (BNR) treatment facilities. The older facility, BNR1, was originally constructed in 1961 to provide aeration and carbonaceous treatment of the primary effluent. BNR1 contains 16 aeration basins that are supplied air by several blowers that have been recently rehabilitated.



BNR1 aeration tanks

The project will rehabilitate aging infrastructure including structural, mechanical, and electrical components. The project will also implement process modifications to address new regulatory requirements regarding nitrogen discharge limits that were adopted in July 2024. Modifications include installation of new partition walls, baffles, mechanical mixers, and other equipment. It also includes the construction of a new carbon facility.

The 2026-2030 Proposed CIP allocates $126.5 million for this project. The estimated total project cost is $207.3 million and construction is anticipated to be finished in 2033-2034.

Water Pollution Control
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM HIGHLIGHTS

Additional Digester Upgrades

The Plant has 16 anaerobic digesters that were constructed between 1956 and 1983. Six are currently out of service due to structural damage or mechanical failures. As part of the Digester and Thickeners Facilities Upgrade Project, completed in 2022, four digesters were rehabilitated and upgraded to operate at higher temperatures. These upgrades will allow the Plants's biosolids system to operate as a Temperature Phased Anaerobic Digestion process.



Project site map

The project will make improvements to the remainder of the biosolids system, which may include the following scope elements:

- Construction of new or rehabilitated anaerobic digester tanks and associated structural, mechanical, electrical, and instrumentation equipment upgrades;
- Construction of a new Fats, Oils, and Grease facility;
- Miscellaneous biosolids treatment area civil and electrical improvements
- Incorporation of mineral scale buildup control measures
- Site improvements, including grading, asphalt paving, and drainage

The 2026-2030 Proposed CIP allocates $124.9 million for this project. The estimated total project cost is $132.1 million and construction completion is anticipated in 2030-2031.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Water Pollution Control CIP has decreased by $65.6 million from $948.1 million in the 2025-2029 Adopted CIP to $882.5 million in the 2026-2030 Proposed CIP. The changes to the size of the CIP are primarily attributable to projects increasing in scope and/or cost estimates, or to projects that have been shifted out of the five-year planning horizon, where previously their costs were estimated within the five-year CIP.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project Name	Increase/(Decrease)
Support Building Improvements	$20.1 million
Aeration Tanks and Blower Rehabilitation	$18.5 million
Plantwide Security Systems Upgrade	$8.3 million
Switchgear S2/S2A Replacement	$13.2 million
Flood Protection	($8.0 million)
Final Effluent Pump Station & Stormwater Channel Improvements	($12.9 million)
Nitrification Clarifier Rehabilitation	($26.3 million)

OVERVIEW

OPERATING BUDGET IMPACT

The 2025-2026 Proposed Operating Budget includes $17.9 million for the expected operating costs for the Digested Sludge Dewatering Facility Project in the San José-Santa Clara Treatment Plant Operating Fund that is expected to come online in 2025-2026. The new estimated operating and maintenance impacts are due primarily to chemical and power costs. Until the lagoons and drying beds can be fully retired, it is anticipated there will be several years with the new dewatering facility and existing lagoons and drying beds in concurrent operation. More information can be found in the Environmental Services Department Section of the 2025-2026 Proposed Operating Budget.

There are no other operating and maintenance costs expected with the projects in the 2026-2030 Proposed CIP. Net operating cost impacts will continue to be evaluated and incorporated based on final design and operation configurations and may result in different costs when the actual budget for the year in question is developed.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
San José-Santa Clara Treatment Plant Capital Fund (512)							
Beginning Balance	13,390,463	36,779,819	49,481,819	57,875,819	111,601,819	126,145,819	36,779,819
Reserve for Encumbrance	170,058,347						
Transfers and Reimbursements							
Transfer for Plant CIP Debt Service from Sewer Service and Use Charge Fund (541)	20,879,000	20,378,000	22,188,000	23,920,000	31,510,000	33,172,000	131,168,000
Transfer for Capital Projects from Sewer Service and Use Charge Fund (541)	35,000,000	35,000,000	37,000,000	30,000,000	29,000,000	30,000,000	161,000,000
TOTAL Transfers and Reimbursements	**55,879,000**	**55,378,000**	**59,188,000**	**53,920,000**	**60,510,000**	**63,172,000**	**292,168,000**
Revenue from the Use of Money/Property							
Interest Income	6,200,000	9,669,000	9,303,000	11,786,000	9,032,000	6,813,000	46,603,000
TOTAL Revenue from the Use of Money/Property	**6,200,000**	**9,669,000**	**9,303,000**	**11,786,000**	**9,032,000**	**6,813,000**	**46,603,000**
Revenue from Local Agencies							
WPCP Projects and Equipment Replacement	14,067,000	17,227,000	21,140,000	53,283,000	12,391,000	77,218,000	181,259,000
TOTAL Revenue from Local Agencies	**14,067,000**	**17,227,000**	**21,140,000**	**53,283,000**	**12,391,000**	**77,218,000**	**181,259,000**
Other Revenue							
Calpine Metcalf Energy Center Facilities Repayment	389,000	389,000	389,000	389,000	389,000	389,000	1,945,000
TOTAL Other Revenue	**389,000**	**389,000**	**389,000**	**389,000**	**389,000**	**389,000**	**1,945,000**
Financing Proceeds							
Wastewater Revenue Notes	70,000,000			120,000,000			120,000,000

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Bond Proceeds				200,000,000			200,000,000
TOTAL Financing Proceeds	**70,000,000**			**320,000,000**			**320,000,000**
Total San José-Santa Clara Treatment Plant Capital Fund (512)	**329,983,810**	**119,442,819**	**139,501,819**	**497,253,819**	**193,923,819**	**273,737,819**	**878,754,819**

South Bay Water Recycling Capital Fund (571)

Beginning Balance	4,222,616	3,947,616	356,616	431,616	506,616	581,616	3,947,616
Revenue from the Use of Money/Property							
Interest Income	100,000	100,000	100,000	100,000	100,000	100,000	500,000
TOTAL Revenue from the Use of Money/Property	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Total South Bay Water Recycling Capital Fund (571)	**4,322,616**	**4,047,616**	**456,616**	**531,616**	**606,616**	**681,616**	**4,447,616**
TOTAL SOURCES	**334,306,426**	**123,490,435**	**139,958,435**	**497,785,435**	**194,530,435**	**274,419,435**	**883,202,435**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Water Pollution Control							
Headworks Improvements	37,426						
New Headworks	381,239						
Preliminary Wastewater Treatment	**418,665**						
Primary Rehabilitation	6,824,000	636,000	673,000	4,641,000	843,000	93,544,000	100,337,000
Primary Wastewater Treatment	**6,824,000**	**636,000**	**673,000**	**4,641,000**	**843,000**	**93,544,000**	**100,337,000**
Aeration Tanks and Blower Rehabilitation	13,000,528	972,000	836,000	8,485,000	43,000	116,194,000	126,530,000
Nitrification Clarifier Rehabilitation	1,482,516						
Secondary Clarifier Rehabilitation			565,000	2,833,000	22,379,000	159,000	25,936,000
Secondary Wastewater Treatment	**14,483,043**	**972,000**	**1,401,000**	**11,318,000**	**22,422,000**	**116,353,000**	**152,466,000**
Additional Filter Improvements		1,020,000					1,020,000
Filter Rehabilitation	11,027,112						
Final Effluent Pump Station & Stormwater Channel Improvements							
New Disinfection Facilities			952,000	6,179,000	722,000	388,000	8,241,000
Outfall Channel and Instrumentation Improvements	1,050,507						
Tertiary Wastewater Treatment	**12,077,618**	**1,020,000**	**952,000**	**6,179,000**	**722,000**	**388,000**	**9,261,000**
Additional Digester Upgrades	3,937,428	10,721,000	1,476,000	107,317,000	2,493,000	2,848,000	124,855,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Digested Sludge Dewatering Facility	58,253,058	985,000					985,000
Biosolids	**62,190,486**	**11,706,000**	**1,476,000**	**107,317,000**	**2,493,000**	**2,848,000**	**125,840,000**
Energy Generation Improvements	182,858						
Switchgear S2/S2A Replacement		661,000	1,151,000	10,539,000	616,000	233,000	13,200,000
Electrical Systems and Power Generation	**182,858**	**661,000**	**1,151,000**	**10,539,000**	**616,000**	**233,000**	**13,200,000**
Facility Wide Water Systems Improvements	75,005,943	3,867,000	2,155,000				6,022,000
Flood Protection							
Plant Infrastructure Improvements	7,613,213	2,000,000	5,600,000	1,000,000	1,000,000	1,000,000	10,600,000
Plantwide Security Systems Upgrade	15,823,854	11,561,000	1,041,000				12,602,000
Process Pump Station Improvements		939,000					939,000
Storm Drain System Improvements	2,812,492						
Support Building Improvements	11,567,631	2,210,000	33,404,000	6,046,000	1,197,000	783,000	43,640,000
Tunnel Rehabilitation						2,302,000	2,302,000
Urgent and Unscheduled Treatment Plant Rehabilitation	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Various Infrastructure Decommissioning							
Yard Piping Improvements	41,388,114	2,050,000	932,000				2,982,000
Site Facility Maintenance and Improvements	**155,711,247**	**24,127,000**	**44,632,000**	**8,546,000**	**3,697,000**	**5,585,000**	**86,587,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Hydraulic Capacity Engineering	25,000	25,000	25,000	25,000	25,000	25,000	125,000
South Bay Water Recycling	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**
Water Pollution Control - Construction	**251,912,918**	**39,147,000**	**50,310,000**	**148,565,000**	**30,818,000**	**218,976,000**	**487,816,000**
Debt Service Repayment for Plant Capital Improvement Projects	3,605,000	3,107,000	4,916,000	206,649,000	1,226,000	2,889,000	218,787,000
Owner Controlled Insurance Program	3,264,000						
Preliminary Engineering - Water Pollution Control	5,187,764	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,000,000
Program Management - Water Pollution Control	11,007,309	8,390,000	6,926,000	6,735,000	3,421,000	3,558,000	29,030,000
RWF Bond Debt Service 2022B	17,274,000	17,271,000	17,272,000	17,271,000	17,274,000	17,273,000	86,361,000
RWF Bond Debt Service 2027					13,010,000	13,010,000	26,020,000
SBWR Master Plan Updates	350,000						
General Non-Construction - Water Pollution Control	**40,688,072**	**29,768,000**	**30,114,000**	**231,655,000**	**35,931,000**	**37,730,000**	**365,198,000**
Water Pollution Control - Non-Construction	**40,688,072**	**29,768,000**	**30,114,000**	**231,655,000**	**35,931,000**	**37,730,000**	**365,198,000**
Capital Program and Public Works Department Support Service Costs	828,000	983,000	1,130,000	5,360,000	957,000	3,605,000	12,035,000
Allocations	**828,000**	**983,000**	**1,130,000**	**5,360,000**	**957,000**	**3,605,000**	**12,035,000**
City Hall Debt Service Fund	150,000	88,000	97,000	97,000	97,000	97,000	476,000
Transfers to Special Funds	**150,000**	**88,000**	**97,000**	**97,000**	**97,000**	**97,000**	**476,000**
Transfers Expense	**150,000**	**88,000**	**97,000**	**97,000**	**97,000**	**97,000**	**476,000**
Hydraulic Capacity Enhancements Reserve		3,666,000					3,666,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Expense Reserves - Non-Construction		**3,666,000**					**3,666,000**
Total Expenditures	**293,578,991**	**73,652,000**	**81,651,000**	**385,677,000**	**67,803,000**	**260,408,000**	**869,191,000**
Ending Fund Balance	40,727,435	49,838,435	58,307,435	112,108,435	126,727,435	14,011,435	14,011,435
TOTAL	**334,306,426**	**123,490,435**	**139,958,435**	**497,785,435**	**194,530,435**	**274,419,435**	**883,202,435**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Additional Digester Upgrades

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2021
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2028
Location	Water Pollution Control Plant	**Revised Start Date**	2nd Qtr. 2022
Dept Owner	Environmental Services	**Revised End Date**	4th Qtr. 2030
Council Districts	4	**Initial Project Budget**	$64,475,000
Appropriation	A426D	**FY Initiated**	2021-2022

Description This project will rehabilitate up to six existing anaerobic digesters, including installation of new covers and mixers, upgrades to the existing sludge distribution piping, and upgrades to the digester heat supply system. This project will also construct a new FOG (Fats, Oils, Grease) Receiving station, including storage tanks, access control, feed piping from the receiving station to the first phase anaerobic digesters, odor control, and 1/4-mile of access road improvements. The project may also include the installation of batch tanks to produce Class A biosolids (if required by future regulations).

Justification This project will complete the second phase of the upgrades to ensure safe and reliable operation of the digestion facilities.

Notes This project corresponds to Plant Master Plan Project Nos. 50, 51, and 53, and Validation Project PS-02. Prior to 2018-2022, this project was part of "Digester and Thickener Facilities Upgrade". In the 2025-2029 CIP, this project incorporated the previously-separate FOG Receiving project scope.

Major Cost Changes 2024-2028 CIP – Increase of $49.0 million due to revised scope and cost estimate.
2025-2029 CIP – Increase of $18.6 million due to the incorporation of the previously-separate FOG Receiving project scope.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1,369	3,009								4,378
Design			10,386	1,476	818			12,680		12,680
Bid & Award		928	335					335		1,263
Construction					106,499	2,493	2,522	111,514	91	111,605
Post Construction							326	326	1,828	2,154
Total	**1,369**	**3,937**	**10,721**	**1,476**	**107,317**	**2,493**	**2,848**	**124,855**	**1,919**	**132,080**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	1,369	3,937	10,721	1,476	107,317	2,493	2,848	124,855	1,919	132,080
Total	**1,369**	**3,937**	**10,721**	**1,476**	**107,317**	**2,493**	**2,848**	**124,855**	**1,919**	**132,080**
Annual Operating Budget Impact (000s)										
Total										

Additional Filter Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2026
Location	Water Pollution Control	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	
Council Districts	4	**Initial Project Budget**	$1,020,000
Appropriation	TEMP_1160	**FY Initiated**	2025-2026

Description This project will repair the chlorinated filter effluent channel; replace outdated filter control panels, washdown water loops, filter effluent valves, and associated flow meters; and implement other minor improvements in the Regional Wastewater Facility's existing filter complex. It will also install second level transmitters in filter cells and structural bracing members for air scour piping; repair the interior coating of large-diameter filter gallery piping; remove an abandoned sodium hydroxide tank and associated piping in the filter building basement; and implement new backwash control infrastructure.

Justification The existing filter complex was constructed in the 1970s to provide the final step in the wastewater treatment process needed to comply with regulatory permit requirements. The Filter Rehabilitation project, started in 2014-2015, made critical improvements to the filter complex and was completed in early 2025 to ensure regulatory compliance and operational reliability. The improvements were done under the assumption that a new filter complex would be constructed. Upon further review, staff determined it could be more cost efficient to make additional improvements to the existing complex rather than build a new filter facility.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development			1,020					1,020		1,020
Total			**1,020**					**1,020**		**1,020**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)			1,020					1,020		1,020
Total			**1,020**					**1,020**		**1,020**
Annual Operating Budget Impact (000s)										
Total										

Aeration Tanks and Blower Rehabilitation

CSA	Environmental and Utility Services	**Initial Start Date**	1st Qtr. 2015
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	3rd Qtr. 2025
Location	Water Pollution Control Plant	**Revised Start Date**	2nd Qtr. 2015
Dept Owner	Environmental Services	**Revised End Date**	1st Qtr. 2034
Council Districts	4	**Initial Project Budget**	$114,880,000
Appropriation	A7677	**FY Initiated**	2014-2015

Description This project rehabilitates the secondary and nitrification aeration tanks including structural, mechanical, electrical, and instrumentation upgrades. It also replaces the remaining existing coarse bubble diffusers with fine bubble diffusers; installs partition walls and reconfigures air piping to optimize process treatment capabilities; and repairs concrete and applies coatings. This is the first phase of a multi-phased project. Based on performance of the tanks and updated flows and loads data, there is potential for a second and third phase. This Phase I work will help inform the scope and budget of the potential future budget phase(s). This project also installs Variable Frequency Drives (VFDs), new motors, new Motor Control Centers (MCC), and new controls for the electric driven blowers in Building 40 and Tertiary Blower Building; decommissions the engine driven blowers in the Secondary Blower Building; and replaces the S11 switchgear.

Justification Due to the age and the aggressive and corrosive environment the aeration tanks operate in, extensive rehabilitation is required. Conversion to fine bubble diffusers will increase the oxygen transfer efficiency and decrease energy requirements. Installing VFDs will minimize the impact of starting current on the blowers when the Plant is run on emergency power. Lastly, the S11 switchgear and MCCs need to be upgraded to be compatible with the new VFDs.

Notes This project corresponds to Plant Master Plan Project Nos. 20, 24, and 85 and Validation Project PLS-01.

Major Cost Changes 2016-2020 CIP - Increase of $4.4 million due to escalation of construction costs. 2018-2022 CIP - Increase of $4.5 million due to a revised scope and cost estimate. 2019-2023 CIP - Increase of $26.5 million due to an updated construction cost estimate. 2020-2024 CIP - Decrease of $16.9 million due to updated construction estimate and lower than expected construction bids. 2023-2027 CIP - Decrease of $52.8 million due to revised scope and cost estimate to include only Phase I of this project. 2024-2028 CIP - Increase of $105.4 million due to revised scope and cost estimate for Aeration Basin Mods - Phase 1. 2026-2030 CIP - Increase of $18.5 million due to revised scope, incorporating the second phase of the previous Nitrification Clarifier Rehabilitation project, and the attendant construction cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	7,261	8,407	217	291				508		16,176
Design	4,329	1,574			7,881	43		7,924		13,827
Bid & Award	273	991	755	545	604			1,904		3,168
Construction	42,547	1,908					116,194	116,194	11,991	172,640
Post Construction		121							1,397	1,518
Total	**54,410**	**13,001**	**972**	**836**	**8,485**	**43**	**116,194**	**126,530**	**13,388**	**207,329**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	54,410	13,001	972	836	8,485	43	116,194	126,530	13,388	207,329
Total	**54,410**	**13,001**	**972**	**836**	**8,485**	**43**	**116,194**	**126,530**	**13,388**	**207,329**
Annual Operating Budget Impact (000s)										
Total										

Facility Wide Water Systems Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2014
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	1st Qtr. 2022
Location	Water Pollution Control Plant	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2027
Council Districts	4	**Initial Project Budget**	$14,130,000
Appropriation	A7679	**FY Initiated**	2014-2015

Description This project rehabilitates, replaces, and/or extends the Plant's four water systems including piping, valves, pumps, controls, and other ancillary equipment. The scope of work will be based on hydraulic modeling and study of existing and future water demands at the Plant. The project may be constructed in phases based on the outcome of the study and priority of needs.

Justification The Plant's four water systems include potable water, groundwater, process/fire protection water, and recycled water. These were constructed over time with various Plant expansions and are in need of rehabilitation and upgrade due to age, condition, worker safety, plant reliability, and code compliance requirements. In addition, changes to water uses and demands have not all been addressed over time. An updated hydraulic model and assessment of current and future water demands will allow for the proper sizing of these systems to improve current and future performance and reduce risk of damage to pumping equipment.

Notes This project corresponds to Plant Master Plan Project No. 105 and Validation Project PF-06.

Major Cost Changes
2016-2020 CIP - Increase of $1.6 million due to escalation of construction costs.
2018-2022 CIP - Increase of $2.1 million due to revised project delivery cost estimate.
2022-2026 CIP - Increase of $38.6 million due to revised scope and delivery cost estimate.
2024-2028 CIP - Increase of $16.9 million due to an updated construction cost estimate.
2025-2029 CIP - Increase of $15.1 million due to additional construction contract and construction management costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	3,141									3,141
Design	5,293									5,293
Bid & Award	258									258
Construction	2,601	75,006	3,867	1,760				5,627		83,234
Post Construction				395				395		395
Total	**11,294**	**75,006**	**3,867**	**2,155**				**6,022**		**92,322**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	11,294	75,006	3,867	2,155				6,022		92,322
Total	**11,294**	**75,006**	**3,867**	**2,155**				**6,022**		**92,322**
Annual Operating Budget Impact (000s)										
Total										

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

New Disinfection Facilities

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2029
Location	Water Pollution Control Plant	**Revised Start Date**	3rd Qtr. 2026
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2034
Council Districts	4	**Initial Project Budget**	$55,620,000
Appropriation	TEMP_147	**FY Initiated**	2021-2022

Description This project constructs a new disinfection facility to replace the existing sodium hypochlorite disinfection facility. A feasibility study, expected to be completed within 2025-2026, is underway to determine whether this project will incorporate an additional phase to expand the existing chlorine contact basins to accommodate future peak hour wet weather flows and construct a new on-site hypochlorite generation facility.

Justification This project is required by new regulations concerning emerging contaminants issued by the Regional Water Board per the National Pollutant Discharge Elimination System permit.

Notes This project corresponds to Plant Master Plan Project Nos. 37, 38, and 39 and Validation Project PLD-01.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development				952	229			1,181		1,181
Design					3,732	722	357	4,811		4,811
Bid & Award					64		31	95	1	96
Construction					1,864			1,864	48,519	50,383
Post Construction					290			290	216	506
Total				**952**	**6,179**	**722**	**388**	**8,241**	**48,736**	**56,977**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)				952	6,179	722	388	8,241	48,736	56,977
Total				**952**	**6,179**	**722**	**388**	**8,241**	**48,736**	**56,977**
Annual Operating Budget Impact (000s)										
Total										

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Plantwide Security Systems Upgrade

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2021
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2022
Location	Water Pollution Control Plant	**Revised Start Date**	1st Qtr. 2021
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2027
Council Districts	4	**Initial Project Budget**	$6,740,000
Appropriation	A426E	**FY Initiated**	2021-2022

Description This project will upgrade three critical security components at the Plant: 1. Construct a new main guard shack with monitoring, lighting, traffic circulation, and pavement improvements, expected to be completed in the spring of 2026; 2. Install closed-circuit television cameras throughout the Plant and upgrade software, hardware, and equipment in the main server room, expected to be completed in the spring of 2027; and 3. Install access card readers throughout the Plant and install new proximity card badging stations, also expected to be completed in the spring of 2027.

Justification The existing guard shack is antiquated and undersized. Existing entrance and exit lanes are inadequate for larger delivery trucks, which impedes traffic flow and causes delays. Installing wired and wireless cameras, along with an upgraded server room and new monitoring station will enhance security throughout the Plant, which is needed due to increased operational and construction activity. Installing access card readers will provide and improve security by replacing a mix of entry systems (e.g., cyberkey, traditional locks, card readers) with a single system.

Notes

Major Cost Changes
2023-2027 CIP - Increase of $7.2 million due to revised scope and cost estimate.
2024-2028 CIP - Increase of $9.9 million due to revised scope and cost estimate.
2026-2030 CIP - Increase of $8.3 million due to increased construction estimate and construction management costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1,393	29								1,422
Design	1,442	1,868	138					138		3,448
Bid & Award	212	77	150					150		439
Construction	0	13,850	11,273	926				12,199		26,049
Post Construction				115				115		115
Total	**3,047**	**15,824**	**11,561**	**1,041**				**12,602**		**31,473**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	3,047	15,824	11,561	1,041				12,602		31,473
Total	**3,047**	**15,824**	**11,561**	**1,041**				**12,602**		**31,473**
Annual Operating Budget Impact (000s)										
Total										

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Primary Rehabilitation

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2009
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	4th Qtr. 2012
Location	Water Pollution Control Plant	**Revised Start Date**	3rd Qtr. 2010
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2034
Council Districts	4	**Initial Project Budget**	$3,605,000
Appropriation	A7226	**FY Initiated**	2010-2011

Description This project rehabilitates the existing primary clarifiers, including the coating of concrete and replacement of clarifier mechanisms with corrosion resistant materials. It also includes structural retrofits to allow new covers to be installed over a portion or all of the primary treatment area to contain odors. A new odor extraction and treatment system will also be constructed.

Justification This project restores the mechanical and structural integrity of the aging clarifiers and provides odor control measures.

Notes This project corresponds to Plant Master Plan Project Nos. 9, 10, and 11 and Validation Project PLP-02.
Prior to 2025-2029 CIP, this appropriation was named East Primary Rehabilitation, Seismic Retrofit, and Odor Control. The scope was expanded to all Primaries, which may or may not need seismic retrofitting or covers.

Major Cost Changes 2012-2016 CIP - Increase of $80.1 million; $16.6 million due to increase of scope to incorporate master planning recommendations for seismic upgrades and odor control measures; $63.5 million reflects the addition of the Beyond 5-Year expense not previously programmed.
2013-2017 CIP - Decrease of $1.7 million due to revised cost estimate.
2015-2019 CIP - Increase of $27.5 million due to revised project validation cost estimate.
2016-2020 CIP - Increase of $3.6 million due to escalation of construction costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	56	6,224	636	508				1,144		7,424
Design	30				4,380	843	566	5,789		5,819
Bid & Award		600		165	261			426		1,026
Construction							92,978	92,978	3,680	96,658
Post Construction									562	562
Total	**86**	**6,824**	**636**	**673**	**4,641**	**843**	**93,544**	**100,337**	**4,242**	**111,489**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	86	6,824	636	673	4,641	843	93,544	100,337	4,242	111,489
Total	**86**	**6,824**	**636**	**673**	**4,641**	**843**	**93,544**	**100,337**	**4,242**	**111,489**
Annual Operating Budget Impact (000s)										
Total										

Process Pump Station Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2026
Location	Water Pollution Control Plant	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	
Council Districts	4	**Initial Project Budget**	$939,000
Appropriation	TEMP_1162	**FY Initiated**	2025-2026

Description This project will make repairs to three critical pump stations: Settled Sewage, Filtration Influent, and Raw Sewage. The project will repair or replace pipe foundations, roofs, piping, wet wells, filtration influent pumps, pump discharge valves, isolation valves, sluice gates, pump motors, switch gears, isolating transformers, instrumentation and controls, monitoring systems, room lighting, and other minor pump station improvements.

Justification The existing pump stations range in age from 20 to 65 years and are becoming increasingly difficult and expensive to maintain. To reduce the likelihood of failure and increase reliability, the pump stations need repairs and improvements. In addition, the existing raw sewage pump station does not meet the performance requirements of the Regional Wastewater Facility's new headworks facility.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development			841					841		841
Design			49					49		49
Construction			49					49		49
Total			**939**					**939**		**939**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)			939					939		939
Total			**939**					**939**		**939**
Annual Operating Budget Impact (000s)										
Total										

Secondary Clarifier Rehabilitation

CSA	Environmental and Utility Services	**Initial Start Date**	1st Qtr. 2017
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2024
Location	Water Pollution Control Plant	**Revised Start Date**	3rd Qtr. 2026
Dept Owner	Environmental Services	**Revised End Date**	1st Qtr. 2031
Council Districts	4	**Initial Project Budget**	$26,559,000
Appropriation	A7803	**FY Initiated**	2016-2017

Description The Plant has 26 secondary clarifiers configured with peripheral mix liquor feed channel, and either central or peripheral launders. The first phase of this project rehabilitates one secondary (BNR1) clarifier and retrofits it to receive a new baffle configuration based on computational fluid dynamic (CFD) modeling results. The new configuration is expected to improve clarifier performance and efficiency. The subsequent phases of the project will rehabilitate and convert the remaining 25 clarifiers based on the results of the first phase. Rehabilitation will include structural, mechanical, electrical, and instrumentation improvements.

Justification The Plant's 26 secondary clarifiers have been in service for 30 to 50 years depending on the year of construction. A condition assessment study, completed in 2012, recommended phased rehabilitation of the secondary clarifiers. The improvements are needed to address structural, mechanical, electrical, and instrumentation deficiencies and will extend the useful life of the clarifier assets for an additional 30 years. The study also recommended the replacement of central effluent launders with a new peripheral launders to improve clarifier performance and efficiency. The pilot is needed to confirm modeling results before converting the remaining 25 clarifiers to new peripheral launders.

Notes This project corresponds to Plant Master Plan Project No. 22 and 23 and Validation Project PLS-04. This project is planned to be completed in multiple phases.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration										
Project Feasibility Development				565	19			584		584
Design					2,773			2,773		2,773
Bid & Award					41	14		55		55
Construction						22,212	159	22,371	404	22,775
Post Construction						153		153	115	268
Total				**565**	**2,833**	**22,379**	**159**	**25,936**	**519**	**26,455**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)				565	2,833	22,379	159	25,936	519	26,455
Total				**565**	**2,833**	**22,379**	**159**	**25,936**	**519**	**26,455**
Annual Operating Budget Impact (000s)										
Total										

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Support Building Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	1st Qtr. 2015
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	3rd Qtr. 2023
Location	Water Pollution Control Plant	**Revised Start Date**	2nd Qtr. 2015
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2034
Council Districts	4	**Initial Project Budget**	$55,590,000
Appropriation	A7681	**FY Initiated**	2014-2015

Description This project constructs various tenant improvements to the administration, operations, engineering, and other support buildings located throughout the Plant. It may include floor, ceiling, wall, partition, plumbing, heating, ventilation and air conditioning upgrades, fire protection, and security improvements, as well as ancillary landscaping improvements. It also constructs new warehousing facilities and an electronic warehouse management system which may include new computers, a central database, barcode scanners, mobile tablets, and other technology improvements. This project will be constructed in phases based on a detailed tenant improvement study, warehouse design study, and priority of needs.

Justification Most of the buildings at the Plant are between 30 and 50 years old and are in need of refurbishment to improve worker health, safety, and environment. The tenant improvements are also needed to bring the buildings into compliance with current building and safety codes. The new warehousing facility and warehouse management system will improve operational efficiency through better control of the movement and storage of materials, including shipping, receiving, material stocking, use, and distribution.

Notes This project corresponds to Plant Master Plan Project Nos. 94, 95, 96, 98, 106, and 107 and Validation Project PF-02.

Major Cost Changes
2016-2020 CIP - Decrease of $856,000 due to revised cost estimate.
2018-2022 CIP - Increase of $2.2 million due to revised project delivery cost estimate.
2025-2029 CIP - Increase of $7.5 million due to increased construction estimates.
2026-2030 CIP - Increase of $20.1 million due to increased construction estimates.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	2,124	871		853	495			1,348		4,342
Design	4,676	2,491	725		2,669	985	539	4,918		12,085
Bid & Award	289	368	416				244	660	249	1,566
Construction	4,621	7,563	1,069	32,408	2,882			36,359	14,931	63,474
Post Construction		275		143		212		355	1,141	1,771
Equipment, Materials and Supplies	345									345
Total	**12,055**	**11,568**	**2,210**	**33,404**	**6,046**	**1,197**	**783**	**43,640**	**16,321**	**83,584**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	12,055	11,568	2,210	33,404	6,046	1,197	783	43,640	16,321	83,584
Total	**12,055**	**11,568**	**2,210**	**33,404**	**6,046**	**1,197**	**783**	**43,640**	**16,321**	**83,584**
Annual Operating Budget Impact (000s)										
Total										

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Switchgear S2/S2A Replacement

CSA	Environmental and Utility Services	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2030
Location	Water Pollution Control Plant	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	
Council Districts	4	**Initial Project Budget**	$13,200,000
Appropriation	TEMP_1161	**FY Initiated**	2025-2026

Description This project will replace the existing S2 and S2A switchgears, which are collections of electrical devices used to control, protect, and isolate electrical circuits and equipment. The new switchgears will be housed in a new walk-in enclosure, prefabricated building, or block building outside of the Sludge Control Building. The new switchgears will include a medium voltage (4160V) section, a low voltage (480V) section, a step-down transformer, and other minor improvements.

Justification Both switchgears directly feed pressure flow pumps as well as gas compressors that are crucial to the operation of the Plant's cogeneration engines. The switchgears also feed several motor control centers that power and control process equipment throughout the Plant. The switchgears are critical to ensuring reliability of the electrical system, and both are beyond their useful life.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development			30					30		30
Design				1,101	320			1,421		1,421
Bid & Award			631	50				681		681
Construction					10,219	616		10,835		10,835
Post Construction							233	233		233
Total			**661**	**1,151**	**10,539**	**616**	**233**	**13,200**		**13,200**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)			661	1,151	10,539	616	233	13,200		13,200
Total			**661**	**1,151**	**10,539**	**616**	**233**	**13,200**		**13,200**
Annual Operating Budget Impact (000s)										
Total										

Yard Piping Improvements

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2011
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	4th Qtr. 2026
Location	Water Pollution Control Plant	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	1st Qtr. 2027
Council Districts	4	**Initial Project Budget**	N/A
Appropriation	A7396	**FY Initiated**	2011-2012

Description This project rehabilitates and/or replaces process piping systems, valves, and related appurtenances throughout the Plant. The work will be completed in phases based on the outcome of a detailed condition assessment, physical testing, and prioritization of needs. This project will also address flood risks for identified junction structures, screening structures, and pump stations.

Justification The Plant has approximately 300,000 linear feet of piping along with associated valves and related appurtenances. The pipes range in diameter from 8 inches to 144 inches and carry gas, liquids, sludge, air, steam, and other process streams to and from the various treatment areas. The pipes vary in age, material, condition, reliability, and redundancy. Over 70 percent of the piping was installed more than 25 years ago and is in need of rehabilitation or replacement due to age, failure, and/or excessive maintenance.

Notes This project corresponds to Plant Master Plan Project Nos. 98 and 100 and Validation Project PF-04. Prior to 2018-2022, this project was ongoing in nature; it has since become a finite project. Prior to 2025-2029 this appropriation was titled Yard Piping and Road Improvements. The road work scope of the project has been removed.

Major Cost Changes 2019-2023 CIP - Decrease of $14.3 million due to a decrease in project scope and a 78" SES pipe that will be replaced in the Digester and Thickener Facilities Upgrade project.
2022-2026 CIP - Decrease of $11.8 million due to a decrease in project scope and construction cost estimates.
2023-2027 CIP - Decrease of $39.8 million due to reduction in project scope based on updated condition assessment information that determined that certain pipe segments were in better than expected condition, so anticipated repairs were not needed.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	7,755									7,755
Design	2,670	3,415								6,086
Bid & Award	713	357								1,070
Construction	18,570	37,457	2,050	851				2,901		58,927
Post Construction	152	159		81				81		392
Total	**29,860**	**41,388**	**2,050**	**932**				**2,982**		**74,230**
Funding Source Schedule (000s)										
San José-Santa Clara Treatment Plant Capital Fund (512)	29,860	41,388	2,050	932				2,982		74,230
Total	**29,860**	**41,388**	**2,050**	**932**				**2,982**		**74,230**
Annual Operating Budget Impact (000s)										
Total										

Debt Service Repayment for Plant Capital Improvement Projects

CSA Outcome	Affordable, Effective Utilities with Excellent Customer Care	**Council Districts**	N/A
Department Owner	Environmental Services	**Appropriation**	A402C

Description This allocation provides for the repayment of financing proceeds, including short-term wastewater revenue notes, drawn for the Plant Capital Improvement Projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	3,605	3,107	4,916	206,649	1,226	2,889	218,787
Total	**3,605**	**3,107**	**4,916**	**206,649**	**1,226**	**2,889**	**218,787**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	3,605	3,107	4,916	206,649	1,226	2,889	218,787
Total	**3,605**	**3,107**	**4,916**	**206,649**	**1,226**	**2,889**	**218,787**

Hydraulic Capacity Engineering

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	4
Department Owner	Environmental Services	**Appropriation**	A411B

Description

This allocation funds the expansion of the South Bay Water Recycling (SBWR) system through the construction of pipeline and ancillary distribution system projects. Use of these funds will be dedicated towards the design, engineering, and inspection for the connection of new developments to the recycled water utility system. SBWR's hydraulic capacity engineering is limited to extensions that are justified by projected water revenues, grant funding, or funds from developers or other government agencies (e.g. Valley Water). No revenue from Plant Tributary Agencies or City Sanitary Sewer rate payers will be used to fund this project.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**
Funding Source Schedule (000s)							
South Bay Water Recycling Capital Fund (571)	25	25	25	25	25	25	125
Total	**25**	**25**	**25**	**25**	**25**	**25**	**125**

Plant Infrastructure Improvements

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	4
Department Owner	Environmental Services	**Appropriation**	A5690

Description This allocation provides for improvements, rehabilitation, or replacement of existing Plant infrastructure. Examples of the ongoing replacement and rehabilitation work include handrail replacement, concrete repairs, telecommunication systems upgrade, and Plant support system improvements.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	41						
Bid & Award	18						
Construction	7,555	2,000	5,600	1,000	1,000	1,000	10,600
Total	**7,613**	**2,000**	**5,600**	**1,000**	**1,000**	**1,000**	**10,600**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	7,613	2,000	5,600	1,000	1,000	1,000	10,600
Total	**7,613**	**2,000**	**5,600**	**1,000**	**1,000**	**1,000**	**10,600**

Preliminary Engineering - Water Pollution Control

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	4
Department Owner	Environmental Services	**Appropriation**	A7456

Description This allocation provides funding to support preliminary engineering for Plant-related projects, including studies, pilots, and field verifications to evaluate impacts on operations.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	5,188	1,000	1,000	1,000	1,000	1,000	5,000
Total	**5,188**	**1,000**	**1,000**	**1,000**	**1,000**	**1,000**	**5,000**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	5,188	1,000	1,000	1,000	1,000	1,000	5,000
Total	**5,188**	**1,000**	**1,000**	**1,000**	**1,000**	**1,000**	**5,000**

Program Management - Water Pollution Control

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	4
Department Owner	Environmental Services	**Appropriation**	A7481

Description This allocation funds the administration and management of the Water Pollution Control CIP.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	11,007	8,390	6,926	6,735	3,421	3,558	29,030
Total	**11,007**	**8,390**	**6,926**	**6,735**	**3,421**	**3,558**	**29,030**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	11,007	8,390	6,926	6,735	3,421	3,558	29,030
Total	**11,007**	**8,390**	**6,926**	**6,735**	**3,421**	**3,558**	**29,030**

RWF Bond Debt Service 2022B

CSA Outcome	Affordable, Effective Utilities with Excellent Customer Care	**Council Districts**	N/A
Department Owner	Environmental Services	**Appropriation**	A434P

Description This allocation provides for the repayment of the revenue bonds issued in December 2022 for the San José-Santa Clara Treatment Plant Capital Fund.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	17,274	17,271	17,272	17,271	17,274	17,273	86,361
Total	**17,274**	**17,271**	**17,272**	**17,271**	**17,274**	**17,273**	**86,361**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	17,274	17,271	17,272	17,271	17,274	17,273	86,361
Total	**17,274**	**17,271**	**17,272**	**17,271**	**17,274**	**17,273**	**86,361**

Urgent and Unscheduled Treatment Plant Rehabilitation

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	4
Department Owner	Environmental Services	**Appropriation**	A7395

Description This ongoing allocation is used to investigate, prioritize, and rehabilitate structures and systems at the Water Pollution Control Plant. This funding will be used to respond to the Plant's urgent maintenance and rehabilitation needs that cannot be programmed during the annual CIP budget process.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	1,500	1,500	1,500	1,500	1,500	1,500	7,500
Total	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**7,500**
Funding Source Schedule (000s)							
San José-Santa Clara Treatment Plant Capital Fund (512)	1,500	1,500	1,500	1,500	1,500	1,500	7,500
Total	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**7,500**

Water Pollution Control

2026-2030 Proposed Capital Improvement Program

Summary of Projects with Close-Out Costs Only in 2025-2026

Project Name	Digested Sludge Dewatering Facility	**Initial Start Date**	3rd Qtr. 2012
5-Yr CIP Budget	$ 985,000	**Initial End Date**	2nd Qtr. 2013
Total Budget	$ 177,816,248	**Revised Start Date**	3rd Qtr. 2014
Council Districts	4	**Revised End Date**	4th Qtr. 2025

Description This project will construct a new mechanical dewatering facility and support systems to replace the existing sludge storage lagoons and open air solar drying beds. All new mechanical dewatering units, feed tank, storage, conveyance, and chemical dosing facilities will be housed in an odor-controlled building.

Project Name	RWF Bond Debt Service 2027	**Initial Start Date**	3rd Qtr. 2027
5-Yr CIP Budget	$ 26,020,000	**Initial End Date**	2nd Qtr. 2030
Total Budget	$ 26,020,000	**Revised Start Date**	
Council Districts	N/A	**Revised End Date**	

Description This allocation provides for the repayment of the revenue bonds planned to be issued in 2027 for the San José-Santa Clara Treatment Plant Capital Fund.

Project Name	Tunnel Rehabilitation	**Initial Start Date**	2nd Qtr. 2015
5-Yr CIP Budget	$ 2,302,000	**Initial End Date**	4th Qtr. 2024
Total Budget	$ 27,638,292	**Revised Start Date**	3rd Qtr. 2029
Council Districts	4	**Revised End Date**	3rd Qtr. 2037

Description This project will rehabilitate and make safety improvements to the tunnel system throughout the Plant. The work may include structural, mechanical, electrical, ventilation, fire safety, and coating improvements and will be completed in phases based on a detailed condition assessment, physical testing, and prioritization of needs.

Water Pollution Control
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Hydraulic Capacity Enhancements Reserve
5-Yr CIP Budget	$ 3,666,000
Total Budget	$ 3,666,000
Council Districts	4
Description	This reserve sets aside funding for future design, engineering, and inspection for the connection of new developments to the recycled water utility system. This reserve is fully funded by the South Bay Water Recycling Capital Fund; no revenue from Plant Tributary Agencies or City Sanitary Sewer rate payers has been used for the allocation of this reserve.

EXPLANATION OF FUNDS

Revenues and expenditures for the operation and maintenance of the San José-Santa Clara Regional Wastewater Facility (RWF) are accounted for by the City of San José, as the administering agency, through the San José-Santa Clara Treatment Plant Operating Fund (Operating Fund) and the San José-Santa Clara Treatment Plant Capital Fund (Capital Fund).

Revenues from the City of Santa Clara and tributary agencies of the RWF are recorded directly into the Operating and Capital Funds. The tributary agencies include the City of Milpitas, City of Cupertino, Burbank Sanitary District, County Sanitation District No. 2-3, and West Valley Sanitation District.

Tributary agencies are assessed for their share of annual operation, maintenance, equipment, and facilities replacement and capital costs, based on their respective flow and strength of sewage conveyed to the RWF.

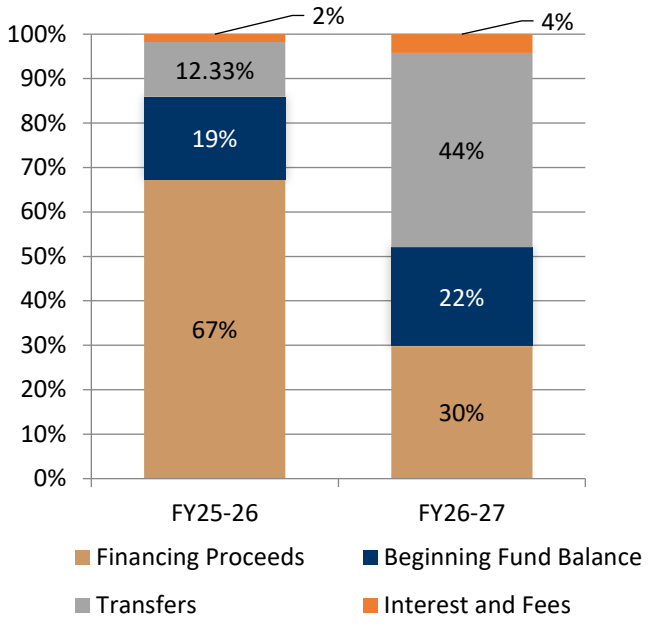
The Sewer Service and Use Charge Fund was established in the San José Municipal Code Section 15.12.640 in August 1959. This fund is the depository of revenues from Sewer Service and Use Charges received from residential, commercial, and industrial users of the sanitary sewer system within San José. A portion of these monies are transferred to the Operating and Capital Funds to pay for the City of San José's share of operating and capital costs of the RWF.

The Capital Fund provides all monies used for capital projects. In addition, debt service payments for the City of San Jose’s Sewer Revenue Bonds, issued under the San José Financing Authority are made from this fund.

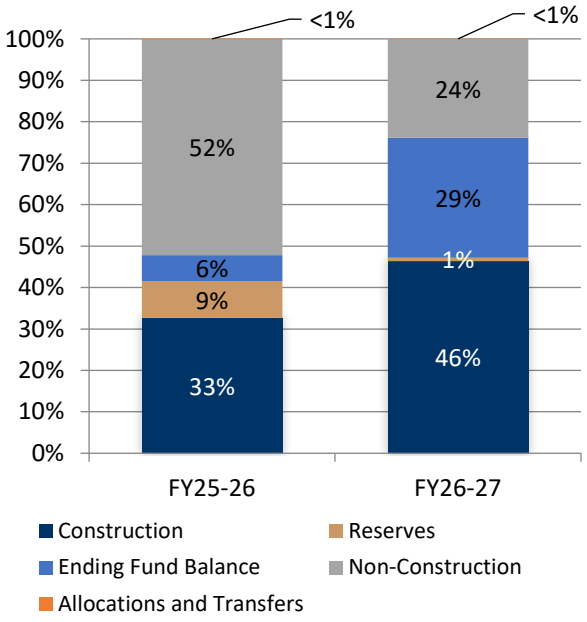
Revenues and expenditures for the operation and maintenance of the South Bay Water Recycling system are accounted for by the South Bay Water Recycling Operating Fund. Wholesale revenues from recycled water retailers are recorded directly into the Operating fund. The South Bay Water Recycling (SBWR) Capital Fund provides monies for capital improvement projects in support of SBWR system infrastructure and capacity improvements. These funds may be supplemented by South Bay Water Recycling Operating funds to support the capital needs of the recycled water system. Annual payment and reimbursement obligations can require the transfer of funding from the South Bay Recycled Water Operating Fund to the Sewer Service and Use Charge Fund via the San José-Santa Clara Treatment Plant Operating Fund.

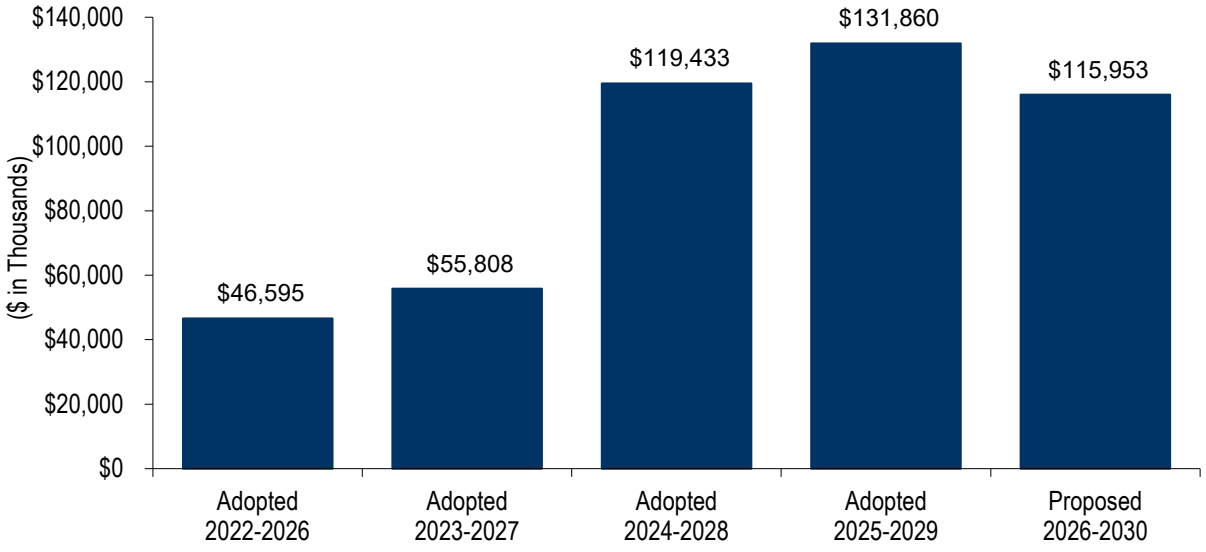
WATER UTILITY SYSTEM
2026-2030 Capital Improvement Program

2025-2027 PROPOSED BIENNIAL SOURCE OF FUNDS

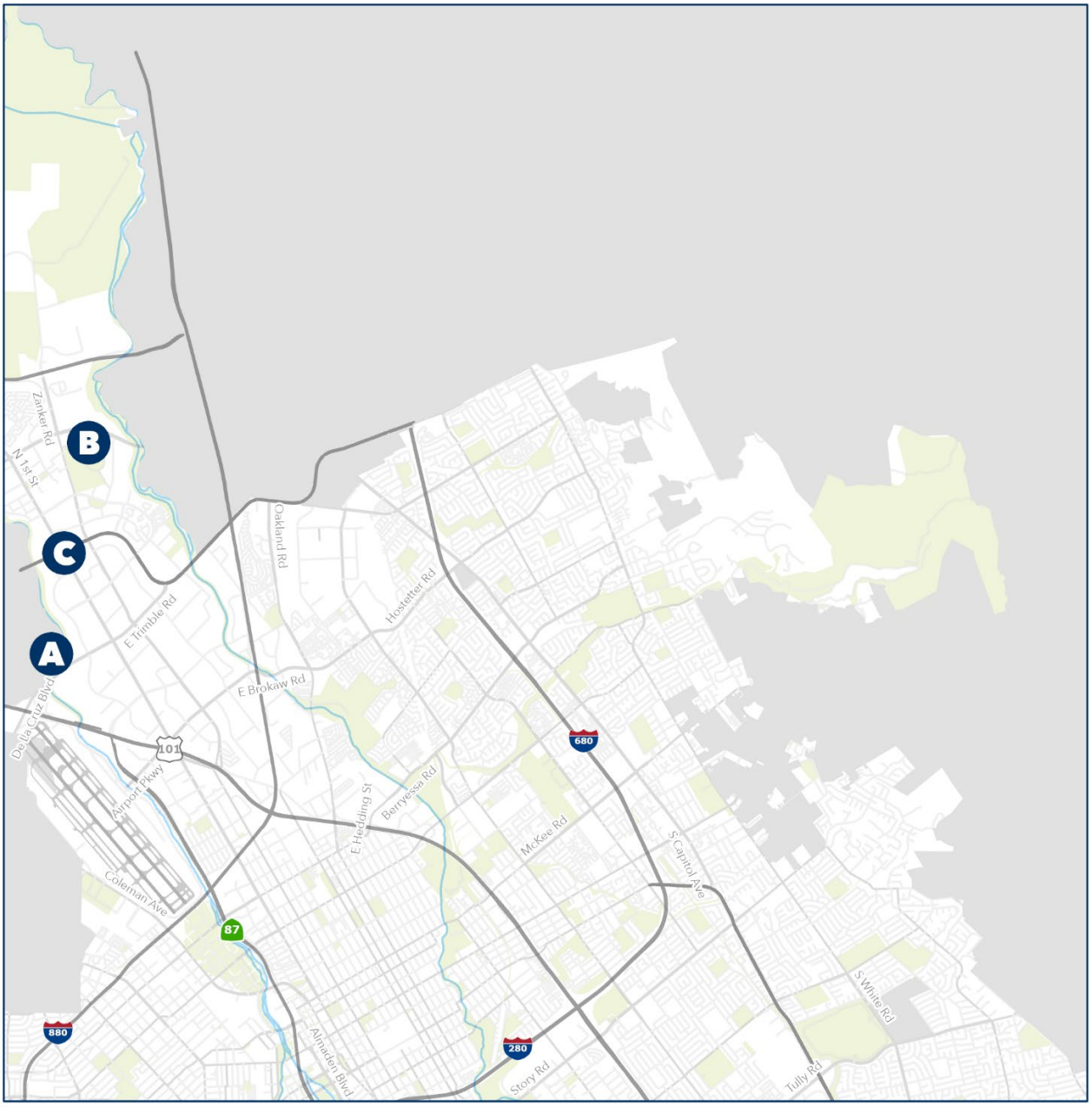


2025-2027 PROPOSED BIENNIAL USE OF FUNDS



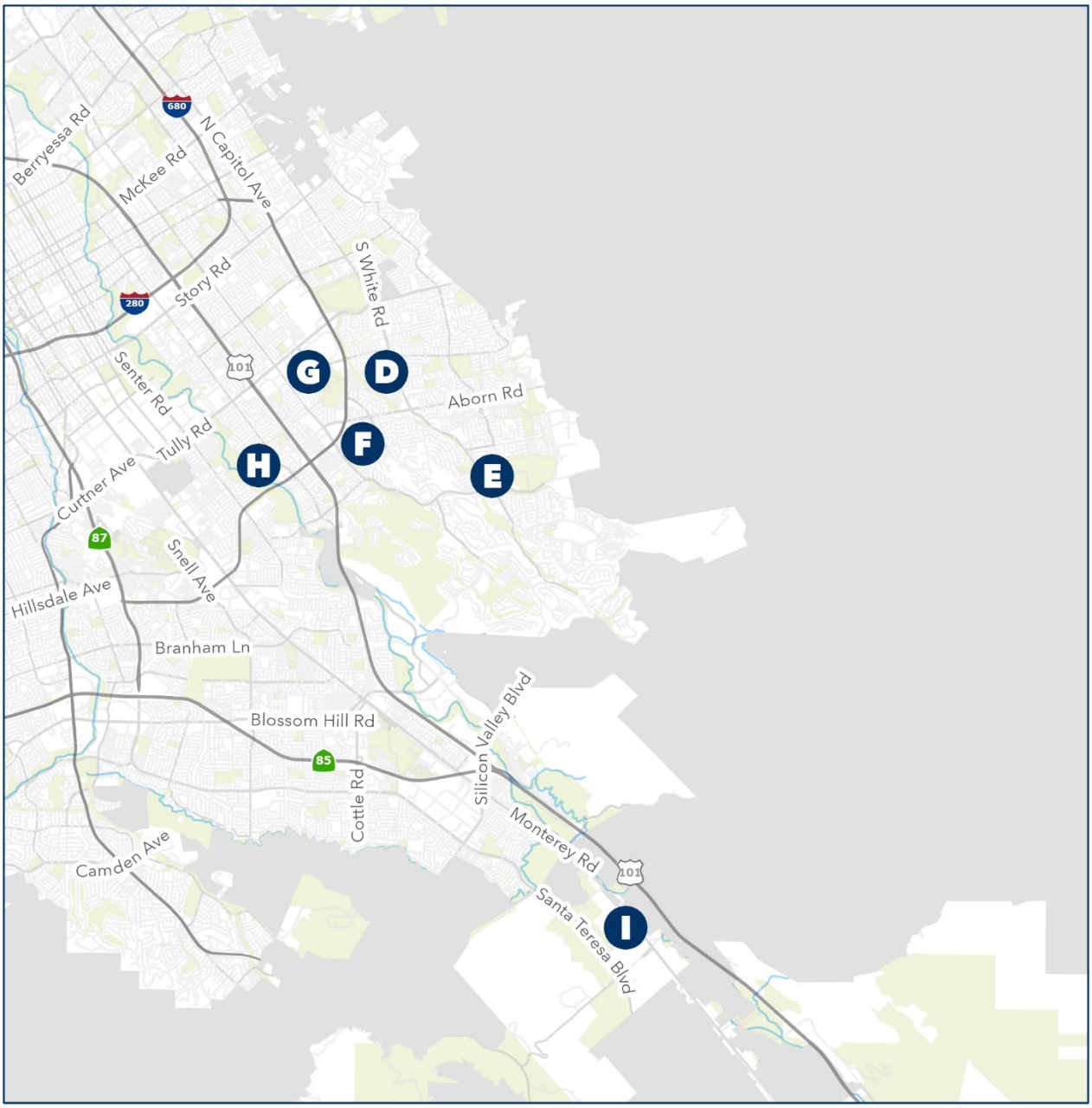


North East



A North San José Reliability Well Construction
B North San José Well Development and Construction
C Advanced Metering Infrastructure Implementation

South East



- D Annual Water Main Replacement
- E Safety and Security Improvements
- F Advanced Metering Infrastructure Implementation
- G Evergreen Reliability Well
- H Water Resources Administration & Operations Facility
- I Coyote Well Rehabilitation/Replacement

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OVERVIEW

INTRODUCTION

MUNICIPAL WATER SYSTEM PUBLIC INFRASTRUCTURE	
MILES OF WATER MAINS	348
NUMBER OF RESERVOIRS	17
NUMBER OF PUMP STATIONS	15
NUMBER OF GROUNDWATER WELLS	14

The mission of the Water Utility System Capital Program is to provide superior water service at competitive rates. The San José Municipal Water System (Muni Water) provides water service to approximately 27,000 customers in five service areas of the City of San José: Alviso, North San José, Coyote Valley, Edenvale, and Evergreen. The Alviso service area (Council District 4) includes the area within the former City of Alviso. The North San José service area (Council District 4) is north of Trimble Road, between the Guadalupe River and Coyote Creek. The Coyote Valley service area (Council District 2) encompasses the area south of Tulare Hill, west of Highway 101, and north of Palm Avenue. The Edenvale service area (Council District 8) is south of Hellyer Avenue and east of Coyote Creek. The Evergreen service area coincides with the boundaries of Council District 8, east of Highway 101.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $116.0 million, of which $71.4 million is allocated in 2025-2026 and $20.1 million is allocated in 2026-2027. This program is part of the Environmental and Utility Services City Service Area (CSA) and supports the following outcomes: *Affordable, Effective Utilities with Excellent Customer Care*; *Sustainable Utility Systems That Meet Future Needs*; and *Utility Services That Protect Public Health and the Environment*.

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Water Utility System CIP supports the strategic goals of the Environmental and Utility Services CSA by focusing and aligning resources to the following priorities:

- Maintain the existing water utility system infrastructure;
- Provide facilities necessary for new development as identified in the Envision San José 2040 General Plan; and
- Ensure that the fire flow pressure and volume as recommended by the San José Fire Department is maintained.



Construction of a main replacement project

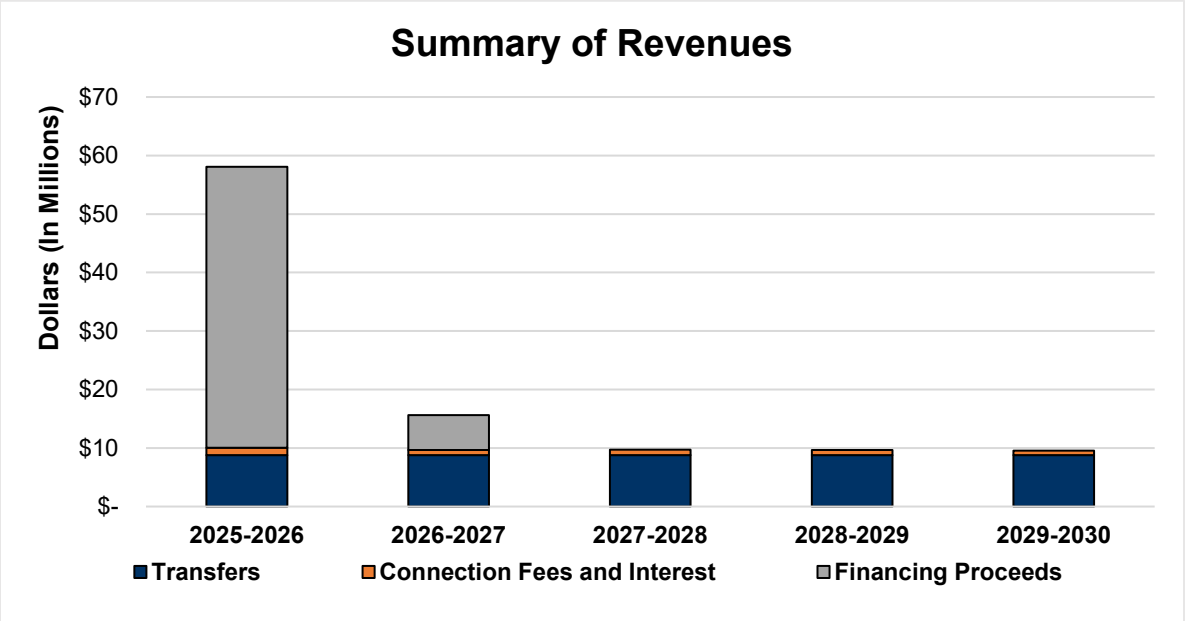
OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $116.0 million. This funding level is $15.9 million (12.1%) below the 2025-2029 Adopted CIP funding of $131.9 million. Excluding Beginning Fund Balance, Water Utility System revenues consist of transfers from the Water Utility Fund to the Water Utility Capital Fund, financing proceeds, fee income, and interest income.

The Water Utility Fund derives its revenue primarily from water sales in the service areas. The amount of the transfer from the Water Utility Fund is $8.8 million each year of the five-year CIP. Fee revenue in the Water Utility Capital Fund is generated from Service Connection Fees, Advanced System Design Fees, and Meter Installation Fees, and is estimated to total $275,000 through the five-year CIP. Financing proceeds of $12.0 million from commercial paper for the Advanced Metering Infrastructure (AMI) Implementation and $12.0 million for the Water Resources Administration and Operations Facility (WRAOF) are included in this CIP. An additional $30.0 million in bond financing revenues is expected to be issued in 2025-2026 to support the repayment of outstanding commercial paper debt for the WRAOF.

Revenue in the Major Facilities Fund is generated primarily through development fees associated with the connection and operation of major water facilities in the five service areas. Revenues received from Major Water Facilities Fees are not budgeted due to the volatility of this revenue stream. Revenue will be recognized, and programmed as necessary during the year, as it is received.

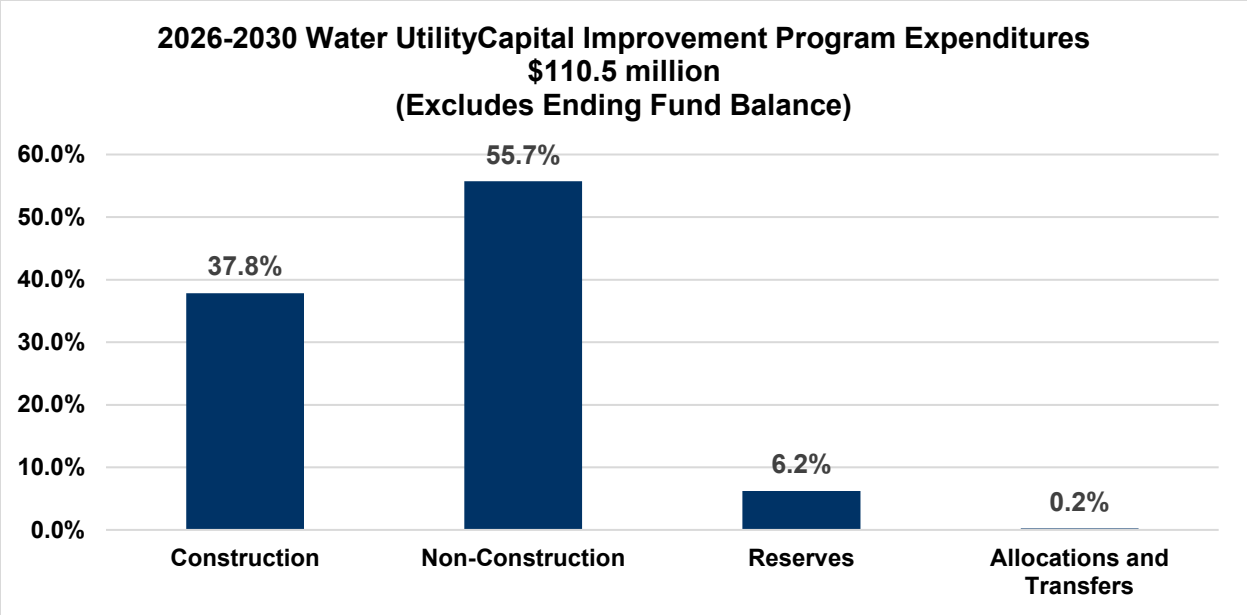


PROGRAM HIGHLIGHTS

The Water Utility System Capital Program's expenditures are organized to show the use of funds in several categories, as summarized in table below. The following information highlights the major projects in the program. For further details on the program's individual projects, please refer to the Detail Pages.

OVERVIEW

PROGRAM HIGHLIGHTS



To meet the service needs of new developments in the Muni Water service area, the program continues its policy of requiring developers to construct infrastructure improvements within their project area. Large water storage and conveyance infrastructure are constructed by developers or funded from the Major Facilities fees. Capital improvements for existing customers are funded from water sale revenues, which are displayed in the 2025-2026 Proposed Operating Budget in the Water Utility Fund.

Debt Service

Two projects described below and included in the 2026-2030 Proposed CIP utilize financing proceeds to fund their award and completion. These financing proceeds bring with them debt service obligations that will be repaid in the Water Utility Capital Fund and have been programmed in the Debt Service and Commercial Paper Repayment allocations.

Advanced Metering Infrastructure Implementation

The Advanced Metering Infrastructure (AMI) Implementation project (total project cost of $24.0 million) will modernize the utility's water metering process. Implementation of the AMI technology over the next three years will allow for automatic cellular-based transmittal of hourly or sub-hourly water consumption information for each meter. The project will allow customers to view their real-time water use trends, allow for leak notifications to customers, and collect additional consumption data that Muni Water can use to optimize its operations and reporting. Commercial paper is projected to be used to fund $18.5 million of this project. The total debt service cost, paid over 10 years, is approximately $24.0 million.

OVERVIEW

PROGRAM HIGHLIGHTS

Water Resources Administration & Operations Facility

The Proposed CIP includes funding for the WRAOF in the amount of $40.6 million. This project will provide the Water Resources Division – the administration, management, and operations staff that supports the entire Municipal Water System of San José in the Environmental Services Department – with a new facility.

The new WRAOF is under construction and will consist of one large building that will house all staff and infrastructure necessary to ensure continuous operations, with occupancy projected for summer 2025. The new facility will include conference and training rooms; a customer service and payment area; a water quality laboratory; a map room for utility plans and documents; a warehouse for equipment, materials, and parts; a welding shop for metalwork and fabrication needs; adequate parking for staff, City vehicles, and visitors; and site security systems and fencing. Commercial paper is projected to be issued in 2024-2025 and 2025-2026 to fund approximately $30.0 million for the project, which is in turn anticipated to be repaid with the issuance of long-term debt in 2025-2026. The total debt service cost, paid over 30 years, is approximately $55.0 million.

<u>System-Wide</u>

In an effort to maintain and upgrade the Muni Water distribution system, the Proposed CIP includes funding for the Annual Water Main Replacement Project ($7.9 million), which will prioritize water mains for replacement throughout the service areas by rating pipe segments based on age, adequacy of size and flow, the number of leaks or failures that have occurred, and the difficulty to repair the pipe following an unexpected failure. The Proposed CIP also includes funding for System Maintenance and Repairs ($4.7 million) and Infrastructure Improvements ($4.4 million).



Water Resources Administration and Operations Facility under construction

The System Rehabilitation/Replacement Reserve totals $5.3 million in the Proposed CIP. In the event that economic or environmental conditions (for example, a drought, natural disaster, or an abrupt economic disruption) decrease revenues to the Water Utility System, liquidation of the reserve may be required to maintain infrastructure.

OVERVIEW

PROGRAM HIGHLIGHTS



Drill rig for construction of a new water well

Evergreen Service Area

The Evergreen service area contains approximately 92% of the total customers served by the water system and accounts for approximately 67% of total water usage. Customers in the Evergreen area receive water supplied by Valley Water. The Evergreen service area has experienced minimal growth in the last several years. Included in the Proposed CIP is the design and construction of the Evergreen Reliability Well ($1.8 million), as well as other miscellaneous improvements to extend the useful life of the system.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Water Utility System CIP has decreased by $15.9 million (12.1%), from $131.9 million in the 2025-2029 Adopted CIP to $116.0 million in the 2026-2030 Proposed CIP. The change to the size of the CIP is primarily attributable to the continued progression of projects with large budgets, namely the Advanced Metering Infrastructure project and the WRAOF.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Advanced Metering Infrastructure Implementation	$9.5 million
Coyote Well Replacement Planning	$2.0 million
Annual Water Main Replacement	($1.3 million)

OPERATING BUDGET IMPACT

There are no additional operating and maintenance costs associated with the projects in the 2026-2030 Proposed CIP. Future operating budgets may incorporate additional incremental costs associated with the new WRAOF and/or the Advanced Metering Infrastructure ongoing implementation. Potential additional costs will need to be defined once the project components are all known and the projects are closer to completion.

Water Utility System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Water Utility Capital Fund (500)							
Beginning Balance	(4,429,405)	7,346,335	2,945,335	4,195,335	3,885,335	3,716,335	7,346,335
Reserve for Encumbrance	22,453,305						
Transfers and Reimbursements							
Transfer from the Water Utility Fund	8,800,000	8,800,000	8,800,000	8,800,000	8,800,000	8,800,000	44,000,000
TOTAL Transfers and Reimbursements	**8,800,000**	**8,800,000**	**8,800,000**	**8,800,000**	**8,800,000**	**8,800,000**	**44,000,000**
Revenue from the Use of Money/Property							
Interest Income	690,000	950,000	681,000	739,000	694,000	573,000	3,637,000
TOTAL Revenue from the Use of Money/Property	**690,000**	**950,000**	**681,000**	**739,000**	**694,000**	**573,000**	**3,637,000**
Fees, Rates and Charges							
Advance System Design Fees	35,000	20,000	20,000	20,000	20,000	20,000	100,000
Meter Installation Fees	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Service Connection Fees	75,000	25,000	25,000	25,000	25,000	25,000	125,000
TOTAL Fees, Rates and Charges	**120,000**	**55,000**	**55,000**	**55,000**	**55,000**	**55,000**	**275,000**
Financing Proceeds							
Commercial Paper - AMI	6,500,000	6,000,000	6,000,000				12,000,000
Commercial Paper - WRAOF	18,000,000	12,000,000					12,000,000
Bond Proceeds - WRAOF		30,000,000					30,000,000
TOTAL Financing Proceeds	**24,500,000**	**48,000,000**	**6,000,000**				**54,000,000**
Total Water Utility Capital Fund (500)	**52,133,900**	**65,151,335**	**18,481,335**	**13,789,335**	**13,434,335**	**13,144,335**	**109,258,335**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Water Utility System

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Major Facilities Fund (502)							
Beginning Balance	6,009,520	5,829,652	1,392,652	1,490,652	1,590,652	1,692,652	5,829,652
Reserve for Encumbrance	189,868						
Revenue from the Use of Money/Property							
Interest Income	210,000	270,000	113,000	115,000	117,000	104,000	719,000
TOTAL Revenue from the Use of Money/Property	**210,000**	**270,000**	**113,000**	**115,000**	**117,000**	**104,000**	**719,000**
Total Major Facilities Fund (502)	**6,409,388**	**6,099,652**	**1,505,652**	**1,605,652**	**1,707,652**	**1,796,652**	**6,548,652**
TOTAL SOURCES	**58,543,288**	**71,250,987**	**19,986,987**	**15,394,987**	**15,141,987**	**14,940,987**	**115,806,987**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Water Utility System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Water Utility System							
Advanced Metering Infrastructure Implementation	6,500,000	11,500,000	6,000,000				17,500,000
Annual Water Main Replacement	5,786,000	800,000	1,400,000	1,900,000	1,900,000	1,900,000	7,900,000
Backup Generator Replacement		600,000					600,000
Evergreen Reliability Well		1,000,000	800,000				1,800,000
Infrastructure Improvements	1,444,188	770,000	880,000	900,000	920,000	940,000	4,410,000
Meter Installations	3,526	50,000	50,000	50,000	50,000	50,000	250,000
North San José Reliability Well Construction	2,022,086	1,000,000					1,000,000
North San José Well Development and Construction	539,736	3,092,000					3,092,000
Safety and Security Improvements	586,000	100,000					100,000
Service Installations	200,000	220,000	200,000	200,000	200,000	180,000	1,000,000
Water Resources Administration & Operations Facility	24,549,184	4,170,000					4,170,000
Other Water - Construction	**41,630,719**	**23,302,000**	**9,330,000**	**3,050,000**	**3,070,000**	**3,070,000**	**41,822,000**
Water - Construction	**41,630,719**	**23,302,000**	**9,330,000**	**3,050,000**	**3,070,000**	**3,070,000**	**41,822,000**
Advance System Design	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Debt Service	697,000	3,466,000	3,256,000	5,100,000	4,974,000	4,848,000	21,644,000
Commercial Paper Repayment - WRAOF		30,000,000					30,000,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Water Utility System

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Coyote Well Replacement	465,000	2,000,000					2,000,000
Major Facilities Fee Administration	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Master Plan Engineering	200,000	330,000	210,000	240,000	240,000	260,000	1,280,000
Preliminary Engineering - Water	170,000	175,000	175,000	185,000	185,000	195,000	915,000
System Maintenance/Repairs	1,514,122	920,000	920,000	940,000	940,000	960,000	4,680,000
General Non-Construction - Water	**3,261,122**	**37,106,000**	**4,776,000**	**6,680,000**	**6,554,000**	**6,478,000**	**61,594,000**
Water - Non-Construction	**3,261,122**	**37,106,000**	**4,776,000**	**6,680,000**	**6,554,000**	**6,478,000**	**61,594,000**
Public Art Funding	177,460	42,000					42,000
Public Art Projects	**177,460**	**42,000**					**42,000**
Capital Program and Public Works Department Support Service Costs	287,000	78,000	14,000	18,000	18,000	18,000	146,000
Allocations	**287,000**	**78,000**	**14,000**	**18,000**	**18,000**	**18,000**	**146,000**
City Hall Debt Service Fund	11,000	10,000	11,000	11,000	11,000	11,000	54,000
Transfers to Special Funds	**11,000**	**10,000**	**11,000**	**11,000**	**11,000**	**11,000**	**54,000**
Transfers Expense	**11,000**	**10,000**	**11,000**	**11,000**	**11,000**	**11,000**	**54,000**
System Growth Related Projects Reserve		1,600,000					1,600,000
System Rehabilitation/ Replacement Reserve		4,775,000	170,000	160,000	80,000	80,000	5,265,000
Expense Reserves - Non-Construction		**6,375,000**	**170,000**	**160,000**	**80,000**	**80,000**	**6,865,000**
Total Expenditures	**45,367,301**	**66,913,000**	**14,301,000**	**9,919,000**	**9,733,000**	**9,657,000**	**110,523,000**
Ending Fund Balance	13,175,987	4,337,987	5,685,987	5,475,987	5,408,987	5,283,987	5,283,987
TOTAL	**58,543,288**	**71,250,987**	**19,986,987**	**15,394,987**	**15,141,987**	**14,940,987**	**115,806,987**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Water Utility System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Advanced Metering Infrastructure Implementation

CSA	Environmental and Utility Services
CSA Outcome	Affordable, Effective Utilities with Excellent Customer Care
Location	City-wide
Dept Owner	Environmental Services
Council Districts	City-wide
Appropriation	A433Z

Initial Start Date	3rd Qtr. 2023
Initial End Date	2nd Qtr. 2026
Revised Start Date	2nd Qtr. 2025
Revised End Date	2nd Qtr. 2027
Initial Project Budget	$14,500,000
FY Initiated	2023-2024

Description This project will implement a system-wide upgrade of approximately 27,000 water meters from Automatic Meter Reading (AMR) system to a cellular based Advanced Metering Infrastructure (AMI) system.

Justification The project will benefit water conservation efforts, help customers reduce their water use and identify leaks, and help customers save money on water bills.

Notes Commercial paper is projected to be used to fund $18.5 million of this project, with payments anticipated to be completed in 2036-2037. Ongoing subscription costs will be incurred after the meters are implemented and will be addressed in a future budget process.

Major Cost Changes 2026-2030 CIP - Increase of $9.5 million due to refined cost estimates for construction and project delivery.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction		6,500	11,500	6,000				17,500		24,000
Total		**6,500**	**11,500**	**6,000**				**17,500**		**24,000**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)		6,500	11,500	6,000				17,500		24,000
Total		**6,500**	**11,500**	**6,000**				**17,500**		**24,000**
Annual Operating Budget Impact (000s)										
Total										

Water Utility System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Backup Generator Replacement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2017
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	1st Qtr. 2019
Location	102 Silver Creek Valley Road	**Revised Start Date**	3rd Qtr. 2019
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2026
Council Districts	2	**Initial Project Budget**	$180,000
Appropriation	A401M	**FY Initiated**	2017-2018

Description The existing backup generator at Edenvale Wells installed in 1984 is outdated and has reached the end of its useful life. The replacement of an existing 415 kilowatt diesel standby generator is required for meeting the current air quality permitting requirements.

Justification This project will ensure the efficient operation of the water system and maintain reliable utility infrastructure.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $401,000 due to increased equipment costs and air quality permits.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	1		87					87		88
Construction			513					513		513
Total	**1**		**600**					**600**		**601**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)	1		600					600		601
Total	**1**		**600**					**600**		**601**
Annual Operating Budget Impact (000s)										
Total										

Water Utility System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Commercial Paper Repayment - WRAOF

CSA	Environment and Utility Services	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Affordable, Effective Utilities with Excellent Customer Care	**Initial End Date**	2nd Qtr. 2027
Location	N/A	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2026
Council Districts	N/A	**Initial Project Budget**	$33,000,000
Appropriation	TEMP_MuniWaterCPRepayment	**FY Initiated**	2024-2025

Description This allocation provides funding to pay off outstanding commercial paper debt, incurred to provide initial funding to support the construction of the Water Resources Administration and Operations Facility. Long-term bonds are expected to be issued in 2025-2026.

Justification This allocation is required for the payment of outstanding commercial paper debt.

Notes

Major Cost Changes 2026-2030 CIP - Decrease of $3.0 million due to decreased commercial paper payoff estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration			30,000					30,000		30,000
Total			**30,000**					**30,000**		**30,000**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)			30,000					30,000		30,000
Total			**30,000**					**30,000**		**30,000**
Annual Operating Budget Impact (000s)										
Total										

Coyote Well Replacement

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2024
Location	Coyote Valley	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2026
Council Districts	2, 10	**Initial Project Budget**	$465,000
Appropriation	A434A	**FY Initiated**	2023-2024

Description Funding will be used to identify, plan, and construct a project to rehabilitate and/or replace existing groundwater well(s) serving water to customers in the Coyote Valley area.

Justification The project will address operational and water quality issues encountered at existing groundwater well(s) that have reached the end of useful life.

Notes

Major Cost Changes 2026-2030 CIP - Initial $465,000 was to support initial analysis and planning efforts. Increase of $2.0 million for full implementation of estimated construction costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development		465								465
Construction			2,000					2,000		2,000
Total		**465**	**2,000**					**2,000**		**2,465**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)		465	2,000					2,000		2,465
Total		**465**	**2,000**					**2,000**		**2,465**
Annual Operating Budget Impact (000s)										
Total										

Water Utility System
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Evergreen Reliability Well

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2027
Location	Capitol Expressway at Nieman Boulevard	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	
Council Districts	8	**Initial Project Budget**	$1,800,000
Appropriation	A438O	**FY Initiated**	2020-2021

Description This allocation provides initial funding for the siting, design, development, and construction of a groundwater production well to provide water supply reliability in the Evergreen service area.

Justification A new groundwater production well will allow for operational flexibility by supplementing existing treated water supplies and will help ensure a reliable potable water supply in the Evergreen service area.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction			1,000	800				1,800		1,800
Total			**1,000**	**800**				**1,800**		**1,800**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)			1,000	800				1,800		1,800
Total			**1,000**	**800**				**1,800**		**1,800**
Annual Operating Budget Impact (000s)										
Total										

North San José Reliability Well Construction

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Initial End Date**	2nd Qtr. 2021
Location	Trimble Road	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	2nd Qtr. 2026
Council Districts	4	**Initial Project Budget**	$1,460,000
Appropriation	A415N	**FY Initiated**	2019-2020

Description This project constructs a groundwater well in the North San José service area to provide water supply reliability to existing customers.

Justification An existing backup well has begun to reach end of useful life and exceed secondary maximum contaminant limit health standards. This project will replace the existing reliability well.

Notes

Major Cost Changes
2022-2026 CIP - Increase of $1.0 million due to revised project scope and construction cost estimate.
2023-2027 CIP - Increase of $150,000 due to revised project scope.
2024-2028 CIP - Increase of $550,000 due to revised project scope.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction	138	2,022	1,000					1,000		3,161
Total	**138**	**2,022**	**1,000**					**1,000**		**3,161**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)	138	2,022	1,000					1,000		3,161
Total	**138**	**2,022**	**1,000**					**1,000**		**3,161**
Annual Operating Budget Impact (000s)										
Total										

North San José Well Development and Construction

CSA	Environmental and Utility Services
CSA Outcome	Sustainable Utility Systems That Meet Future Needs
Location	North San José Service Area
Dept Owner	Environmental Services
Council Districts	4
Appropriation	A6274

Initial Start Date	2nd Qtr. 2016
Initial End Date	2nd Qtr. 2017
Revised Start Date	3rd Qtr. 2019
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$1,560,000
FY Initiated	2015-2016

Description This allocation provides funding for the development and construction of groundwater production well(s) in the North San José service area. To meet the increasing demands of growth in the area, this project is funding one well to be completed in 2025-2026 with additional wells to be constructed in the future.

Justification Construction and development of new wells will be needed to allow for operational flexibility by supplementing the existing treated water supplies, and to ensure a reliable potable water supply in order to meet increasing demands as growth and development continue in the North San José and Alviso service areas.

Notes

Major Cost Changes 2021-2025 CIP - Increase of $2.5 million due to increased scope and project cost estimates.
2022-2026 CIP - Increase of $495,000 due to increased project cost estimates.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	813	80								893
Construction		460	3,092					3,092		3,552
Total	**813**	**540**	**3,092**					**3,092**		**4,445**
Funding Source Schedule (000s)										
Major Facilities Fund (502)	813	540	3,092					3,092		4,445
Total	**813**	**540**	**3,092**					**3,092**		**4,445**

Annual Operating Budget Impact (000s)

Total

Water Resources Administration & Operations Facility

CSA	Environmental and Utility Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Utility Services That Protect Public Health and the Environment	**Initial End Date**	2nd Qtr. 2025
Location	3025 Tuers Road	**Revised Start Date**	
Dept Owner	Environmental Services	**Revised End Date**	3rd Qtr. 2025
Council Districts	7	**Initial Project Budget**	$14,500,000
Appropriation	A421C	**FY Initiated**	2020-2021

Description This project will build a new Administration and Operations Building for the Water Resources Division. The new facility is expected to consist of one large building to house all staff and infrastructure necessary to ensure continuous operation of the San José Municipal Water Utility System. Site amenities are expected to include conference and training rooms; a customer service and payment area; a water quality laboratory; a map room for utility plans and documents; a warehouse for equipment, materials, and parts; a welding shop for metalwork and fabrication needs; adequate parking for staff, City vehicles, and visitors; and site security systems and fencing.

Justification Division staff are currently located in three separate buildings comprising of a converted vehicle storage warehouse, a temporary mobile office trailer, and an administration building. All three buildings have reached the end of useful life and require replacement and/or significant upgrades.

Notes The cost estimate for this project is $40.6 million, with a construction contract awarded in August 2023. Construction started in the third quarter of 2023. Commercial paper is expected to be issued in 2024-2025 and 2025-2026 to finance the project. Please see the Debt Service detail page for more information on the repayment of commercial paper debt.

Major Cost Changes
2022-2026 CIP - Decrease of $9.0 million to remove debt service costs until construction schedule is finalized.
2023-2027 CIP - Increase of $3.0 million for partial design and project delivery needs.
2024-2028 CIP - Increase of $39.8 million for construction budget and remaining delivery needs.
2025-2029 CIP - Decrease of $11.1 million for revised construction cost estimate.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	428	5								433
Property & Land	372									372
Design	2,473	193								2,667
Bid & Award	94									94
Construction	8,355	23,133	4,170					4,170		35,658
Equipment, Materials and Supplies	31	1,050								1,081
Maintenance, Repairs, Other	81	167								249
Total	**11,834**	**24,549**	**4,170**					**4,170**		**40,553**
Funding Source Schedule (000s)										
Water Utility Capital Fund (500)	11,834	24,549	4,170					4,170		40,553
Total	**11,834**	**24,549**	**4,170**					**4,170**		**40,553**
Annual Operating Budget Impact (000s)										
Total										

Advance System Design

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4346

Description This allocation funds the design, engineering, and inspection for the connection of new developments to the Water Utility System. Project costs are offset by developer fees.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**

Annual Water Main Replacement

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	City-wide
Department Owner	Environmental Services	**Appropriation**	A410Q

Description

This project is part of a continuing program to maintain and upgrade the City's Municipal Water distribution system. Most water pipes have a design life of roughly 50 years, depending upon when it was manufactured and the soil conditions where it is installed. The program has prioritized water mains for replacement throughout the service areas of Muni Water System by rating pipe segments based on age, adequacy of size and flow, the number of leaks or failures that have occurred, and the difficulty to repair the pipe if it failed considering location and traffic conditions.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	5,786	800	1,400	1,900	1,900	1,900	7,900
Total	**5,786**	**800**	**1,400**	**1,900**	**1,900**	**1,900**	**7,900**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	5,786	800	1,400	1,900	1,900	1,900	7,900
Total	**5,786**	**800**	**1,400**	**1,900**	**1,900**	**1,900**	**7,900**

Debt Service

CSA Outcome	Affordable, Effective Utilities with Excellent Customer Care	**Council Districts**	N/A
Department Owner	Environmental Services	**Appropriation**	A436Q

Description This allocation funds the repayment of financing proceeds and associated fees and interest payments on the commercial paper used to fund the Water Resources Administrations & Operations Facility and the Advanced Metering Infrastructure Implementation projects. The cost estimates and project schedule will be further refined as the two projects proceed and the debt is issued and drawn which is expected to begin in 2024-2025. The majority of the debt is attributed to the Water Resources Administrations & Operations Facility.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	697	3,466	3,256	5,100	4,974	4,848	21,644
Total	**697**	**3,466**	**3,256**	**5,100**	**4,974**	**4,848**	**21,644**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	697	3,466	3,256	5,100	4,974	4,848	21,644
Total	**697**	**3,466**	**3,256**	**5,100**	**4,974**	**4,848**	**21,644**

Infrastructure Improvements

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A5366

Description This allocation provides funding to replace and/or refurbish pumps, motors, valves, electrical control mechanisms, generators, and water mains that are nearing the end of their useful lives. The selection and scope of the projects selected in any particular year will be based on the previous year's maintenance needs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	218						
Construction	1,226	770	880	900	920	940	4,410
Total	**1,444**	**770**	**880**	**900**	**920**	**940**	**4,410**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	1,444	770	880	900	920	940	4,410
Total	**1,444**	**770**	**880**	**900**	**920**	**940**	**4,410**

Major Facilities Fee Administration

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A5369

Description This allocation provides funding to administer the Major Facilities Fees. The Major Facilities Fund receives fees associated with the connection and operation of major water facilities constructed in the North San José, Evergreen, Alviso, Edenvale, and Coyote Valley areas.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	15	15	15	15	15	15	75
Total	**15**	**15**	**15**	**15**	**15**	**15**	**75**
Funding Source Schedule (000s)							
Major Facilities Fund (502)	15	15	15	15	15	15	75
Total	**15**	**15**	**15**	**15**	**15**	**15**	**75**

Master Plan Engineering

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4349

Description This allocation is used to update the Water System Master Plan based on anticipated development and customer consumption.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	200	330	210	240	240	260	1,280
Total	**200**	**330**	**210**	**240**	**240**	**260**	**1,280**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	200	330	210	240	240	260	1,280
Total	**200**	**330**	**210**	**240**	**240**	**260**	**1,280**

Meter Installations

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4347

Description This allocation provides funding to purchase, test, and install water meters for new developments and customers, the cost of which is offset by the meter installation fees paid by developers and property owners.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	50	50	50	50	50	50	250
Public Art	-46						
Total	**4**	**50**	**50**	**50**	**50**	**50**	**250**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	4	50	50	50	50	50	250
Total	**4**	**50**	**50**	**50**	**50**	**50**	**250**

Preliminary Engineering - Water

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4952
Description	This allocation provides funding for project development in the early stages of planning.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	170	175	175	185	185	195	915
Total	**170**	**175**	**175**	**185**	**185**	**195**	**915**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	170	175	175	185	185	195	915
Total	**170**	**175**	**175**	**185**	**185**	**195**	**915**

Safety and Security Improvements

CSA Outcome	Sustainable Utility Systems That Meet Future Needs	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4095

Description

This project includes the repair and installation of additional safety and security improvements at various system facilities. Examples of improvements include new and repaired fencing at reservoirs, construction of concrete block walls around wells, and the installation of safety railing at various sites. While this is an ongoing project, funding will be allocated as safety and security improvement needs are identified.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	586	100					100
Total	**586**	**100**					**100**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	586	100					100
Total	**586**	**100**					**100**

Service Installations

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A4348

Description

This allocation provides funding for the installation of connections between water mains and meters and the extension of existing water mains. A portion of this work related to new development is paid for by developer fees. The remainder of the work, which is not tied to developer fees, entails connections to water, service laterals, sampling stations, meter boxes, air release valves, and main extensions in existing service areas to increase the operability of the system.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	200	220	200	200	200	180	1,000
Total	**200**	**220**	**200**	**200**	**200**	**180**	**1,000**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	200	220	200	200	200	180	1,000
Total	**200**	**220**	**200**	**200**	**200**	**180**	**1,000**

System Maintenance/Repairs

CSA Outcome	Utility Services That Protect Public Health and the Environment	**Council Districts**	2, 4, 7, 8
Department Owner	Environmental Services	**Appropriation**	A5876

Description This allocation funds emergency and miscellaneous repairs in the distribution system.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	1,514	920	920	940	940	960	4,680
Total	**1,514**	**920**	**920**	**940**	**940**	**960**	**4,680**
Funding Source Schedule (000s)							
Water Utility Capital Fund (500)	1,514	920	920	940	940	960	4,680
Total	**1,514**	**920**	**920**	**940**	**940**	**960**	**4,680**

Water Utility System
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	System Growth Related Projects Reserve
5-Yr CIP Budget	$ 1,600,000
Total Budget	$ 1,600,000
Council Districts	2
Description	This reserve sets aside funds in the Major Facilities Fund for acquisition of property and the construction of facilities to accommodate future system growth and development.

Project Name	System Rehabilitation/Replacement Reserve
5-Yr CIP Budget	$ 5,265,000
Total Budget	$ 5,265,000
Council Districts	2
Description	This reserve sets aside funds in the Water Utility Capital Fund for rehabilitation and/or replacement of existing facilities.

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CITY SERVICE AREA
NEIGHBORHOOD SERVICES

Mission: To serve, foster and strengthen community by providing access to lifelong learning, offering opportunities to enjoy life, and preserving healthy neighborhoods.



Alviso Branch Library and Community Center

The goal of the Neighborhood Services City Service Area (CSA) is to provide City services to residents and neighborhoods in ways that support and maintain positive social connections and outcomes. These connections build capable communities and the quality of life that make San José a desirable place to live. To residents looking out of their front doors, this means their neighborhoods are clean, safe, and well maintained; and they and their families can enjoy nearby parks, trails, sports fields, community centers, libraries, and a diverse range of recreational and learning opportunities. The Neighborhood Services CSA is composed of the Library Capital Program and the Parks and Community Facilities Development Program (P&CFD).



La Ragione Playground

The Library Capital Program provides funding to construct and maintain library facilities, acquire physical and electronic materials, install automation equipment and systems to support public information access needs, and support facility improvement needs and repairs. A total of $17.2 million is allocated for projects supported by the Building Forward Library Infrastructure Grant, with $8.6 million from grant revenues and $8.6 million supported by local match funding. The Library CIP includes funding of $27.1 million for the Acquisition of Materials and Automation Projects and System Maintenance needs.



Bruzzone Dog Park

The P&CFD's 2026-2030 Capital Improvement Program (CIP) plans for over 200 major projects and over 100 minor projects, with a focus on stewardship – developing systems and processes to effectively project capital needs over a multi-year period and plan for those needs accordingly. P&CFD plans focus on the principles outlined in PRNS' vision document, ActivateSJ that was adopted by City Council on December 10, 2019. The document identifies five guiding principles that were developed based on two years of community engagement and outreach. The five principles are: Stewardship, Nature, Equity and Access, Identity, and Public Life. A key strategy for PRNS is to promote healthy communities by ensuring every resident is within a 10-minute walk of a quality park.

CSA CAPITAL PROGRAMS

- Library
- Parks and Community Facilities Development

PROGRAM HIGHLIGHTS

Library Capital Program

2026-2030 Proposed CIP: $56.3 million

Library Capital Projects:

- Acquisition of Materials
- Building Forward Library Infrastructure Grant
- Building Forward Library Infrastructure Grant – Local Match
- Automation Projects and System Maintenance
- Branch Library Bond Projects
- Facilities Improvements and Equipment

Parks and Community Facilities Development Capital Program

2026-2030 Proposed CIP: $398.6 million

Parks and Community Facilities Development Capital Projects:

- Aborn Park Playground Renovation
- Agnews Property Development
- Cahill Park Improvements
- Calabazas Park Renovation
- Elia Park Development
- Emma Prusch Park Animal Area Renovation
- Guadalupe River Park - Discovery Meadow Renovations
- Hillview Park Renovation
- Palmia Park Youth Playground Renovation
- Plata Arroyo Park Renovation
- Silver Creek Linear Park Renovation
- Starbird Park Community Garden
- West Evergreen Playground Renovation

Recent Accomplishments

◊ Achieved a 10% increase in use of library materials, with checkout rates surpassing 8 million and exceeding pre-pandemic levels.

◊ Launched SJ Access Tech Hubs in partnership with six community-based organizations, providing digital skills training and access to 4,000 residents.

◊ Completed capital library improvements at Alviso, Bascom, East Carnegie, Educational Park, Hillview, Joyce Ellington, Seven Trees, and Tully Branch Libraries

◊ All Inclusive Playground-Almaden Lake Park

◊ Cataldi Park Pickleball

◊ Groesbeck Hill Park Pickleball

◊ John Mise Park Artificial Field for Soccer and Softball

CSA OUTCOMES

(Supported by the Capital Program)

✓ Safe and Clean Neighborhoods and Public Spaces
✓ Welcoming and Vibrant Neighborhoods and Public Life
✓ Equitable Access to Community Opportunities to Flourish

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements, along with targets and goals, has been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and cost of construction projects. Please see the Budget Guide section narrative for additional information on capital performance measurements.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Neighborhood Services CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1. % of CIP projects delivered within 2 months of approved baseline schedule[2]	37% (7/19)[4]	85%	92% (12/13)	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget[3]	100% (10/10)	90%	94% (17/18)	90%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

4 Several Parks projects were delivered late due to contractor, material delivery, and/or weather delays.

In 2024-2025, the Neighborhood Services CSA is estimated to deliver 12 of 13 (92%) construction projects within two months of the approved baseline schedule, above the performance target of 85%. Some of the capital projects expected to be delivered in 2024-2025 include the Murdock Park Lighting Improvements, Coyote Creek Trail (I-280 Undercrossing) Lighting, and the All Inclusive Almaden Lake Park Playground. Anticipated to be completed in 2025-2026 is the Taylor Street Supportive Outdoor Sleeping Site.

In 2024-2025, an estimated 17 of 18 (94%) construction projects are expected to be completed within their baseline budgets and above the performance target of 90%. Baseline budget includes the original project budget plus approved funding increases made through the life of the project. Notable projects accepted in 2024-2025 are the Payne Avenue Friendship Park and Newbury Park. The Berryessa Supportive Parking Site and the Almaden, Berryessa, Evergreen, Bascom, Mayfair, Roosevelt, and Seven Trees Community Center Improvement projects are scheduled to reach project completion in 2024-2025. The CSA continues to strengthen the alignment of project scopes, schedules, and budgets, while also accounting for external market conditions that may affect the delivery of capital projects. There is a heavy reliance on the cost estimating and tracking tools that are available through the City's Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels.

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Library							
Acquisition of Materials		4,120,195	4,000,000	21,120,195	*	Ongoing	Ongoing
Automation Projects and System Maintenance		2,000,000	1,000,000	6,000,000	*	Ongoing	Ongoing
Biblioteca Library Improvements		940,000	-	940,000	940,000	3rd Qtr. 2024	2nd Qtr. 2026
Branch Efficiency Projects		-	-	600,000	3,069,012	Ongoing	Ongoing
Building Forward Library Infrastructure Grant		6,543,681	-	6,543,681	8,643,780	2nd Qtr. 2023	2nd Qtr. 2026
Building Forward Library Infrastructure Grant - Local Match		6,884,403	-	6,884,403	8,641,866	2nd Qtr. 2023	2nd Qtr. 2026
Capital Program and Public Works Department Support Service Costs		78,000	55,000	315,000	*	Ongoing	Ongoing
City Hall Debt Service Fund		3,000	4,000	19,000	*	Ongoing	Ongoing
Facilities Improvements - Library Capital		500,000	500,000	2,800,000	*	Ongoing	Ongoing
Facilities Management		802,000	817,000	3,266,000	*	Ongoing	Ongoing
General Equipment and Furnishings		195,000	35,000	365,000	*	Ongoing	Ongoing
General Fund - Interest Earnings		300,000	300,000	1,500,000	*	Ongoing	Ongoing
Infrastructure Management System - Library		177,000	182,000	938,000	*	N/A	N/A
Program Management - Library Capital Program		824,000	849,000	4,374,000	*	Ongoing	Ongoing
Total: Construction/Non-Construction		**23,367,279**	**7,742,000**	**55,665,279**			
Ending Fund Balance		185,107	153,107	671,107	**		
Total: Library		**23,552,386**	**7,895,107**	**56,336,386**	**		
Parks and Community Facilities Development							
2017 Flood - Alum Rock Park Mineral Springs Bridge Embankment	Parks City-Wide	2,215,000	-	2,215,000	2,891,813	2nd Qtr. 2017	4th Qtr. 2026
2017 Flood - Alum Rock Park Visitors Center	Parks City-Wide	320,000	-	320,000	640,108	2nd Qtr. 2018	4th Qtr. 2026

Capital Program Summary by City Service Area

Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees	Parks Central	719,000	2,438,000	3,220,000	*	Ongoing	Ongoing
2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees	Parks City-Wide	-	1,100,000	2,880,000	*	Ongoing	Ongoing
2017 Flood - Family Camp Playground Shade Structure and Retaining Wall	Parks City-Wide	273,000	-	273,000	4,144,080	2nd Qtr. 2018	4th Qtr. 2025
2023 Winter Storm - Alum Rock Park Road Improvements	Parks City-Wide	700,000	3,250,000	5,850,000	6,000,000	3rd Qtr. 2024	2nd Qtr. 2028
2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees	Parks Central	13,000	62,000	530,000	*	3rd Qtr. 2025	TBD
2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees	Parks City-Wide	-	500,000	6,000,000	*	3rd Qtr. 2025	TBD
Aborn Park Playground Renovation	District 8	171,000	-	171,000	171,000	1st Qtr. 2026	3rd Qtr. 2026
Aborn Park Playground Renovation	Park Trust	4,000	-	4,000	4,000	1st Qtr. 2026	3rd Qtr. 2026
Agnews Park Master Plan	District 4	474,000	-	474,000	500,000	3rd Qtr. 2024	4th Qtr. 2026
Agnews Property Development	District 4	528,000	100,000	628,000	3,870,302	2nd Qtr. 2014	2nd Qtr. 2028
Agnews Property Development	Park Trust	40,000	-	40,000	4,407,866	2nd Qtr. 2014	2nd Qtr. 2028
Agronomic Services	Parks Central	100,000	100,000	500,000	*	Ongoing	Ongoing
All Inclusive Playground - Camden Park	District 9	-	693,000	693,000	693,000	3rd Qtr. 2025	4th Qtr. 2027
All Inclusive Playground - Camden Park	Park Trust	2,333,000	-	2,333,000	2,333,000	3rd Qtr. 2025	4th Qtr. 2027
Alviso Park Improvements	District 4	130,000	-	130,000	353,588	1st Qtr. 2020	4th Qtr. 2026
Alviso Pool Improvements	Park Trust	50,000	-	50,000	50,000	3rd Qtr. 2025	2nd Qtr. 2026
Arena Green Parks Improvements	Park Trust	500,000	-	500,000	500,000	3rd Qtr. 2025	1st Qtr. 2026
Backesto Park Bocce Courts Renovation	Park Trust	40,000	-	40,000	40,000	3rd Qtr. 2025	2nd Qtr. 2026
Balbach Area Park Development Reserve	Park Trust	350,000	-	350,000	350,000	N/A	N/A
Ball Fields Renovation	Parks Central	175,000	175,000	875,000	*	Ongoing	Ongoing
Bellevue Park Playground Replacement	District 7	100,000	-	100,000	100,000	3rd Qtr. 2025	2nd Qtr. 2026
Biebrach Pool Reserve	District 6	100,000	-	100,000	100,000	N/A	N/A
Biebrach Pool Reserve	Park Trust	2,900,000	-	2,900,000	2,900,000	N/A	N/A

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Bruzzone Way Park Improvements	Park Trust	250,000	-	250,000	250,000	3rd Qtr. 2025	3rd Qtr. 2026
Cahill Park Improvements	District 6	420,000	-	420,000	420,000	3rd Qtr. 2025	2nd Qtr. 2027
Cahill Park Improvements	Park Trust	977,000	-	977,000	977,000	3rd Qtr. 2025	2nd Qtr. 2027
Calabazas Park Renovation	District 1	-	388,000	388,000	388,000	2nd Qtr. 2026	4th Qtr. 2026
Calabazas Park Renovation	Park Trust	7,000	-	7,000	7,000	2nd Qtr. 2026	4th Qtr. 2026
Camden Community Center Improvements	District 9	700,000	-	700,000	1,545,140	4th Qtr. 2019	1st Qtr. 2026
Camden Pool Improvements	District 9	60,000	-	60,000	60,000	3rd Qtr. 2025	2nd Qtr. 2026
Capital Infrastructure Team	Parks Central	3,135,000	3,198,000	16,316,000	*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	Parks Central	783,000	822,000	4,371,000	*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	L. Cunningham	2,000	-	2,000	*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	Emma Prush	1,000	-	1,000	*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	Park Trust	769,000	-	769,000	*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	Park Yards	1,000	-	1,000	*	Ongoing	Ongoing
Cherry Flat Dam and Spillway Renovation	Parks City-Wide	177,000	-	177,000	300,000	3rd Qtr. 2024	2nd Qtr. 2026
Chynoweth Park Renovation	Park Trust	150,000	-	150,000	150,000	3rd Qtr. 2025	4th Qtr. 2026
City Hall Debt Service Fund	Parks Central	244,000	269,000	1,320,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	Park Trust	146,000	-	146,000	*	Ongoing	Ongoing
City-Building Energy Projects Program (Parks)	Parks Central	5,000	5,000	25,000	*	Ongoing	Ongoing
City-wide Facilities Infrastructure Renovations	Parks City-Wide	50,000	50,000	250,000	*	Ongoing	Ongoing
City-wide Parks Minor Building Renovations	Parks City-Wide	200,000	200,000	1,000,000	*	Ongoing	Ongoing
Columbus Park FF&E Reserve	Parks City-Wide	-	-	252,000	252,000	N/A	N/A
Communications Hill Hillsdale Fitness Staircase Design Review and Inspection	Park Trust	184,000	-	184,000	281,141	1st Qtr. 2016	TBD

Capital Program Summary by City Service Area

Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Communications Hill Hillsdale Fitness Staircase Reimbursement	District 7	-	-	291,000	291,000	3rd Qtr. 2025	TBD
Communications Hill Hillsdale Fitness Staircase Reimbursement	Park Trust	1,822,000	-	1,822,000	1,822,000	3rd Qtr. 2025	TBD
Community Center Equipment	Parks Central	140,000	140,000	700,000	*	Ongoing	Ongoing
Copper Wire Replacement	Parks City-Wide	150,000	150,000	750,000	*	Ongoing	Ongoing
Council District 1 Minor Building Renovations	District 1	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 1 Minor Park Renovations	District 1	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 1 Park Restrooms Renovation	District 1	250,000	50,000	500,000	500,000	3rd Qtr. 2025	2nd Qtr. 2028
Council District 1 Preliminary Studies	District 1	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 1 Public Art	District 1	12,000	4,000	25,000	*	Ongoing	Ongoing
Council District 10 Minor Building Renovations	District 10	75,000	75,000	375,000	*	Ongoing	Ongoing
Council District 10 Minor Park Renovations	District 10	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 10 Preliminary Studies	District 10	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 2 Future Land Acquisition Reserve	District 2	350,000	200,000	700,000	650,000	N/A	N/A
Council District 2 Minor Building Renovations	District 2	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 2 Minor Park Renovations	District 2	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 2 Preliminary Studies	District 2	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 2 Public Art	District 2	1,000	3,000	4,000	*	Ongoing	Ongoing
Council District 3 Minor Building Renovations	District 3	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 3 Minor Park Renovations	District 3	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 3 Pool Repairs	District 3	30,000	30,000	150,000	*	Ongoing	Ongoing
Council District 3 Preliminary Studies	District 3	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 3 Public Art	District 3	10,000	-	10,000	*	Ongoing	Ongoing
Council District 3 Sport Courts Reserve	District 3	150,000	200,000	750,000	750,000	N/A	N/A
Council District 4 Minor Building Renovations	District 4	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 4 Minor Park Renovations	District 4	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 4 Pool Repairs	District 4	30,000	30,000	150,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Council District 4 Preliminary Studies	District 4	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 4 Public Art	District 4	10,000	1,000	11,000	*	Ongoing	Ongoing
Council District 5 Minor Building Renovations	District 5	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 5 Minor Park Renovations	District 5	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 5 Pool Repairs	District 5	30,000	30,000	150,000	*	Ongoing	Ongoing
Council District 5 Preliminary Studies	District 5	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 5 Public Art	District 5	11,000	3,000	16,000	*	Ongoing	Ongoing
Council District 6 Future Land Acquisition Reserve	Park Trust	5,000,000	-	5,000,000	5,000,000	N/A	N/A
Council District 6 Minor Building Renovations	District 6	105,000	105,000	525,000	*	Ongoing	Ongoing
Council District 6 Minor Park Renovations	District 6	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 6 Pool Repairs	District 6	30,000	30,000	150,000	*	Ongoing	Ongoing
Council District 6 Preliminary Studies	District 6	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 6 Public Art	District 6	14,000	-	14,000	*	Ongoing	Ongoing
Council District 7 Minor Building Renovations	District 7	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 7 Minor Park Renovations	District 7	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 7 Pool Repairs	District 7	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 7 Preliminary Studies	District 7	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 7 Public Art	District 7	5,000	2,000	7,000	*	Ongoing	Ongoing
Council District 8 Dog Park Reserve	District 8	-	-	400,000	200,000	N/A	N/A
Council District 8 Minor Building Renovations	District 8	85,000	85,000	425,000	*	Ongoing	Ongoing
Council District 8 Minor Park Renovations	District 8	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 8 Playground Reserve	District 8	-	-	300,000	200,000	N/A	N/A
Council District 8 Preliminary Studies	District 8	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 8 Public Art	District 8	3,000	3,000	6,000	*	Ongoing	Ongoing
Council District 9 Future Land Acquisition Reserve	District 9	472,000	350,000	822,000	822,000	N/A	N/A
Council District 9 Minor Building Renovations	District 9	105,000	105,000	525,000	*	Ongoing	Ongoing
Council District 9 Minor Park Renovations	District 9	60,000	60,000	300,000	*	Ongoing	Ongoing
Council District 9 Park Restrooms Renovation	District 9	330,000	-	330,000	330,000	3rd Qtr. 2025	2nd Qtr. 2027

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Council District 9 Pool Repairs	District 9	30,000	30,000	150,000	*	Ongoing	Ongoing
Council District 9 Preliminary Studies	District 9	35,000	35,000	175,000	*	Ongoing	Ongoing
Council District 9 Public Art	District 9	33,000	7,000	40,000	*	Ongoing	Ongoing
De Anza Park Playground Renovation	Park Trust	100,000	-	100,000	100,000	4th Qtr. 2024	4th Qtr. 2025
Del Monte Park Artificial Turf Reserve	Park Trust	250,000	-	250,000	250,000	N/A	N/A
Del Monte Park Phase III Development Reserve	District 6	820,000	-	820,000	820,000	N/A	N/A
Del Monte Park Phase III Development Reserve	Park Trust	6,001,000	-	6,001,000	6,001,000	N/A	N/A
Del Monte Park Playground Renovation	Park Trust	155,000	-	155,000	155,000	3rd Qtr. 2025	2nd Qtr. 2026
District 1 - Needs-Based	Parks Central	563,000	572,000	3,941,000	*	Ongoing	Ongoing
District 1 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 2 - Needs-Based	Parks Central	410,000	417,000	2,873,000	*	Ongoing	Ongoing
District 2 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 3 - Needs-Based	Parks Central	359,000	364,000	2,511,000	*	Ongoing	Ongoing
District 3 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 4 - Needs-Based	Parks Central	254,000	258,000	1,778,000	*	Ongoing	Ongoing
District 4 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 5 - Needs-Based	Parks Central	481,000	489,000	3,368,000	*	Ongoing	Ongoing
District 5 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 6 - Needs-Based	Parks Central	225,000	228,000	1,574,000	*	Ongoing	Ongoing
District 6 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 7 - Needs-Based	Parks Central	462,000	470,000	3,237,000	*	Ongoing	Ongoing
District 7 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 8 - Needs-Based	Parks Central	429,000	436,000	3,004,000	*	Ongoing	Ongoing
District 8 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 9 - Needs-Based	Parks Central	415,000	422,000	2,907,000	*	Ongoing	Ongoing
District 9 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing
District 10 - Needs-Based	Parks Central	324,000	329,000	2,267,000	*	Ongoing	Ongoing
District 10 - Special Needs	Parks Central	98,000	99,000	685,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Elia Park Development	District 7	329,000	-	329,000	329,000	3rd Qtr. 2025	2nd Qtr. 2027
Elia Park Development	Park Trust	58,000	-	58,000	58,000	3rd Qtr. 2025	2nd Qtr. 2027
Elia Park Reserve	District 7	4,161,000	150,000	4,761,000	4,661,000	N/A	N/A
Emma Prusch Park Animal Area Renovation	District 5	510,000	-	510,000	510,000	4th Qtr. 2025	3rd Qtr. 2026
Emma Prusch Park Animal Area Renovation	Emma Prush	375,000	-	375,000	375,000	4th Qtr. 2025	3rd Qtr. 2026
Emma Prusch Park Capital Repairs	Emma Prush	100,000	100,000	500,000	*	Ongoing	Ongoing
Emma Prusch Park Electrical Improvements	District 5	988,000	-	988,000	1,550,262	3rd Qtr. 2021	4th Qtr. 2026
Environmental Mitigation Maintenance and Monitoring	Parks City-Wide	419,000	363,000	1,752,000	*	Ongoing	Ongoing
Erikson Park Playground Reserve	District 9	495,000	75,000	1,245,000	920,000	N/A	N/A
Erikson Park Playground Reserve	Park Trust	105,000	-	105,000	105,000	N/A	N/A
Fair Swim Center Renovation	District 7	50,000	-	50,000	50,000	3rd Qtr. 2025	4th Qtr. 2025
Fair Swim Center Renovation	Park Trust	30,000	-	30,000	30,000	3rd Qtr. 2025	4th Qtr. 2025
Family Camp Infrastructure Renovations	Parks City-Wide	30,000	30,000	150,000	*	Ongoing	Ongoing
Family Camp Lease	Parks City-Wide	34,000	34,000	170,000	*	Ongoing	Ongoing
Future PDO/PIO Projects Reserve	Park Trust	18,701,124	-	18,701,124	18,701,124	N/A	N/A
General Fund - Methane Control	Parks Central	100,000	100,000	500,000	*	Ongoing	Ongoing
General Fund - Park Yards Operating and Maintenance Expenses	Park Yards	85,000	90,000	481,000	*	Ongoing	Ongoing
General Fund - Parks Eligible Maintenance Costs	Parks Central	4,512,000	4,800,000	25,632,000	*	Ongoing	Ongoing
General Fund - Interest Earnings	Parks Central	2,200,000	2,300,000	11,400,000	*	Ongoing	Ongoing
General Fund - Interest Earnings	Park Yards	200,000	200,000	1,000,000	*	Ongoing	Ongoing
General Fund - Lake Cunningham Operating and Maintenance Expenses	L. Cunningham	226,000	226,000	1,130,000	*	Ongoing	Ongoing
GIS Mapping Support	Parks Central	60,000	60,000	300,000	*	Ongoing	Ongoing
Gleason Park Improvements	District 1	150,000	-	150,000	150,000	3rd Qtr. 2026	4th Qtr. 2026
Guadalupe Gardens Soccer Facility Reserve	Bond Projects	17,062,565	-	17,062,565	17,062,565	N/A	N/A
Guadalupe Gardens Soccer Facility Reserve	Parks City-Wide	970,000	-	970,000	970,000	N/A	N/A
Guadalupe Gardens Soccer Facility Reserve	Park Trust	4,700,000	-	4,700,000	4,700,000	N/A	N/A

Capital Program Summary by City Service Area

Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Guadalupe River Park - Discovery Meadow Renovation	Park Trust	500,000	-	500,000	500,000	3rd Qtr. 2025	1st Qtr. 2026
Guadalupe River Park and Trail Lighting Improvements	Park Trust	1,000,000	-	1,000,000	1,000,000	3rd Qtr. 2025	1st Qtr. 2026
Guadalupe River Park Yard Relocation	Park Yards	1,010,000	-	1,010,000	1,260,000	3rd Qtr. 2024	3rd Qtr. 2027
Guadalupe River Park Yard Reserve	Park Yards	3,180,000	460,000	3,640,000	3,640,000	N/A	N/A
Hamann Park Tennis Court Renovation	District 1	282,000	-	282,000	282,000	3rd Qtr. 2025	1st Qtr. 2026
Hamann Park Tennis Court Renovation	Park Trust	3,000	-	3,000	3,000	3rd Qtr. 2025	1st Qtr. 2026
Hamann Park Tot Lot Renovation	Park Trust	196,000	-	196,000	435,537	3rd Qtr. 2021	1st Qtr. 2026
Hillview Park Renovation	District 5	200,000	-	200,000	200,000	4th Qtr. 2026	3rd Qtr. 2027
Indo-American Cultural Center Feasibility Study Reserve	District 8	-	-	100,000	100,000	N/A	N/A
Infrastructure Management System - Parks Central C&C Fund	Parks Central	260,000	268,000	1,381,000	*	Ongoing	Ongoing
Japanese Friendship Garden Improvements	Parks City-Wide	214,000	-	214,000	353,125	4th Qtr. 2020	2nd Qtr. 2027
Kelley Park Minor Improvements	Parks City-Wide	75,000	75,000	375,000	*	Ongoing	Ongoing
Kirk Park Basketball Courts Renovation	District 9	150,000	-	150,000	150,000	2nd Qtr. 2026	4th Qtr. 2026
Lake Cunningham Bike Park Soil Stabilization	L. Cunningham	100,000	100,000	500,000	*	Ongoing	Ongoing
Lake Cunningham Capital Repairs	L. Cunningham	100,000	100,000	500,000	*	Ongoing	Ongoing
Lake Cunningham Future Water Quality Improvements Reserve	District 8	1,267,000	-	1,467,000	1,367,000	N/A	N/A
Lake Cunningham Future Water Quality Improvements Reserve	L. Cunningham	500,000	-	600,000	600,000	N/A	N/A
Lake Cunningham Future Water Quality Improvements Reserve	Park Trust	223,000	-	223,000	223,000	N/A	N/A
Lake Cunningham Park Restrooms Renovation Reserve	L. Cunningham	100,000	-	100,000	100,000	N/A	N/A
Lake Cunningham Public Art	L. Cunningham	13,000	-	13,000	102,176	Ongoing	Ongoing
Lake Cunningham Wetland Restoration	L. Cunningham	2,293,000	-	2,293,000	2,350,000	3rd Qtr. 2024	TBD
Major Park Equipment	Parks Central	275,000	100,000	675,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Matching Grant Reimbursement Reserve	Parks City-Wide	150,000	-	1,150,000	150,000	N/A	N/A
Mayfair Park Splash Pad Reserve	District 5	-	-	600,000		N/A	N/A
Mayfair Pool Improvements	District 5	60,000	-	60,000	60,000	3rd Qtr. 2025	2nd Qtr. 2026
Meadowfair Park Expansion	District 8	1,000,000	-	1,000,000	1,000,000	2nd Qtr. 2026	2nd Qtr. 2027
Measure T - Admin Parks	Measure T Bond Projects	36,000	-	36,000	*	Ongoing	Ongoing
Measure T - Admin Reserve Parks	Measure T Bond Projects	37,000	-	37,000	37,000	N/A	N/A
Measure T - Community Centers / Emergency Centers	Measure T Bond Projects	1,581,797	-	1,581,797	12,631,491	1st Qtr. 2020	2nd Qtr. 2026
Mercado Park Improvements	Park Trust	150,000	-	150,000	150,000	3rd Qtr. 2025	3rd Qtr. 2026
Minor Infrastructure Contract Services	District 1	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 10	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 2	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 3	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 4	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 5	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 6	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 7	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 8	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	District 9	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	L. Cunningham	15,000	15,000	75,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services	Parks City-Wide	30,000	30,000	150,000	*	Ongoing	Ongoing
Minor Infrastructure Contract Services (Central Fund)	Parks Central	55,000	55,000	275,000	*	Ongoing	Ongoing
Minor Park Equipment	Parks Central	55,000	55,000	275,000	*	Ongoing	Ongoing
Mount Pleasant Park Improvements	District 5	-	-	100,000	100,000	4th Qtr. 2027	2nd Qtr. 2028
North San Pedro Area Parks Reserve	District 3	786,000	-	786,000	786,000	N/A	N/A
North San Pedro Area Parks Reserve	Park Trust	5,642,000	-	5,642,000	5,642,000	N/A	N/A

Capital Program Summary by City Service Area

Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Overfelt Gardens Improvements Reserve	District 5	350,000	-	775,000	775,000	N/A	N/A
Overfelt Gardens Improvements Reserve	Parks City-Wide	450,000	-	450,000	450,000	N/A	N/A
Palmia Park Youth Playground Renovation	District 2	-	343,000	343,000	343,000	3rd Qtr. 2026	2nd Qtr. 2028
Palmia Park Youth Playground Renovation Reserve	District 2	600,000	100,000	1,040,000	1,040,000	N/A	N/A
Park Hardware and Furnishings	Parks Central	100,000	100,000	500,000	*	Ongoing	Ongoing
Park Trust Fund Administration	Park Trust	816,000	-	816,000	*	Ongoing	Ongoing
Park Yards Capital Repairs	Park Yards	20,000	20,000	100,000	*	Ongoing	Ongoing
Park Yards Future Projects Reserve	Park Yards	-	-	1,350,000	450,000	N/A	N/A
Parks and Community Facilities Development Office	Parks Central	10,545,000	10,756,000	54,876,000	*	Ongoing	Ongoing
Parks and Community Facilities Master Plan Update	Parks Central	600,000	-	600,000	600,000	3rd Qtr. 2025	1st Qtr. 2027
Parks City-Wide Construction & Conveyance Tax Fund	Parks Central	2,450,000	2,487,000	17,155,000	*	Ongoing	Ongoing
Parks City-Wide Public Art	Parks City-Wide	11,000	33,000	63,000	*	Ongoing	Ongoing
Parks Facilities Capital Repairs	Parks Central	60,000	60,000	300,000	*	Ongoing	Ongoing
Parks Maintenance Management System	Parks Central	175,000	175,000	875,000	*	Ongoing	Ongoing
Patty O'Malley Field Turf Replacement Reserve	District 10	460,000	150,000	1,200,000	810,000	N/A	N/A
Patty O'Malley Field Turf Replacement Reserve	Park Trust	136,000	-	136,000	136,000	N/A	N/A
Paul Moore Park Sport Courts Renovation	District 9	150,000	-	150,000	150,000	2nd Qtr. 2026	4th Qtr. 2026
Paul Moore Park Sport Courts Renovation	Park Trust	150,000	-	150,000	150,000	2nd Qtr. 2026	4th Qtr. 2026
Pedestrian Bridge Assessment	Parks Central	45,000	45,000	225,000	*	Ongoing	Ongoing
Plata Arroyo Park Renovation	District 5	-	252,000	327,000	327,000	1st Qtr. 2026	2nd Qtr. 2028
Plata Arroyo Park Renovation	Park Trust	258,000	-	258,000	258,000	1st Qtr. 2026	2nd Qtr. 2028
Police Athletic League Stadium Electrical Improvements	Parks City-Wide	1,238,000	-	1,238,000	1,238,000	3rd Qtr. 2023	3rd Qtr. 2027
Police Athletic League Stadium Reserve	District 5	200,000	-	200,000	200,000	N/A	N/A
Pools and Fountains	Parks Central	165,000	165,000	825,000	*	Ongoing	Ongoing
Preliminary Engineering - Parks	Parks Central	190,000	190,000	950,000	*	Ongoing	Ongoing
Preliminary Engineering - Trails	Parks City-Wide	150,000	150,000	750,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Neighborhood Services

	Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Preliminary Studies - Turnkey Parks	Park Trust	50,000	-	50,000	*	Ongoing	Ongoing
Project Administration Support	Parks Central	75,000	75,000	375,000	*	Ongoing	Ongoing
Project Management	Parks City-Wide	324,000	330,000	1,686,000	*	Ongoing	Ongoing
Property Services	Parks Central	150,000	150,000	750,000	*	Ongoing	Ongoing
Public Works Development Services Staff	Park Trust	100,000	-	100,000	*	Ongoing	Ongoing
Race Street Property Development	District 6	140,000	-	140,000	400,000	3rd Qtr. 2024	2nd Qtr. 2026
Race Street Property Development	Park Trust	100,000	-	100,000	100,000	3rd Qtr. 2024	2nd Qtr. 2026
Raleigh Dog Park Reserve	Park Trust	80,000	-	80,000	80,000	N/A	N/A
Ramac Park Turf Improvement	Park Trust	51,000	-	51,000	51,000	3rd Qtr. 2025	4th Qtr. 2025
Santana Park Development Reserve	Park Trust	4,038,000	-	4,038,000	4,038,000	N/A	N/A
Saratoga Creek Park Tot Lot Renovation	District 1	697,000	-	697,000	697,000	2nd Qtr. 2025	2nd Qtr. 2027
Silver Creek Linear Park Renovation	District 8	-	270,000	270,000	270,000	2nd Qtr. 2026	4th Qtr. 2026
Silver Creek Linear Park Renovation	Park Trust	25,000	-	25,000	25,000	2nd Qtr. 2026	4th Qtr. 2026
Smythe Field Renovation Reserve	District 8	-	-	250,000		N/A	N/A
Sobroto Site Habitat Improvements	Park Trust	14,000	-	14,000	14,000	3rd Qtr. 2025	2nd Qtr. 2026
Southside Community Center Renovation	Park Trust	300,000	-	300,000	1,471,024	2nd Qtr. 2019	2nd Qtr. 2026
Spartan Keyes Area Park Development	Park Trust	9,943,000	-	9,943,000	10,000,175	2nd Qtr. 2024	4th Qtr. 2027
St. James Park Phase I Reserve	Park Trust	15,000,050	-	15,000,050	15,000,050	N/A	N/A
Starbird Park Community Garden	District 1	-	-	700,000	600,000	3rd Qtr. 2027	2nd Qtr. 2028
Starbird Park Playground Replacements	District 1	249,000	-	249,000	1,433,325	3rd Qtr. 2021	1st Qtr. 2026
Strategic Capital Replacement and Maintenance Needs	District 1	160,000	160,000	800,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 10	150,000	150,000	750,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 2	160,000	160,000	800,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 3	150,000	150,000	750,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Strategic Capital Replacement and Maintenance Needs	District 4	160,000	160,000	800,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 5	170,000	170,000	850,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 6	200,000	200,000	1,000,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 7	160,000	160,000	800,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 8	160,000	160,000	800,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	District 9	150,000	150,000	750,000	*	Ongoing	Ongoing
Strategic Capital Replacement and Maintenance Needs	Parks City-Wide	250,000	250,000	1,250,000	*	Ongoing	Ongoing
TRAIL: Coyote Creek (Brokaw Road to Union Pacific Railroad Corridor) Reserve	Park Trust	1,821,000	-	1,821,000	1,821,000	N/A	N/A
TRAIL: Guadalupe River Park and Blossom River Drive Connection	Park Trust	113,000	-	113,000	201,216	1st Qtr. 2018	2nd Qtr. 2027
TRAIL: Los Gatos Creek Reach II Rehabilitation	Park Trust	45,000	-	45,000	514,737	3rd Qtr. 2023	2nd Qtr. 2026
TRAIL: Los Gatos Creek Trail Reserve	Park Trust	1,000,000	-	1,000,000	1,000,000	N/A	N/A
TRAIL: Lower Silver Creek (Peter Pan Avenue to Bredford Way) Reserve	Park Trust	41,000	-	41,000	41,000	N/A	N/A
TRAIL: Lower Silver Creek Design Reserve	Park Trust	250,000	-	250,000	250,000	N/A	N/A
TRAIL: Three Creek Lonus Extension Reserve	District 6	475,000	-	475,000	475,000	N/A	N/A
TRAIL: Three Creek Lonus Extension Reserve	Park Trust	1,200,000	-	1,200,000	1,200,000	N/A	N/A
Transfer to the Central Fund: Methane Control	Park Yards	25,000	25,000	125,000	*	Ongoing	Ongoing
Tree Services	Parks Central	150,000	150,000	750,000	*	Ongoing	Ongoing
Unanticipated or Critical Repairs	Parks Central	400,000	400,000	2,000,000	*	Ongoing	Ongoing
Undeveloped Acreage Services	Parks City-Wide	20,000	20,000	100,000	*	Ongoing	Ongoing
Vietnamese Cultural Heritage Garden Reserve	Park Trust	118,000	-	118,000	118,000	N/A	N/A

Capital Program Summary by City Service Area

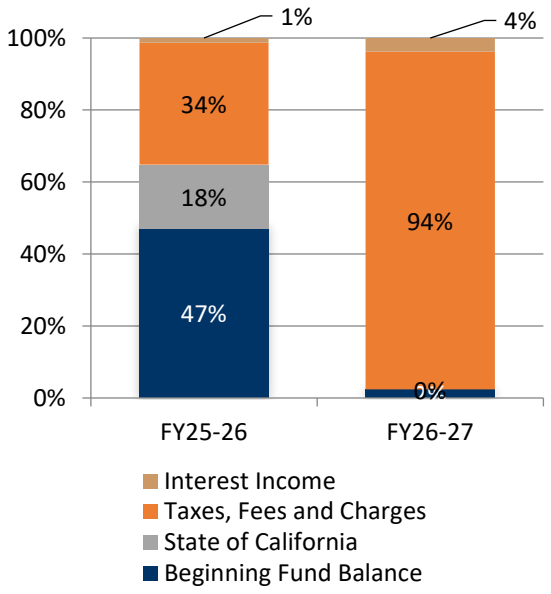
Neighborhood Services

Program	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Vista Montana Park Artificial Turf Reserve	District 4	-	-	600,000	200,000	N/A	N/A
Volunteer Management	Parks Central	393,000	401,000	2,045,000	*	Ongoing	Ongoing
Volunteer Project Support	Parks City-Wide	40,000	40,000	200,000	*	Ongoing	Ongoing
Wallenberg Park Playground Renovation Reserve	Park Trust	255,000	-	255,000	255,000	N/A	N/A
Weed Abatement	Parks Central	250,000	250,000	1,250,000	*	Ongoing	Ongoing
Welch Park Reserve	District 8	130,000	-	130,000	130,000	N/A	N/A
Welch Park Reserve	Park Trust	20,000	-	20,000	20,000	N/A	N/A
West Evergreen Playground Renovation	District 7	-	160,000	160,000	160,000	3rd Qtr. 2026	1st Qtr. 2027
Winchester Orchard Park Design Review and Inspection	Park Trust	15,000	-	15,000	356,604	2nd Qtr. 2021	4th Qtr. 2025
Yerba Buena Bridge Reserve	Park Trust	500,000	-	500,000	500,000	N/A	N/A
Yerba Buena Pedestrian Bridge	District 8	100,000	-	100,000	200,000	3rd Qtr. 2023	2nd Qtr. 2026
Total: Construction/Non-Construction		**181,727,536**	**50,556,000**	**387,423,536**			
Ending Fund Balance		10,229,634	6,377,634	11,182,634 **			
Total: Parks and Community Facilities Development		**191,957,170**	**56,933,634**	**398,606,170** **			
CSA Total: Construction/Non-Construction		205,094,815	58,298,000	443,088,815 **			
Ending Fund Balance		10,414,742	6,530,742	11,853,742 **			
CSA Total:		215,509,557	64,828,742	454,942,557 **			

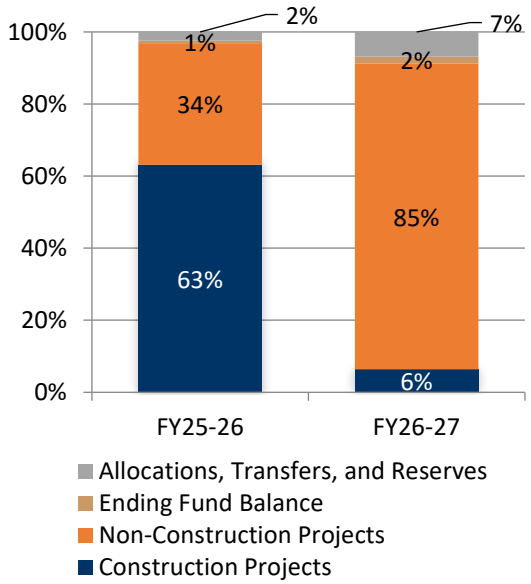
* Total Budget information is not provided due to the ongoing nature of this project.
** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

LIBRARY
2026-2030 Capital Improvement Program

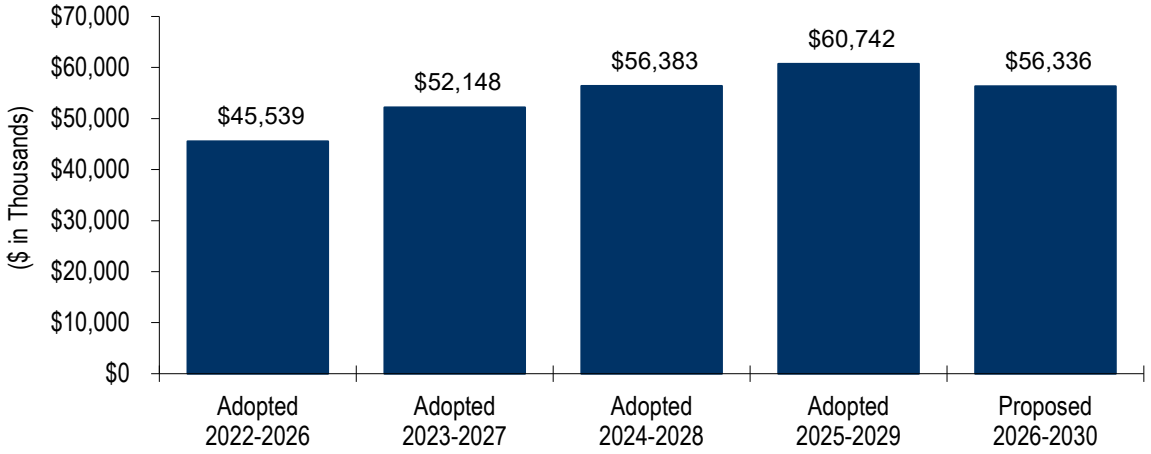
2025-2027 PROPOSED BIENNIAL SOURCE OF FUNDS



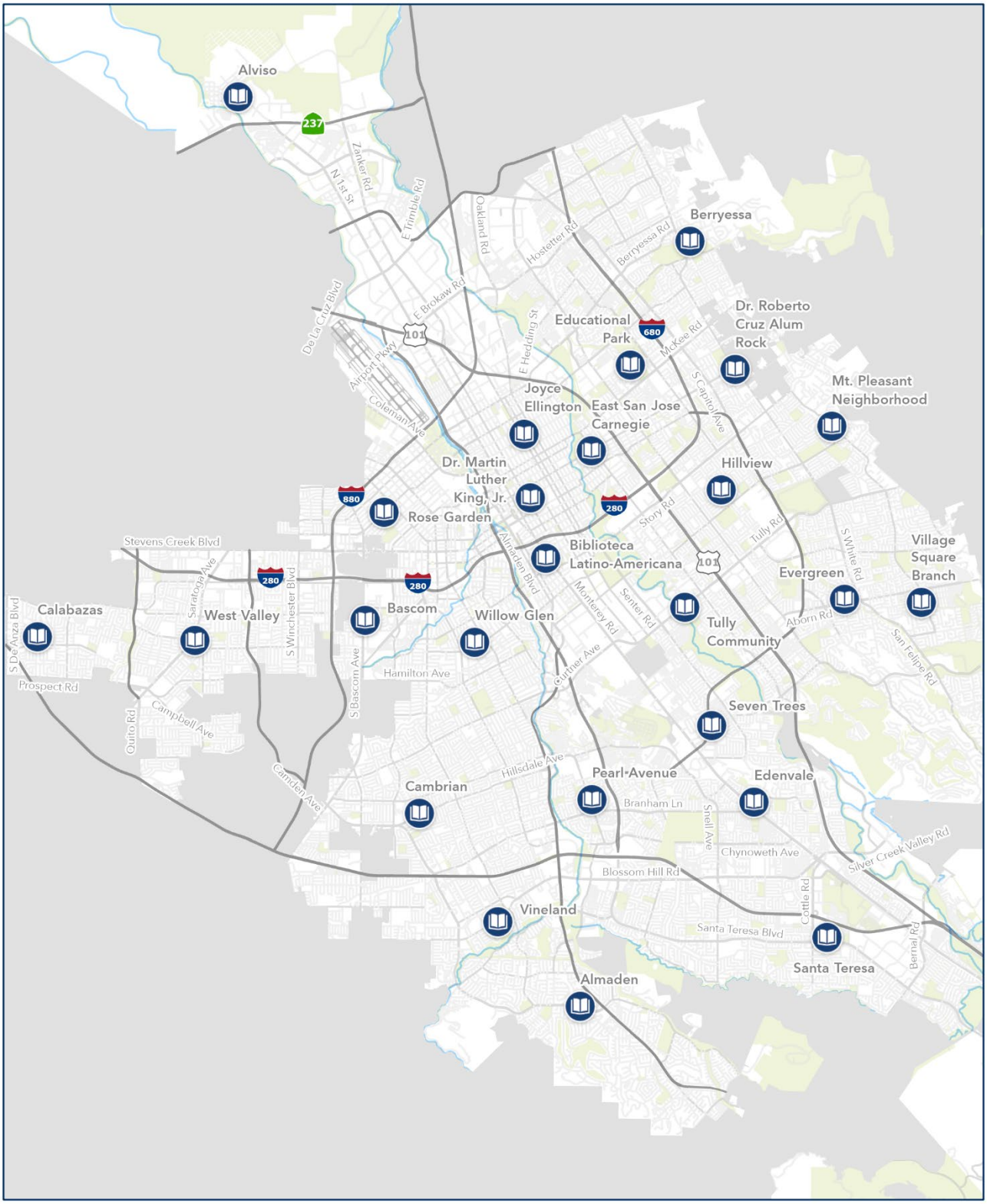
2025-2027 PROPOSED BIENNIAL USE OF FUNDS



CIP History



Library
2026-2030 Proposed Capital Improvement Program



OVERVIEW

INTRODUCTION

The Library Capital Program provides funding to support facility improvement needs, repairs, and maintenance, acquire physical and electronic materials, maintain automation equipment and technology systems to support public information access needs, and has been utilized to construct and renovate library facilities.

SAN JOSE PUBLIC LIBRARY Annual Statistics as of June 30, 2025 (est.)	
Number of Library Facilities	25
Number of Physical Items Circulated to the Public	6,096,900
Number of Physical Items Purchased for Circulation	190,000
Number of Electronic/Digital Items Circulated to the Public	2,000,000
Number of Electronic/Digital Items Purchased for Circulation	42,000

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $56.3 million, of which $23.6 million is allocated in 2025-2026 and $7.9 million is allocated in 2026-2027. This program is part of the Neighborhood Services City Service Area (CSA) and supports the following outcomes: *Safe and Clean Neighborhoods and Public Spaces, Welcoming and Vibrant Neighborhoods and Public Life,* and *Equitable Access to Community Opportunities to Flourish*.

PROGRAM PRIORITIES AND OBJECTIVES

The objective of the Library Capital Program is to provide safe, readily accessible facilities and quality library services to San José residents. The following two metrics are used to help evaluate the availability of library resources:

- Square feet of library facilities per capita
- Acquisition of books and materials per year

The targets of 0.43 and 0.59 square feet of library facilities per capita were established as part of the Branch Facilities Master Plan (2000) assuming a population increase of approximately 18% between 1999-2000 and 2020-2021. It should be noted that these targets are established at the city-wide level, and do not address geographic equity or access issues at the neighborhood or Council District level. The 2023-2024 actual square footage of library facilities per capita were 0.45 and 0.70, respectively. Staff anticipates that the square footage of library facilities per capita in 2024-2025 will be maintained close to 2023-2024 actual levels, with changes in the population being the only variable affecting current metrics.



Berryessa Branch Library's 20th Anniversary Event

OVERVIEW

PROGRAM PRIORITIES AND OBJECTIVES

The Library Department also measures the acquisition of books and materials per year. The target to acquire an average of 218,000 materials annually is anticipated to be slightly exceeded in 2024-2025. Increasing materials costs, processing costs, production and shipping delays, higher rates of publishing cancellations, and declining revenues have reduced the number of materials purchased in the past several years. Due to limited resources within the CIP, available funding for the acquisition of materials budget is expected to cause further reductions to purchasing throughout the remainder of this CIP.

	Actual 2023-2024	Target 2024-2025	Estimate 2024-2025	Target 2025-2026	Estimate 2026-2030
Square Feet of library facilities per capita (including King Library)	0.70	0.59	0.70	0.59	0.68
Square feet of library facilities per capita (excluding King Library)	0.45	0.43	0.45	0.43	0.44
Acquisition of materials per year*	282,632	218,000	232,000	160,000	140,000**

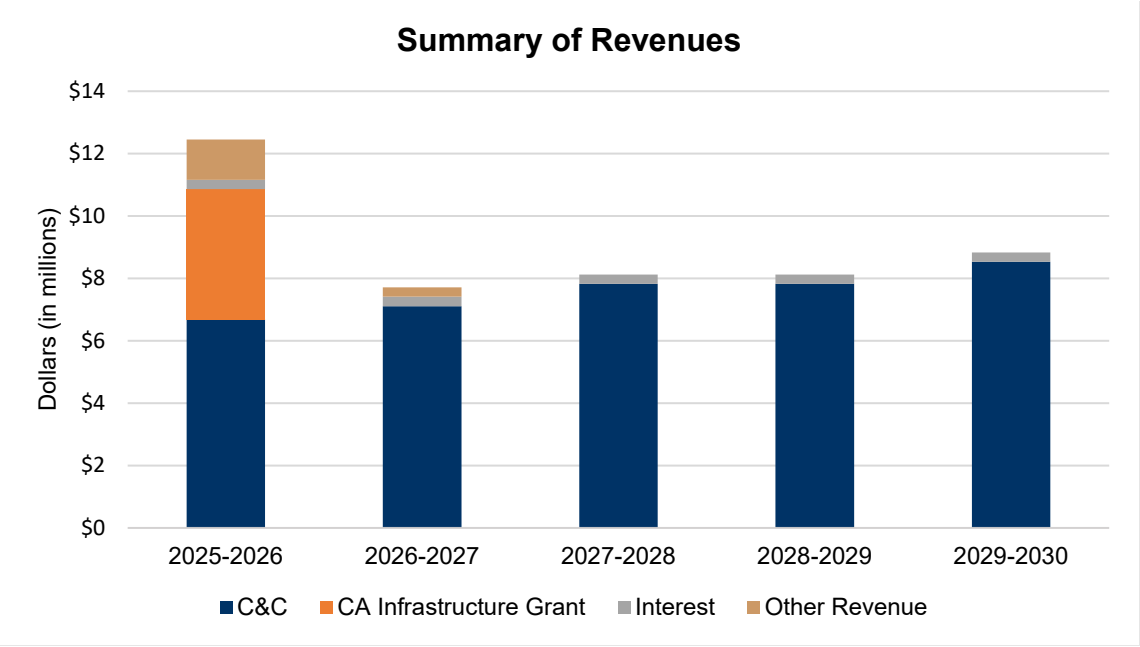
* Beginning with 2021-2022 Actual, these figures represent all materials inclusive of physical and digital.
** Five-year average

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $56.3 million. This funding level is $4.4 million (7.2%) below the 2025-2029 Adopted CIP funding of $60.7 million. Excluding beginning fund balance of $11.1 million, Library revenues consist of Library Construction and Conveyance (C&C) Tax revenues ($38.0 million), California State Building Forward Library Infrastructure Grant funds ($4.2 million), transfer from Library Parcel Tax Fund ($1.6 million), and interest earnings ($1.5 million).

OVERVIEW

SOURCES OF FUNDING



The 2025-2026 Proposed Capital Budget estimate for C&C taxes is $47.0 million, of which 14.22% ($6.7 million) is allocated to the Library Capital Program. Approximately 99% of the C&C tax is derived from a transfer tax imposed upon each transfer of real property, with the remaining 1% generated from a construction tax levied on most types of construction. After record-setting collections of $64.5 million in 2021-2022, local real estate market activity declined substantially, resulting in collections of $37.9 million and $38.3 million in 2022-2023 and 2023-2024. With property values remaining steady and a moderate increase in real estate activity, 2024-2025 collections are anticipated to be $43.0 million. The CIP anticipates collections growing to $47.0 million in 2025-2026, then gradually increasing for the remainder of the CIP, with receipts in 2029-2030 totaling $60.0 million. As a result, the Library CIP contains C&C tax revenue estimates ranging from $6.7 million to $8.5 million annually over the course of the CIP.

On June 3, 2014, over 81% of San José voters approved the continuation of the Library Parcel Tax for 25 years, beginning in 2015-2016. For many years, the Library Parcel Tax was a significant source of support for the Library's Capital Budget, previously providing over $2 million annually to support the acquisition of materials. The last time funding was transferred from the Library Parcel Tax Fund was 2022-2023, as unexpended funds were rebudgeted to the following year. For the 2026-2030 CIP, a transfer from Library Parcel Tax Fund in the amount of $1.3 million in 2025-2026 and $300,000 in 2026-2027 is established to support Automation Projects and System Maintenance and Facilities Management projects.

OVERVIEW

SOURCES OF FUNDING

While the strength of record-setting C&C revenues in 2021-2022 offset the reduction from the Library Parcel Tax Fund so that the projects and programs included in the CIP were unaffected, C&C revenues in the past couple of years have been lower at $35 million to $40 million annually, resulting in limited remaining funds for other future capital infrastructure needs. As part of the future budget development processes, in the context of budgetary constraints and other critical City Council priorities, the Administration will continue to evaluate and recommend a multi-year realignment of funding sources – including the Library Parcel Tax Fund, the Library C&C Fund, and the General Fund – to achieve a more balanced funding portfolio over the long-term for both Library operations and capital support.

The Branch Facilities Master Plan (2000) concluded that the City's branch library system needed significant capital improvements, including the reconstruction or replacement of 14 of the 17 existing branches, and the construction of six additional branches in under-served neighborhoods. In November 2000, 75.7% of San José voters approved a $212.0 million library bond measure to improve the branch library system in accordance with the Branch Facilities Master Plan. In April 2016, the Village Square Branch Library was opened to the public, marking the completion of the last programmed bond project. The final bond sale ($5.9 million) occurred in 2019-2020, with the remainder of the funds being allocated for various new bond-eligible projects, including renovations at the Biblioteca Branch Library, and efficiency improvements at various branch libraries, which also serves as a local match for the California State Building Forward Library Infrastructure Grant.

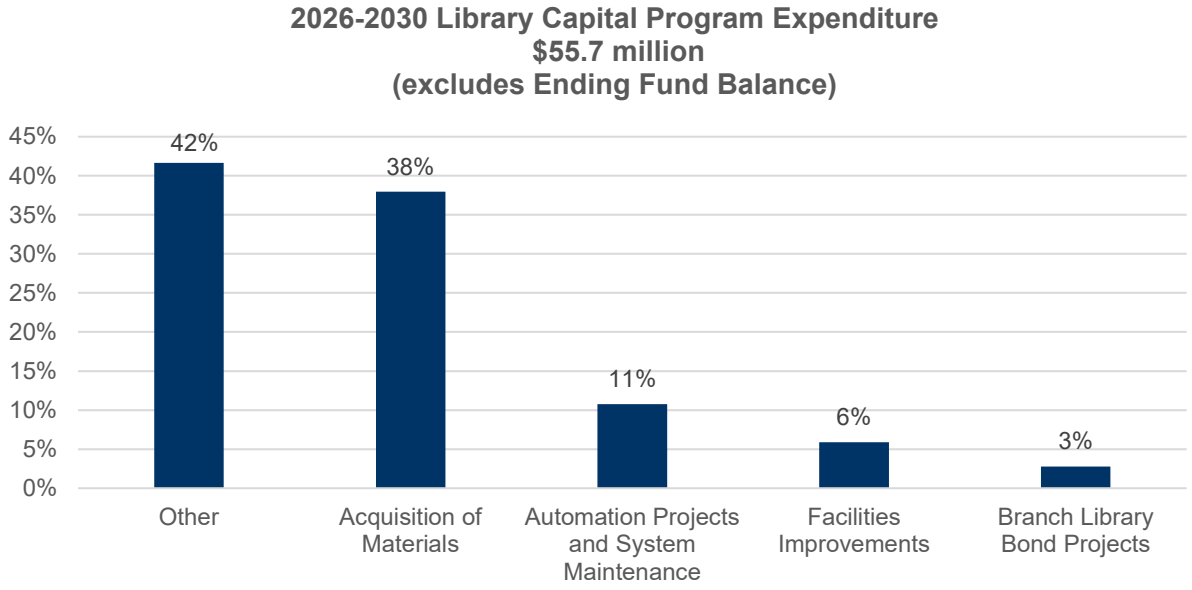


Alviso Branch Library and Community Center 25th Anniversary

OVERVIEW

PROGRAM HIGHLIGHTS

The Library Capital Program's expenditures are organized into several categories. The following highlights are the major projects in the program. For further information on the program's individual projects, please refer to the Detail Pages.



Acquisition of Materials

A total of $21.1 million is allocated in the 2026-2030 Proposed CIP for the purchase of new materials. This funding enables the Library Department to add new materials at all facilities, including non-English language materials, children's books, large print books, audiobooks, media materials, and digital resources. On an annual basis, the Library must replenish its inventory to ensure the public has access to high-quality and newly published materials. The Acquisition of Materials allocation decreases from $6.3 million in 2024-2025 to $4.1 million in the first year of the 2026-2030 Proposed CIP and then ranges from $4.0 million to $4.5 million in the remaining years. The decrease in Acquisition of Materials funding is unsustainable over the long-term and detrimental to meeting the increased demand for eMaterials (eResources, eAudio Books, eBooks) for all age levels and languages. To partially address shortfalls in the ongoing funding for acquisitions of materials, the Library will receive funding of $500,000 in 2025-2026 and $250,000 ongoing in the General Fund as included in the 2025-2026 Proposed Operating Budget. As discussed previously, a reevaluation of funding sources for this program will continue to be incorporated into future budget development cycles to address library operations and capital support, which includes customer demand for library acquisitions.

OVERVIEW

PROGRAM HIGHLIGHTS

Facilities Improvements and Library Equipment

In March 2022, the Library applied for a grant from the California State Library for the Building Forward Library Infrastructure grant program designed to address life safety and critical maintenance needs of public library facilities throughout California, prioritized for high poverty areas of the state. In addition to prioritizing a small subset of potential projects, the grant also required that applicants provide a 50% local match of the total project cost. The Library's Round One application included a funding request of $23 million to fund repairs at nine Library branches. In September 2022, the Library was awarded a total of $8.7 million from the grant for portions of projects at nine library branches. With a local match of $8.7 million, total funding for the projects is $17.4 million. A significant portion of the Round One grant projects are expected to completed by 2025-2026. The Proposed CIP continues to defer the timeline for remaining projects due to unanticipated project delays. The Library branches that received Round One grant funding include Alviso, Bascom, Biblioteca Latinoamericana, East San José Carnegie, Educational Park, Hillview, Joyce Ellington, Seven Trees, and Tully. Projects include but are not limited to heating and air conditioning (HVAC) upgrades or replacements, roof repairs or replacements, flooring replacements and repairs, and security surveillance improvements and installations.

While Round One funding was only eligible for public libraries, Round Two allowed applications for jointly operated library facilities serving public communities. The Library identified several eligible projects for the Dr. Martin Luther King, Jr. Library in its Five Year Capital Outlay Plan – specifically those related to HVAC, Lighting, and Elevator upgrades – eligible for Round Two grant funding and submitted a proposal to the state in late 2023. In 2024-2025, the Library was awarded $8.3 million for critical maintenance projects at King Library. Because the King Library serves populations within the highest poverty measure, this facility is eligible for a local match reduction of 25%, resulting in a total required local match of $6.2 million. The required local match funds will be provided from funding accumulated in an existing joint Library Trust Account between the San José Public Library and San José State University.

Automation Projects and System Maintenance

The 2026-2030 Proposed CIP includes $6.0 million for Automation Projects and System Maintenance, which will benefit all public service outlets and work units. The Library Department is the largest provider of free public computing and internet service for San José residents. The Library will continue the installation and maintenance of internet and online reference sources for public use, and additional computer workstations or mobile computing devices at library facilities. Currently, 19 of the 24 branch libraries have Automated Materials Handling systems, with two of the branches having both a system inside the branch and a drive-up system. These systems save staff time by automating check-in and sorting of materials. Additional attention is needed to address the end-of-life self-checkout machines and other automation equipment, as well as cybersecurity improvements to the Library's network.

OVERVIEW

PROGRAM HIGHLIGHTS

Branch Library Bond Projects

The 2026-2030 Proposed CIP contains funding for improvements and efficiency projects supporting the City's oldest branch libraries. The remainder of the 2019-2020 bond issuance for $4.8 million is anticipated to be expended by the end of 2025-2026 and will support a renovation of the Biblioteca Latinoamericana Branch Library and efficiency improvements at other branch libraries. Efficiency projects include security surveillance installations, heating, ventilation, and air conditioning (HVAC) upgrades, and roof repairs or replacement at branch facilities.

The Building Forward Library Infrastructure Round One grant has allowed the Library to continue to advance critical infrastructure projects that will support the Department to provide safe, well-maintained facilities for public exploration, learning, and discovery. Although the 50% local match obligation has limited investing in other capital, the grant award effectively doubles the City's resources to maintain these essential assets and systems. The Library Department will continue to work with the City Manager's Budget Office to address capital funding impacts and to develop a multi-year strategy to incorporate future grant funding and local match obligations into the annual development of the CIP, as available resources allow.

Dr. Martin Luther King, Jr. Library



Dr. Martin Luther King, Jr. Library Halloween Parade

The Dr. Martin Luther King, Jr. Library (King Library) is an innovative collaboration between the City of San José and San José State University (SJSU). While operated jointly by SJSU and the San José Public Library System, the King Library facility is owned and managed by SJSU. Costs for facilities management, interior improvements, and regular maintenance are paid by both agencies, as defined by the Cost Sharing Agreement Between the City of San José and SJSU, and the Agreement for Ownership and Operation of Joint Library Building and Grant of Easement (Operating Agreement). King Library is more than 20 years old and SJSU is recommending approximately $35.9 million of capital improvements be made over the next five years. The Library's portion of these projects is expected to be approximately $13.4 million. The 2026-2030 Proposed CIP does not include any funding specifically for the King Library; however, as noted previously, the Library successfully applied for the California State Library Building Forward Infrastructure Round Two Grant and was awarded $8.3 million for critical maintenance projects at King Library. The Library will continue to work with SJSU to identify specific King Library projects and prioritize critical capital projects and evaluate available funding for inclusion in future CIPs.

OVERVIEW

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Library CIP has decreased by $4.4 million (7.2%) from $60.7 million in the 2025-2029 Adopted CIP to $55.6 million in the 2026-2030 Proposed CIP. The changes to the size of the CIP are attributable to projects being completed and are therefore no longer funded in the future, or to projects that have been otherwise shifted out of the five-year planning horizon.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Automation Projects and System Maintenance	$800,000
Facilities Improvements – Library Capital	$300,000
Acquisition of Materials	($1.4 million)
General Equipment and Furnishings	($300,000)

OPERATING BUDGET IMPACT

There are no additional operating and maintenance costs associated with projects in the 2026-2030 Proposed CIP.

Library

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Branch Libraries Bond Projects Fund (472)							
Beginning Balance	5,583,380	4,831,435					4,831,435
Reserve for Encumbrance	548,740						
Total Branch Libraries Bond Projects Fund (472)	**6,132,120**	**4,831,435**					**4,831,435**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Library

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Library Construction and Conveyance Tax Fund (393)							
Beginning Balance	12,106,249	6,212,114	153,909	121,909	441,909	209,909	6,212,114
Reserve for Encumbrance	360,731						
Revenue from the Use of Money/Property							
Interest Income	450,000	300,000	300,000	300,000	300,000	300,000	1,500,000
TOTAL Revenue from the Use of Money/Property	**450,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Revenue from State of California							
Building Forward Library Infrastructure Grant		4,174,444					4,174,444
TOTAL Revenue from State of California		**4,174,444**					**4,174,444**
Construction & Conveyance Tax							
C&C Tax Proceeds	6,115,000	6,683,000	7,110,000	7,821,000	7,821,000	8,532,000	37,967,000
TOTAL Construction & Conveyance Tax	**6,115,000**	**6,683,000**	**7,110,000**	**7,821,000**	**7,821,000**	**8,532,000**	**37,967,000**
Total Library Construction and Conveyance Tax Fund (393)	**19,031,980**	**17,369,558**	**7,563,909**	**8,242,909**	**8,562,909**	**9,041,909**	**49,853,558**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Library

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Library Parcel Tax Capital Fund (483)							
Beginning Balance	270,303	51,393	31,198	31,198	31,198	31,198	51,393
Reserve for Encumbrance	378,081						
Transfers and Reimbursements							
Transfer from Library Parcel Tax Fund (F418)		1,300,000	300,000				1,600,000
TOTAL Transfers and Reimbursements		**1,300,000**	**300,000**				**1,600,000**
Total Library Parcel Tax Capital Fund (483)	**648,384**	**1,351,393**	**331,198**	**31,198**	**31,198**	**31,198**	**1,651,393**
TOTAL SOURCES	**25,812,484**	**23,552,386**	**7,895,107**	**8,274,107**	**8,594,107**	**9,073,107**	**56,336,386**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Library

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Library							
Biblioteca Library Improvements		940,000					940,000
Branch Efficiency Projects	1,271,406			200,000	200,000	200,000	600,000
Branch Library Bond Projects	**1,271,406**	**940,000**		**200,000**	**200,000**	**200,000**	**1,540,000**
Almaden Library Roof Replacement	406,000						
Bridge Libraries	68,576						
Building Forward Library Infrastructure Grant	1,058,477	6,543,681					6,543,681
Building Forward Library Infrastructure Grant - Local Match	807,297	6,884,403					6,884,403
Dr. Martin Luther King, Jr. Library Escalator Replacement	32,379						
Facilities Improvements - Library Capital	507,026	500,000	500,000	600,000	600,000	600,000	2,800,000
Other Library - Construction	**2,879,755**	**13,928,084**	**500,000**	**600,000**	**600,000**	**600,000**	**16,228,084**
Library - Construction	**4,151,161**	**14,868,084**	**500,000**	**800,000**	**800,000**	**800,000**	**17,768,084**
Acquisition of Materials	6,303,414	4,120,195	4,000,000	4,000,000	4,500,000	4,500,000	21,120,195
Automation Projects and System Maintenance	1,957,319	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000
Facilities Management	487,000	802,000	817,000	533,000	549,000	565,000	3,266,000
General Equipment and Furnishings	146,000	195,000	35,000	45,000	45,000	45,000	365,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Library

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Program Management - Library Capital Program	800,000	824,000	849,000	874,000	900,000	927,000	4,374,000
General Non-Construction - Library	**9,693,733**	**7,941,195**	**6,701,000**	**6,452,000**	**6,994,000**	**7,037,000**	**35,125,195**
Library - Non-Construction	**9,693,733**	**7,941,195**	**6,701,000**	**6,452,000**	**6,994,000**	**7,037,000**	**35,125,195**
Capital Program and Public Works Department Support Service Costs	234,000	78,000	55,000	58,000	62,000	62,000	315,000
Infrastructure Management System - Library	184,648	177,000	182,000	187,000	193,000	199,000	938,000
Allocations	**418,648**	**255,000**	**237,000**	**245,000**	**255,000**	**261,000**	**1,253,000**
City Hall Debt Service Fund	4,000	3,000	4,000	4,000	4,000	4,000	19,000
Transfers to Special Funds	**4,000**	**3,000**	**4,000**	**4,000**	**4,000**	**4,000**	**19,000**
General Fund - Interest Income	450,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Transfers to the General Fund	**450,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Transfers Expense	**454,000**	**303,000**	**304,000**	**304,000**	**304,000**	**304,000**	**1,519,000**
Total Expenditures	**14,717,541**	**23,367,279**	**7,742,000**	**7,801,000**	**8,353,000**	**8,402,000**	**55,665,279**
Ending Fund Balance	11,094,942	185,107	153,107	473,107	241,107	671,107	671,107
TOTAL	**25,812,484**	**23,552,386**	**7,895,107**	**8,274,107**	**8,594,107**	**9,073,107**	**56,336,386**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Biblioteca Library Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2021
Location	921 South First Street	**Revised Start Date**	3rd Qtr. 2024
Dept Owner	Library	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$3,700,000
Appropriation	A421D	**FY Initiated**	2020-2021

Description This project provides funding for improvements at the Biblioteca Branch Library. Project elements may include remodeling the interior layout of the library to improve use of space in both public and staff areas, upgrading existing restrooms, replacing lighting fixtures, replacing the existing entrance door, installing a security camera system, installing an audio-visual system for the community room, and other minor improvements.

Justification With the passage of the Library bond measure during the November 2000 General Election, voters provided financial support for 20 new or expanded branch libraries.

Notes

Major Cost Changes
2022-2026 CIP - Reduction of $2.7 million due to revised scope and cost estimate.
2023-2027 CIP - Increase of $300,000 due to revised scope and cost estimate.
2024-2025 - Decrease of $360,000 to reallocate funding for other priority projects within the CIP.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction			940					940		940
Total			**940**					**940**		**940**
Funding Source Schedule (000s)										
Branch Libraries Bond Projects Fund (472)			940					940		940
Total			**940**					**940**		**940**
Annual Operating Budget Impact (000s)										
Total										

Building Forward Library Infrastructure Grant

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2023
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	Various Library Branches	**Revised Start Date**	
Dept Owner	Library	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$8,674,000
Appropriation	A432N	**FY Initiated**	2022-2023

Description As approved by City Council on October 25, 2022, this project will implement a variety of infrastructure improvements at Library branches, supported by the award of the Building Forward Library Infrastructure Grant from the California State Library. The Building Forward Library Infrastructure Grant is a newly established program of the California Library System, providing grant funding to California's public libraries for capital projects addressing critical maintenance needs, improving energy efficiency and sustainability, and expanding access digitally and physically. Projects funded by this grant include roof and building repairs; repairs to boilers, chillers, and HVAC systems; and other needed infrastructure repairs and improvements. Branches scheduled to have repairs and improvement projects include Biblioteca Latinoamericana, Seven Trees, Joyce Ellington, East San José Carnegie, Bascom, Alviso, Educational Park, Hillview, and Tully. The projects will be offset by grant revenues received from the State of California and a local match from the City, which will be funded in the Branch Libraries Bond Projects Fund and the Library Construction and Conveyance Tax Fund.

Justification This project contributes to addressing the approximately $24.0 million in infrastructure backlog projects that need to be addressed throughout Library branch facilities. These critical infrastructure repairs and renovations will improve safety and comfort at branch libraries.

Notes The total project budget for the round one grant is $17.4 million, shared equally with the Building Forward Library Infrastructure Grant and Building Forward Library Infrastructure Grant - Local Match.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		8	163					163		171
Design	12	13								25
Bid & Award		11								11
Construction		1,027	6,295					6,295		7,322
Equipment, Materials and Supplies			85					85		85
Maintenance, Repairs, Other	1,029									1,029
Total	**1,042**	**1,058**	**6,544**					**6,544**		**8,644**
Funding Source Schedule (000s)										
Library Construction and Conveyance Tax Fund (393)	1,042	1,058	6,544					6,544		8,644
Total	**1,042**	**1,058**	**6,544**					**6,544**		**8,644**
Annual Operating Budget Impact (000s)										
Total										

Library
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Building Forward Library Infrastructure Grant - Local Match

CSA	Neighborhood Services
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces
Location	Various Library Branches
Dept Owner	Library
Council Districts	City-wide
Appropriation	A432O

Initial Start Date	2nd Qtr. 2023
Initial End Date	2nd Qtr. 2026
Revised Start Date	
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$8,674,000
FY Initiated	2022-2023

Description As approved by City Council on October 25, 2022, this project will provide the local match support for a variety of infrastructure improvements at Library branches. This local match corresponds to the award of the Building Forward Library Infrastructure Grant from the California State Library. Projects funded by this local match allocation include roof and building repairs; repairs to boilers, chillers, and HVAC systems; and other needed infrastructure repairs and improvements. Branches scheduled to have repairs and improvement projects include Biblioteca Latinoamericana, Seven Trees, Joyce Ellington, East San José Carnegie, Bascom, Alviso, Educational Park, Hillview, and Tully.

Justification This project contributes to addressing the approximately $24.0 million in infrastructure backlog projects that need to be addressed throughout Library branch facilities. These critical infrastructure repairs and renovations will improve safety and comfort at branch libraries.

Notes The total project budget for round one grant is $17.4 million, shared equally with the Building Forward Library Infrastructure Grant and Building Forward Library Infrastructure Grant - Local Match.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		110	163					163		273
Design	11	14								25
Bid & Award		42	70					70		113
Construction		641	6,566					6,566		7,207
Equipment, Materials and Supplies			85					85		85
Maintenance, Repairs, Other	939									939
Total	**950**	**807**	**6,884**					**6,884**		**8,642**
Funding Source Schedule (000s)										
Branch Libraries Bond Projects Fund (472)		141	3,891					3,891		4,032
Library Construction and Conveyance Tax Fund (393)	950	666	2,993					2,993		4,609
Total	**950**	**807**	**6,884**					**6,884**		**8,642**

Annual Operating Budget Impact (000s)
Total

Acquisition of Materials

CSA Outcome	Equitable Access to Community Opportunities to Flourish	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A4078
Description	This allocation provides funding for the acquisition of books, periodical subscriptions, DVDs/Blu-rays, electronic resources, and other types of materials for the Library's collection.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	6,223	4,120	4,000	4,000	4,500	4,500	21,120
Public Art	80						
Total	**6,303**	**4,120**	**4,000**	**4,000**	**4,500**	**4,500**	**21,120**
Funding Source Schedule (000s)							
Library Construction and Conveyance Tax Fund (393)	6,184	4,100	4,000	4,000	4,500	4,500	21,100
Library Parcel Tax Capital Fund (483)	120	20					20
Total	**6,303**	**4,120**	**4,000**	**4,000**	**4,500**	**4,500**	**21,120**

Automation Projects and System Maintenance

CSA Outcome	Equitable Access to Community Opportunities to Flourish	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A4083

Description This allocation provides funding for automation equipment to improve information access and electronic processing. Funds may be used to purchase, maintain and upgrade catalogs, automated reference resources, and costs related to the installation and maintenance of the online system.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	406						
Equipment, Materials and Supplies	1,552	2,000	1,000	1,000	1,000	1,000	6,000
Total	**1,957**	**2,000**	**1,000**	**1,000**	**1,000**	**1,000**	**6,000**
Funding Source Schedule (000s)							
Library Construction and Conveyance Tax Fund (393)	1,480	1,000	1,000	1,000	1,000	1,000	5,000
Library Parcel Tax Capital Fund (483)	477	1,000					1,000
Total	**1,957**	**2,000**	**1,000**	**1,000**	**1,000**	**1,000**	**6,000**

Facilities Improvements - Library Capital

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A5884

Description This allocation provides ongoing funding for roof and carpet replacement and other capital infrustructure needs, including emergency repairs. Projects are scheduled as needed throughout the fiscal year.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	8	100	100	100			300
Maintenance, Repairs, Other	499	400	400	500	600	600	2,500
Total	**507**	**500**	**500**	**600**	**600**	**600**	**2,800**
Funding Source Schedule (000s)							
Branch Libraries Bond Projects Fund (472)	8						
Library Construction and Conveyance Tax Fund (393)	499	500	500	600	600	600	2,800
Total	**507**	**500**	**500**	**600**	**600**	**600**	**2,800**

Facilities Management

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A7350

Description This allocation provides funding for a Program Manager and a Maintenance Worker to manage and monitor branch library facilities. A Principal Engineer/Architect, limit-dated position for two years through June 30, 2027 to support the implementation of Building Forward Infrastructure Grants and managing facilities planning is also included in this allocation.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	487	802	817	533	549	565	3,266
Total	**487**	**802**	**817**	**533**	**549**	**565**	**3,266**
Funding Source Schedule (000s)							
Library Construction and Conveyance Tax Fund (393)	487	502	517	533	549	565	2,666
Library Parcel Tax Capital Fund (483)		300	300				600
Total	**487**	**802**	**817**	**533**	**549**	**565**	**3,266**

General Equipment and Furnishings

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A4706

Description This allocation provides ongoing funding for the purchase of equipment such as shelving, material displays, vehicles, Wee Play structures and supplies, replacement of circulation desks, and other furnishings at Library branches.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	84	45	35	45	45	45	215
Maintenance, Repairs, Other	62	150					150
Total	**146**	**195**	**35**	**45**	**45**	**45**	**365**
Funding Source Schedule (000s)							
Library Construction and Conveyance Tax Fund (393)	146	195	35	45	45	45	365
Total	**146**	**195**	**35**	**45**	**45**	**45**	**365**

Program Management - Library Capital Program

CSA Outcome	Welcoming and Vibrant Neighborhoods and Public Life	**Council Districts**	City-wide
Department Owner	Library	**Appropriation**	A6422

Description This allocation provides ongoing funding for the administration, management, and monitoring of the Library Capital Program. Portions of the salaries and benefits costs for the City Librarian, Deputy Director, Administrative Officer, Senior Analyst, and two Analysts are included in this funding.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	800	824	849	874	900	927	4,374
Total	**800**	**824**	**849**	**874**	**900**	**927**	**4,374**
Funding Source Schedule (000s)							
Library Construction and Conveyance Tax Fund (393)	800	824	849	874	900	927	4,374
Total	**800**	**824**	**849**	**874**	**900**	**927**	**4,374**

Library
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

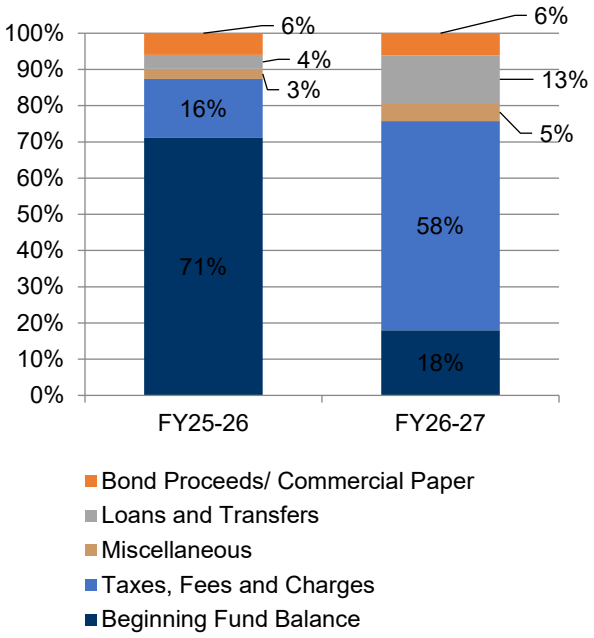
Project Name	Branch Efficiency Projects
Council Districts	City-wide
Initial Start Date	Ongoing
Initial End Date	Ongoing
Description	This allocation provides ongoing funding for various capital projects that will improve workflow efficiency, reduce energy costs, and/or reduce maintenance costs. Projects may include automated materials check-in and sorting systems for the branch libraries, LED enhancements, security cameras in branch parking lots and branch interiors, and reconfiguring service desks to bring older branches in-line with current service models. Ongoing funding will be restored to this allocation as needed in future CIPs. Funding for this ongoing allocation was suspended in 2025-2026 and 2026-2027 to fund other higher priority capital projects in this CIP.

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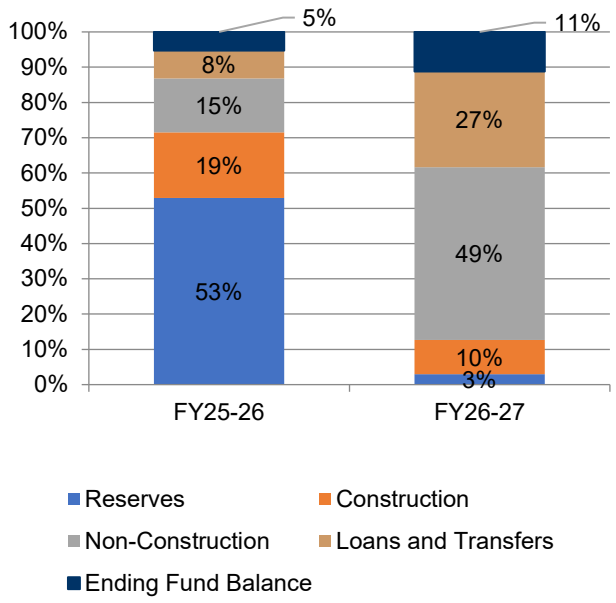
PARKS AND COMMUNITY FACILITIES DEVELOPMENT

2025-2029 Capital Improvement Program

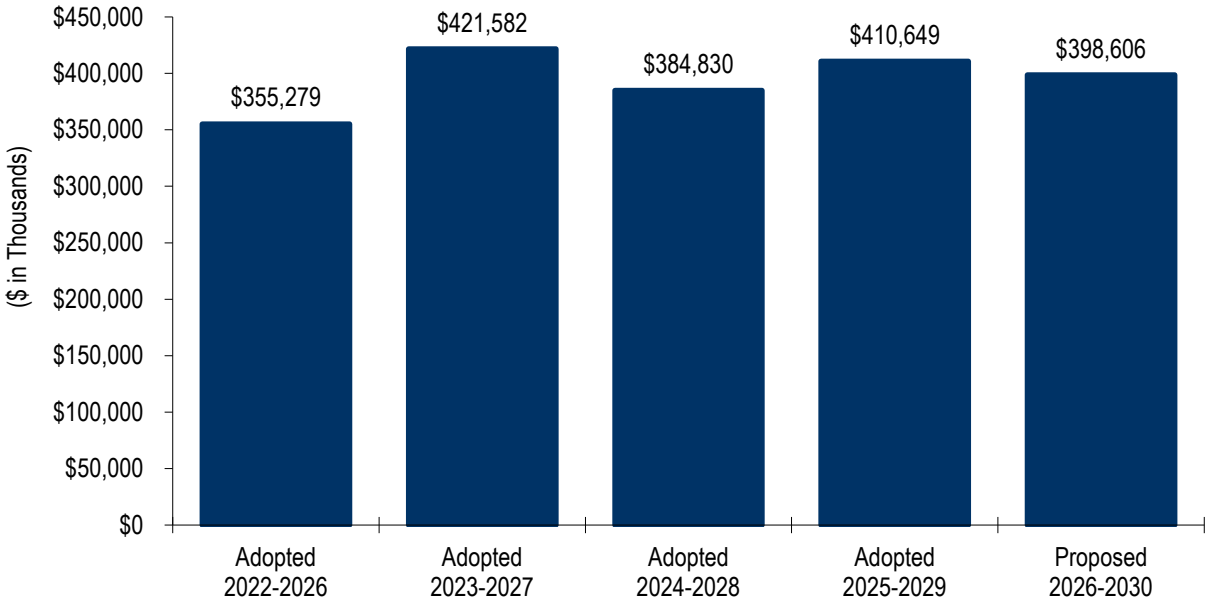
2025-2027 PROPOSED BIENNIAL SOURCE OF FUNDS



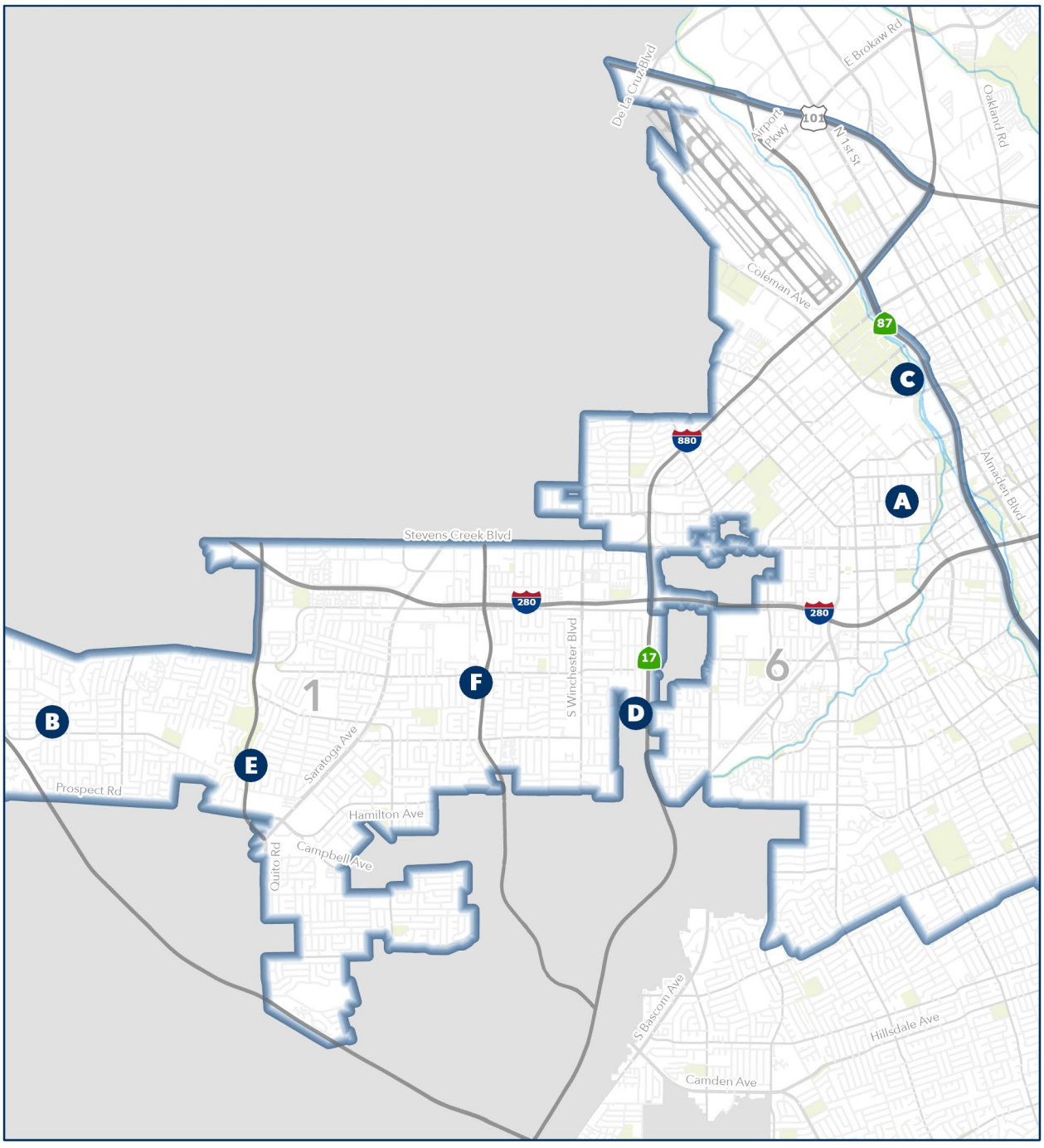
2025-2027 PROPOSED BIENNIAL USE OF FUNDS



CIP History



Council Districts 1 and 6



A Cahill Park Improvement

B Calabazas Park Renovation

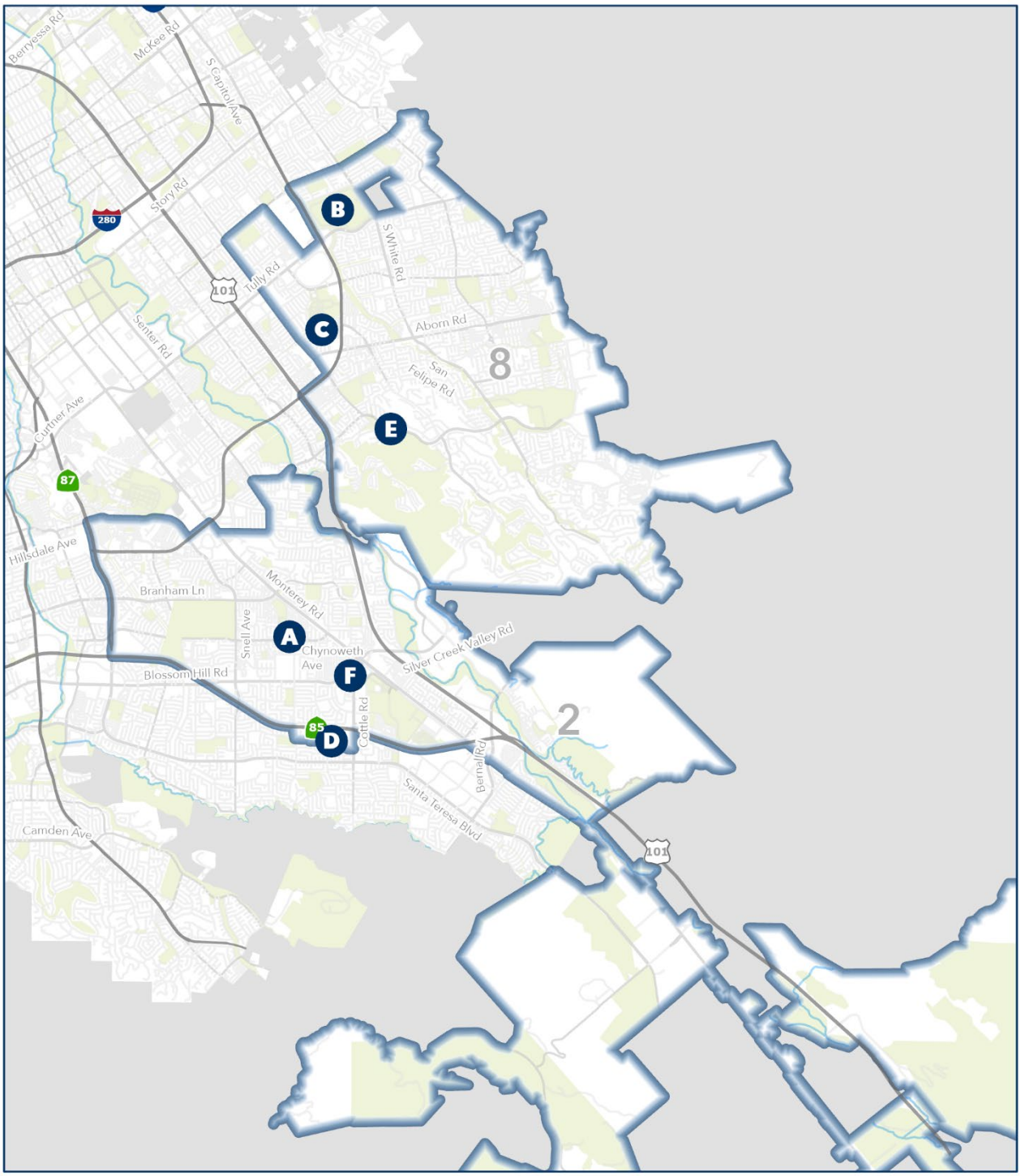
C Guadalupe River Park Yard Relocation

D Hamann Park Tennis Court Renovation

E Saratoga Creek Park Tot Lot Renovation

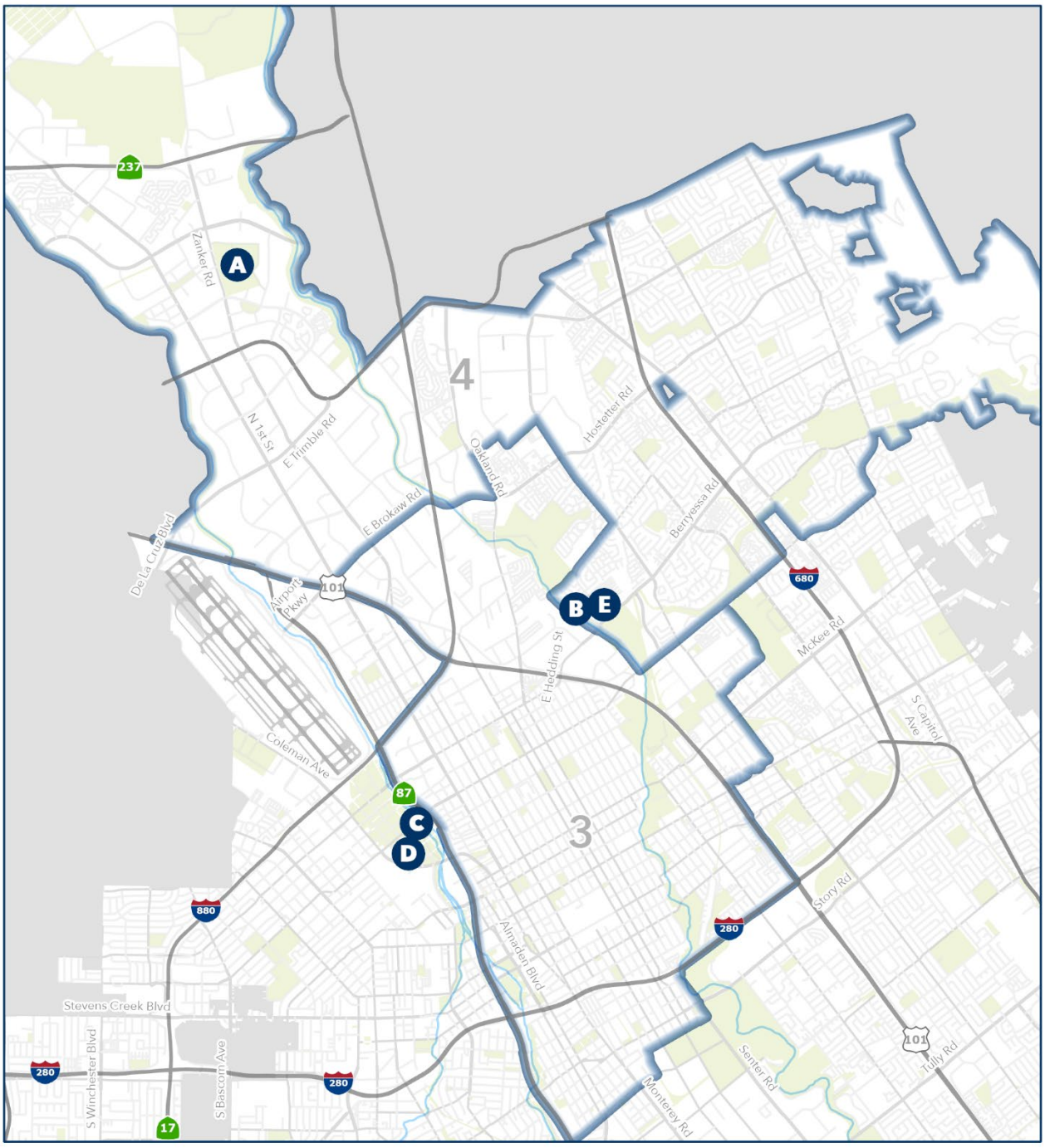
F Starbird Park Playground Replacements

Council Districts 2 and 8



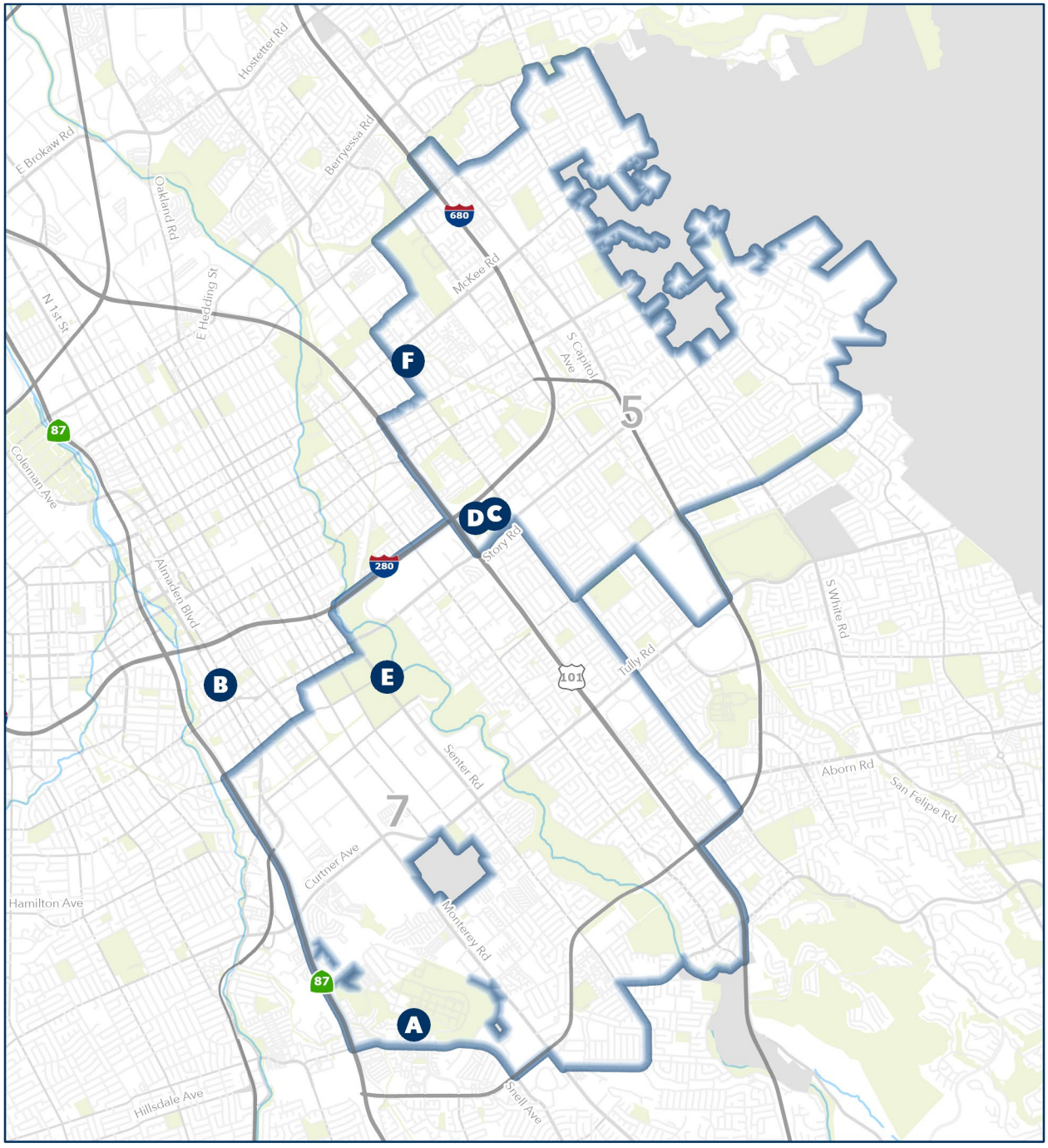
- A Chynoweth Park Renovation
- B Lake Cunningham Wetland Restoration
- C Meadowfair Park Expansion
- D Palmia Park Youth Playground Renovation
- E Silver Creek Linear Park Renovation
- F Southside Community Center Renovation

Council Districts 3 and 4



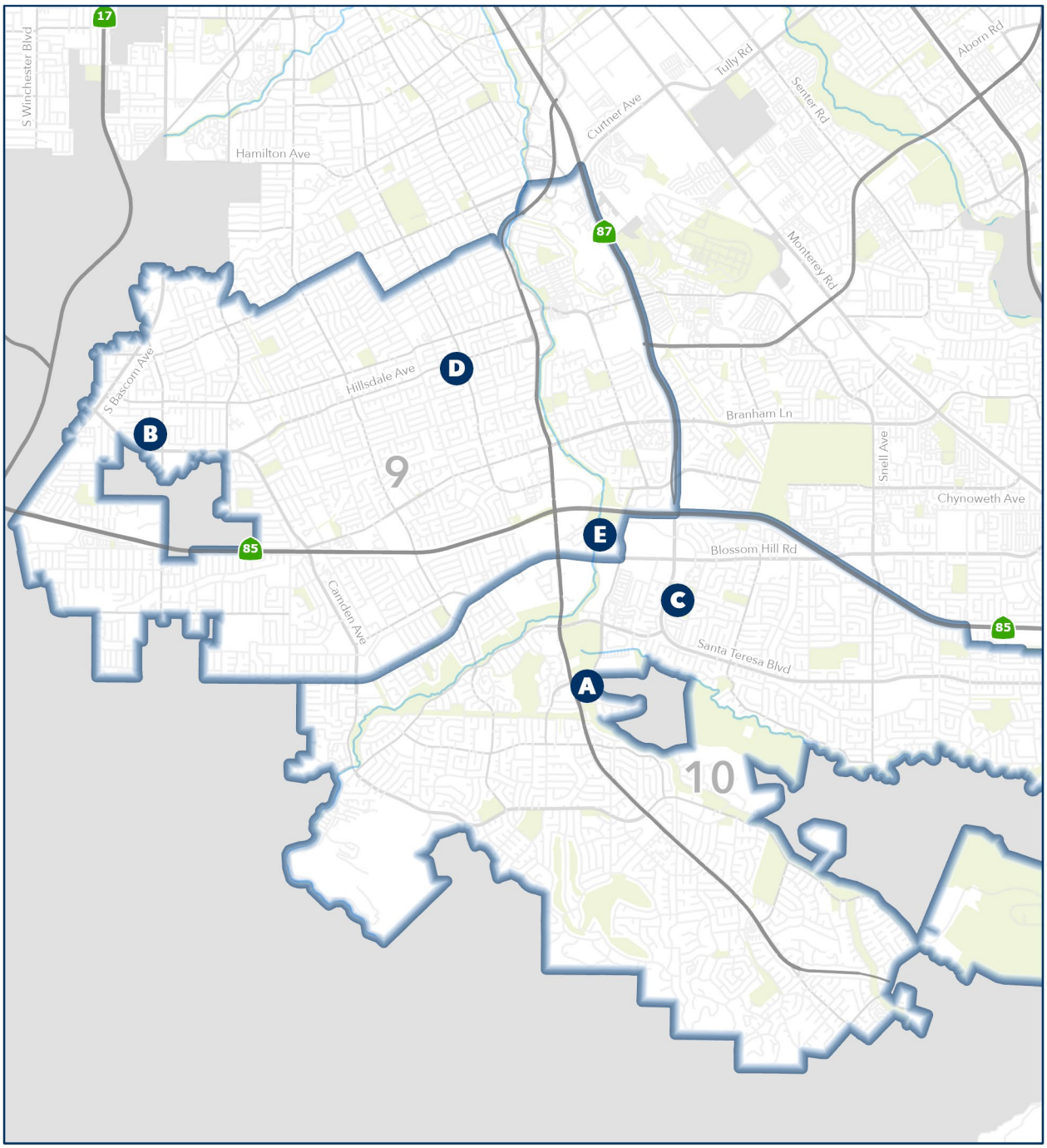
- A Agnews Park Master Plan
- B Bruzzone Way Park Improvements
- C Guadalupe River Park and Trail Lighting Improvements
- D Guadalupe River Park - Discovery Meadow Renovation
- E Mercado Park Improvements

Council Districts 5 and 7



- A Communications Hill Hillsdale Fitness Staircase Design Review and Inspection
- B Elia Park Development
- C Emma Prusch Park Animal Area Renovation
- D Emma Prusch Park Electrical Improvements
- E Japanese Friendship Garden Improvements
- F Plata Arroyo Park Renovation

Council Districts 9 and 10



- A Almaden Park Yard Improvements
- B Camden Community Center Improvements
- C Patty O'Malley Field Turf Replacement Reserve
- D Paul Moore Park Sport Courts Renovation
- E TRAIL: Guadalupe River Park and Blossom River Drive Connection

OVERVIEW

INTRODUCTION

The mission of the Parks and Community Facilities Development (P&CFD) Capital Program is to create uniquely San José places that provide connections between people, the natural environment, and the community.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $398.6 million, of which $192.0 million is allocated in 2025-2026 and $56.9 is allocated in 2026-2027. This program is part of the Neighborhood Services City Service Area (CSA) and supports the following outcomes: *Safe and Clean Neighborhoods and Public Spaces* and *Welcoming and Vibrant Neighborhoods and Public Life*.

PARKS AND COMMUNITY FACILITIES INFRASTRUCTURE*	
PARK SITES	221
PARK ACREAGE	3,627
- DEVELOPED ACREAGE	2,129
- OPEN SPACE	1,074
- UNDEVELOPED LAND	424
TRAIL MILEAGE	66.91
CITY-OPERATED COMMUNITY CENTERS	12
NEIGHBORHOOD CENTER PARTNER PROGRAM SITES	26

* 2024-2025 Year-End Estimates

PROGRAM PRIORITIES AND OBJECTIVES

The P&CFD CIP aligns with the PRNS Guiding Principles of equity, access, and stewardship. The mission of the P&CFD CIP is to design creative and interesting public spaces that are a quality place for everyone to gather, connect, and play. The focus of the CIP is developing systems and processes to effectively anticipate capital needs over a multi-year period and plan for those needs accordingly. This has included developing a Parks and Recreation Facility Project Inventory to prioritize projects that are located in the park poor areas of each Council District. It has also included an enhanced focus on data collection and geographic information system (GIS) to identify areas of need based on various factors like health indicators, race, and income. The objective is to build an operating and capital rehabilitation model that can more effectively support the demands of the parks system for San José.

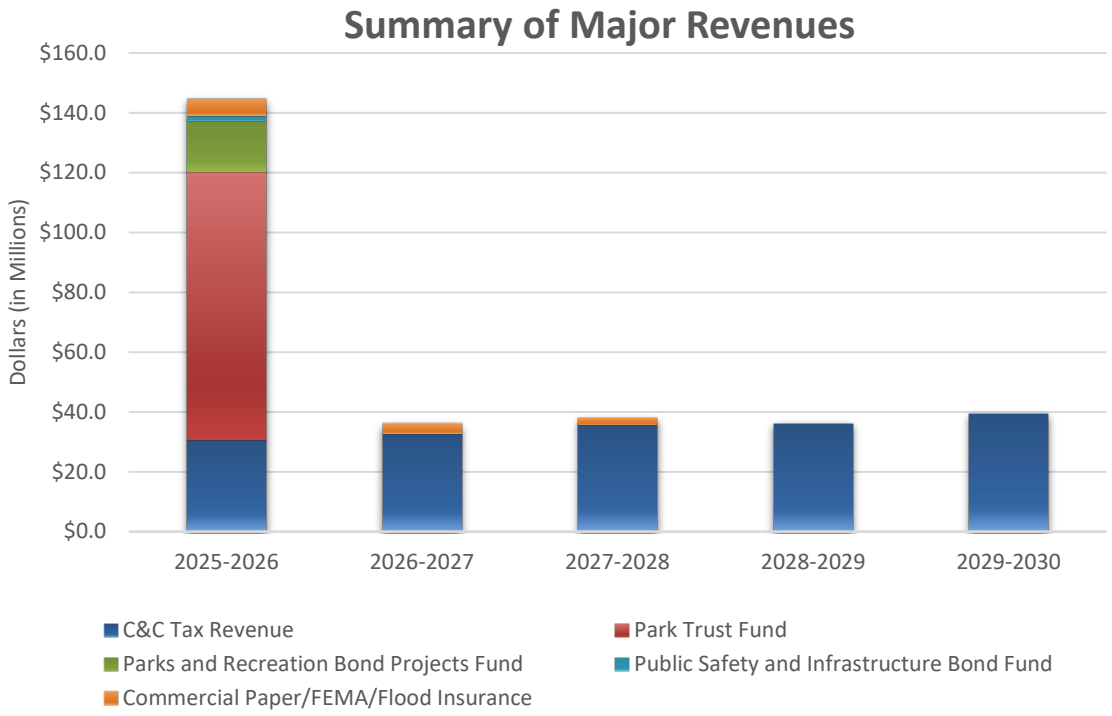


Bramhall Park Tennis Courts

OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $398.6 million. This funding level is $12.0 million (2.9%) below the 2025-2029 Adopted CIP funding of $410.6 million. Excluding the Beginning Fund Balances, P&CFD revenues consist of: 1) Construction and Conveyance (C&C) Tax revenue (C&C Tax Funds; $174.1 million); 2) Parkland Dedication Ordinance/Park Impact Ordinance (PDO/PIO) fees (Park Trust Fund; $89.8 million); 3) Revenue from the previous sale of General Obligation Bonds (Parks and Recreation Bond Projects Fund; $17.1 million); 4) Commercial Paper (CP) proceeds, Federal Emergency Management Agency (FEMA) reimbursements, and insurance payments related to the 2017 Flood and 2023 Winter Storms ($11.0 million); and 5) Measure T, Emergency Preparedness, Public Safety and Infrastructure Bond proceeds ($1.7 million). Additional detail on all revenue sources included in the P&CFD Capital Program is provided in Attachment D of this overview section.



Note: The Council-approved methodology to allocate in-lieu fees is to budget only actual receipts of revenue. Therefore, in the Park Trust Fund there are no revenue projections in the CIP.

The 2025-2026 Proposed Capital Budget estimate for C&C taxes is $47.0 million, of which 65.2% ($30.6 million) is allocated to the P&CFD Capital Program. Approximately 99% of the C&C tax is derived from a transfer tax imposed upon each transfer of real property, with the remaining 1% generated from a construction tax levied on most types of construction. After record-setting collections of $64.5 million in 2021-2022, local real estate market activity declined substantially, resulting in collections of $37.9 million and $38.3 million in 2022-2023 and 2023-2024. With property values remaining steady and a moderate increase in real estate activity, 2024-2025 collections are anticipated to be $43.0 million. The CIP anticipates C&C collections growing to $47.0 million in 2025-2026, then gradually increasing for the remainder of the CIP to $60.0 million in 2029-2030.

OVERVIEW

SOURCES OF FUNDING

As a result, the P&CFD CIP contains C&C tax revenue estimates ranging from $32.6 million to $39.1 million annually over the course of the CIP.

The P&CFD portion of C&C Tax revenues, less fixed non-construction costs and transfers to the General Fund in alignment with the Municipal Code, are allocated through the City Council approved formula, with two-thirds of the proceeds going to neighborhood/district park projects and one-third to citywide park projects. Per the current City Council policy, the remaining funds are to be allocated 20% equally between all Council Districts to meet their special needs (Special Needs Allocation - Equality); and, 80% of the funds to be allocated to each Council District based on needs (Needs Based Allocation - Equity). The amounts allocated to each district consider the following regarding equity: neighborhood and community serving developed park acres per population of 1,000; neighborhood and community serving developed park acres in good condition per population of 1,000; and square feet of neighborhood and community serving center space per population of 1,000. A larger percentage of C&C Tax funding goes to those districts that have insufficient community center access, are park-deficient, and with a lower park condition assessment score.

PDO/PIO fees are the primary revenue source received in the Park Trust Fund. Due to future PDO/PIO fee collections being unpredictable, the CIP does not include fee estimates for the current fiscal year or future fiscal years. Only funding that has already been received is included in the fund. Through February 2025, PDO/PIO fee collections totaled $2.1 million, compared to the prior year collections for the same time period of $6.5 million. In total, the Park Trust Fund allocates funding of $89.8 million for projects in the 2026-2030 CIP. For additional information regarding PDO/PIO Fees, refer to Attachment D of the P&CFD Overview section.

Funding from voter-approved General Obligation Bond measures (Measure P approved in November 2000 and Measure T approved in November 2018) is also incorporated into this CIP as reflected in the Measure P Recreation Bond Projects Fund ($17.1 million) and Measure T Public Safety and Infrastructure Bond Fund ($1.7 million).

CP proceeds ($5.0 million) and FEMA-CalOES reimbursements ($870,000) related to the 2017 Flood are programmed in the 2026-2030 CIP. The CP is being used as an interim source, as it is anticipated that reimbursement from FEMA-CalOES will offset a portion of the flood costs. The remaining costs not reimbursed will be paid with C&C funding. CP proceeds ($6.0 million) related to the 2023 Winter Storm Alum Rock Park Road Improvements are also programmed in the 2026-2030 CIP. The CP will be repaid by the Parks City-Wide C&C Tax Fund Ending Fund Balance.



Newbury Park

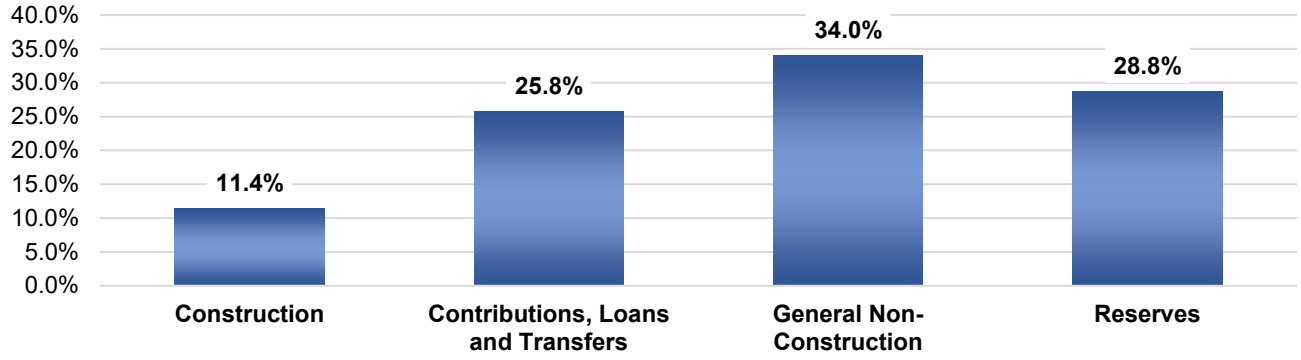
Grant funding is also a significant revenue source for the P&CFD Capital program. However, as grant funding is received on a reimbursement basis, the funding is usually not reflected in the CIP until the project is completed or near completion. Grants often have a local match requirement generally fulfilled by the Park Trust Fund or one of the C&C Tax Funds. In addition, because grant funds are often received on a reimbursement basis, local funds must be advanced from an appropriate Capital funding source.

OVERVIEW

SOURCES OF FUNDING

Projects in the P&CFD Capital Program may receive allocations from multiple funding sources and therefore may appear under more than one section in the pages that follow.

2026-2030 Parks and Community Facilities Development Capital Program Expenditures $387.4 million
(excludes Ending Fund Balance)



PROGRAM HIGHLIGHTS

The 2026-2030 CIP focuses on maintaining and improving existing parks, recreational facilities and trails; honoring nature and wildlife through intentional design to create a sense of place; and designing parks and facilities that enhance everyday life. The following are highlights of existing facilities being renovated or expanded, and new facilities that will be developed as part of the 2026-2030 P&CFD CIP. For additional information on these projects, please refer to the Source and Use of Funds Statements and Project Detail Pages for each Parks Capital Fund.

- Aborn Park Playground Renovation
- Agnews Park Master Plan
- Bruzzone Park Renovation
- Cahill Park Improvements
- Calabazas Park Renovation
- Chynoweth Park Renovation
- Elia Park Development
- Emma Prusch Park Animal Area Renovation
- Guadalupe River Park - Discovery Meadow Renovation
- Guadalupe River Park and Trail - Arena Green Renovation
- Hillview Park Renovation
- Guadalupe River Park Yard Relocation
- Kirk Park Basketball Renovation
- Palmia Park Youth Playground Renovation
- Plata Arroyo Park Renovation
- Silver Creek Linear Park Renovation
- Starbird Park Community Garden
- West Evergreen Playground Renovation

OVERVIEW

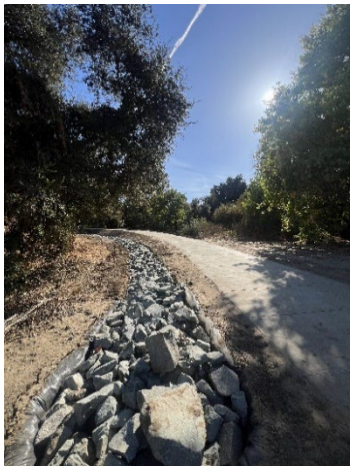
PROGRAM HIGHLIGHTS

Infrastructure Backlog

The CIP for PRNS continues to emphasize the need to repair and replace facility infrastructure. Completed every two years, the most recent report and presentation of the Deferred Maintenance and Infrastructure Backlog (DMIB) was accepted by the Transportation and Environment Committee in April 2024. The estimated value of the deferred maintenance and unfunded infrastructure backlog totals approximately $554.3 million for regional park facilities, community buildings, regional facilities, trails, park yards, and park restrooms. While the CIP allocates project funding for infrastructure backlog needs, the PRNS related infrastructure backlog continues to grow at a rate that exceeds available resources within the P&CFD CIP. PRNS will continue to explore alternative funding sources to offset both capital and operating expenses and reduce its DMIB burden. As a part of this CIP, the Parks and Community Facilities Master Plan Update project provides funding to set quality park standards for increasing access and set policies and goals for capital project delivery and addressing infrastructure backlog, including an overarching guidance and prioritization of projects to address the infrastructure backlog. In addition, a study was completed on all park yards in 2019, which determined both infrastructure backlog and future reconstruction needs at each location. The total funding need for park yards as determined in the 2019 study was approximately $48 million, which is greater than the $10 million estimated as infrastructure backlog that would only address the rehabilitation of existing infrastructure. As funding is available within the Park Yards, these needs will be addressed.

Trails Development

The City's Trail Network includes 40 existing or planned trail systems along rivers and creeks, and in overland alignments. Over 65 miles of trail are open to the public, and several miles are in development. ActivateSJ, Trail Program Strategic Plan, General Plan, and Bike Plan 2020 all support further development of trails with the goal for an interconnected 100-mile urban trail network and 30 miles of hiking trails. Development of the Trail Network continued in 2024-2025 with the completion of the 1.39-mile Coyote Creek Trail between Mabury Road and Empire Street and 0.59 mile section along Coyote Creek Trail from Phelan Avenue to Tully Road that was started in 2023.



Coyote Creek Trail
(Story Road to Phelan Avenue)

Sports Fields Development



John Mise Park
(Artificial Sports Fields)

The Columbus Park Soccer field project started in 2019 when construction costs were lower. Cost escalation over the years has led to a $7 million funding gap, which required a project scope revision to exclude a softball field; however, the revised scope includes a paseo, pickleball courts, half basketball courts, synthetic turf soccer fields, horseshoe courts, soccer practice areas, a parking lot and restroom, maintenance and storage area. This project is currently in the design phase, with construction anticipated to begin in early 2026 and

OVERVIEW

PROGRAM HIGHLIGHTS

Sports Fields Development (Cont'd.)

be open to the public in summer 2027. In addition to constructing this new sports field, the P&CFD CIP focuses on addressing upgrades for the existing fields. A project at the Police Athletic League (PAL) Stadium is in design to renovate the existing grass field turf.

The table below summarizes the City inventory of artificial turf fields, the estimated cost to replace the fields, and the lifespan of the fields. Aside from the partial funding for Del Monte Park, John Mise, PAL Stadium, Patty O'Malley Field, and Vista Montana Park, funding for the future replacement of these fields is not included in the CIP and will need to be identified in future budget processes.

Artificial Turf Replacement Schedule and Estimated Replacement Cost

CD	Field Name	# Fields	Year of replacement	Remaining Useful Life	Estimated Replacement Cost	City-Owned or Partnership
1	John Mise Park (Mitty HS)	1	2024	12 years	$1.3 million	Mitty Partnership
1	Saratoga Creek Dog Park	1	2024	12 years	$150,000	City-owned
2	Ramac Park	1	2023	11 years	$1.3 million	City-owned
2	Raleigh Dog Park	1	2006	0 years	$150,000	City-owned
3	Watson Park	1	2019	7 years	$150,000	City-owned
3	Cannery Park	1	2018	6 years	$1.3 million	City-owned
4	Vista Montana	1	2015	3 years	$1.3 million	City-owned
5	Sheppard Middle School	1	2012	0 years	$1.3 million	Alum Rock Union School District
5	Madden Park	1	2008	0 years	$150,000	City-owned
6	Del Monte Park	2	2019	7 years	$2.6 million	City-owned
6	Del Monte Dog Park	1	2015	3 years	$150,000	City-owned
6	Willow Street Frank Bramhall Park	1	2017	5 years	$150,000	City-owned
6	Fuller Avenue Park	1	2003	0 years	$26,000	City-owned
7	Nisich Park	1	2007	0 years	$26,000	City-owned
8	Arcadia Ballpark	4	2021	9 years	$400,000	City-owned
8	Fowler Creek Park	2	2025	13 years	$52,000	City-owned
9	Butcher Dog Park	1	2024	12 years	$150,000	City-owned
10	Patty O'Malley Fields	2	2015	3 years	$2.6 million	San Jose Unified School District
10	Leland East & West Fields	2	2019	7 years	$2.6 million	San Jose Unified School District
10	Leland Main Field	1	2018	6 years	$1.3 million	San Jose Unified School District
10	Miyuki Dog Park	1	2016	4 years	$150,000	City-owned
10	Almaden Lake Park	2	2013	1 years	$52,000	City-owned

OVERVIEW

PROGRAM HIGHLIGHTS

Measure T San José Disaster Preparedness, Public Safety and Infrastructure Bond Fund

On November 6, 2018, San José voters approved Measure T, the San José Disaster Preparedness, Public Safety, and Infrastructure Bond. The Measure T Bond Program will allocate a total of $13.0 million in bond proceeds, of which $1.7 million is included in this CIP, to upgrade and construct improvements to existing community center spaces necessary to be used as emergency shelters, as well as public art and associated staffing costs. Previously, the final bond issuance for the Measure T Public Safety and Infrastructure Bond Fund was planned for 2023-2024 but was deferred to summer 2025. This results in a 2024-2025 Ending Fund Balance over expended on a budgetary basis by $4.3 million in this fund. However, there is a sufficient cash balance in this fund to cover expenditures and once the bonds are issued in 2025-2026, the Ending Fund Balance will net out to zero.

Non-Construction Projects and Reserves

Numerous ongoing non-construction projects and reserves are included in the various funds that support the P&CFD CIP. Detail pages do not accompany these items. Brief descriptions of these projects are provided below.

- Minor Building Renovations and Minor Park Renovations – These allocations provide funding to address short-term minor capital repair and maintenance needs throughout the year such as renovation and repairs to existing community centers, park restrooms, neighborhood centers, picnic equipment, and other park amenities.
- Minor Infrastructure Contract Services – This allocation provides funding for contracts for minor improvements at park facilities. Improvements include renovation of turf area, irrigation replacement and renovation, repair of park lighting, infrastructure repairs to make park facilities compliant with new code requirements, and all other minor capital improvements that reduce maintenance efforts and enhance the usability of the park.
- Pool Repairs – This allocation provides ongoing funding from the Parks Construction and Conveyance Tax Fund (Council Districts) for staffing, updated code compliance, repair or replacement of mechanical equipment such as pumping equipment, chemical injection systems, filter equipment and other accessories, repair of pool lighting, and miscellaneous pool supplies and materials that arise and are necessary to keep the pools open and safe for public use at the City's six swimming pools.
- Preliminary Studies – This allocation provides ongoing funding from the Parks Construction and Conveyance Tax Fund (Council Districts) and the Park Trust Fund to research, respond to City Council inquiries, support preliminary engineering including surveys and evaluations, technical studies, condition assessments, design guideline updates, and provide real estate services and related activities prior to recommendations for, or implementation of, formal projects.

OVERVIEW

PROGRAM HIGHLIGHTS

Non-Construction Projects and Reserves (Cont'd.)

- Strategic Capital Replacement and Maintenance Needs – This allocation provides ongoing funding from the Parks Construction and Conveyance Tax Fund (City-wide and Council Districts) to address ongoing capital infrastructure maintenance needs. The Capital Infrastructure Team works on projects that include playground equipment, surfacing and materials replacement, backflow repairs and replacement, concrete and asphalt repairs and replacement, and other park amenity replacements as needed.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Parks and Community Facilities Development CIP has decreased by $12.0 million (2.9%), from $410.6 million in the 2025-2029 Adopted CIP to $398.6 million in the 2026-2030 Proposed CIP. The Proposed CIP does not yet contain estimates for carryover of unspent project funding, which was a significant portion of the 2025-2029 Adopted CIP total.

The 2026-2030 CIP includes several new and/or expanded projects. Projects with the most significant changes between the 2025-2029 Adopted CIP and the 2026-2030 Proposed CIP are summarized in the table below.

Project	$ Increase
2023 Winter Storms – Commercial Paper Debt Service and Letter of Credit Fees	$6.5 million
All Inclusive Playground - Camden Park	$3.0 million
2017 Flood - Alum Rock Park Mineral Springs Bridge Embankment	$1.5 million
Guadalupe River Park and Trail Lighting Improvements	$1.0 million
Emma Prusch Park Animal Area Renovation	$0.9 million
2017 Flood - Family Camp Playground Shade Structure and Retaining Wall	$0.8 million

OPERATING BUDGET IMPACT

When completed, projects included in the 2026-2030 CIP will generate demands on the Operating Budget for ongoing operations and maintenance costs in the General Fund of these assets. The following table displays the projected net impact of these projects on the General Fund. Additional detail on the individual projects with operating budget impacts is provided in Attachment A after this Overview and in the Project Detail Pages. The operating impact of projects that are developed by other agencies, including developers, is provided in Attachment B. Additionally, the CIP includes many reserves for future design and construction of recreational facilities, for which operating budget impacts on the General Fund are not reflected in this CIP. The operating costs of projects coming online in 2025-2026 are not reflected in the table below as those costs have been incorporated into the 2025-2026 Proposed Operating Budget.

OVERVIEW

OPERATING BUDGET IMPACT

Net Operating Budget Impact Summary

	2026-2027	2027-2028	2028-2029	2029-2030
City Projects	$438,000	$2,138,000	$2,322,000	$2,575,000
Other Agency and Non-CIP Projects[1]	$26,000	$45,000	$46,000	$46,000
Total	**$464,000**	**$2,183,000**	**$2,368,000**	**$2,621,000**

[1] Projects being constructed by other agencies (such as developers), which will be maintained by the City of San José.

Note: The estimated operating costs have been provided by the Parks, Recreation and Neighborhood Services Department and have not yet been fully analyzed by the City Manager's Budget Office. That analysis may result in different costs when the actual budget for the year in question is developed.

Park and Community Facilities Development
2026-2030 Proposed Capital Improvement Program
Attachment A - Operating Budget Impact

	2026-2027	2027-2028	2028-2029	2029-2030
Parks and Recreation Bond Projects Fund (471)				
Columbus Park Soccer Facility	$387,000	$1,814,000	$1,952,000	$2,098,000
Total Parks and Recreation Bond Projects Fund (471)	**$387,000**	**$1,814,000**	**$1,952,000**	**$2,098,000**
Council District 1 Construction and Conveyance Tax Fund (377)				
Murdock Park Pollinator Garden Enhancements				$2,000
Starbird Park Community Garden		$1,000	$5,000	$6,000
Total Council District 1 Construction and Conveyance Tax Fund (377)		**$1,000**	**$5,000**	**$8,000**
Council District 6 Construction and Conveyance Tax Fund (384)				
TRAIL: Three Creek Lonus Extension Design				$13,000
TRAIL: Guadalupe River (St. John to Julian) Development				$9,000
Total Council District 6 Construction and Conveyance Tax Fund (384)				**$22,000**
Council District 7 Construction and Conveyance Tax Fund (385)				
Elia Park Development		$21,000	$21,000	$22,000
Total Council District 7 Construction and Conveyance Tax Fund (385)		**$21,000**	**$21,000**	**$22,000**
Council District 8 Construction and Conveyance Tax Fund (386)				
Meadowfair Park Expansion		$74,000	$75,000	$77,000
Total Council District 8 Construction and Conveyance Tax Fund (386)		**$74,000**	**$75,000**	**$77,000**
Parks City-Wide Construction and Conveyance Tax Fund (391)				
TRAIL: Five Wounds Development (Story Road to Whitton Avenue)				$48,000
Total Parks City-Wide Construction and Conveyance Tax Fund (391)				**$48,000**
Subdivision Park Trust Fund (375)				
TRAIL: Guadalupe River (Chynoweth Avenue) Design				$26,000
Spartan Keyes Area Park Development		$36,000	$73,000	$74,000
Communications Hill Hillsdale Fitness Staircase Design Review and Inspection		$88,000	$90,000	$92,000
Elizabeth P. Boyer Park (North San Pedro Area MP)	$51,000	$104,000	$106,000	$108,000
Total Subdivision Park Trust Fund (375)	**$51,000**	**$228,000**	**$269,000**	**$300,000**
Total Operating Budget Impact	**$438,000**	**$2,138,000**	**$2,322,000**	**$2,575,000**

Parks and Community Facilities Development

2026-2030 Proposed Capital Improvement Program

Attachment B - Operating Budget Impact (Other Agencies & Non-CIP Projects)

	2026-2027	2027-2028	2028-2029	2029-2030
Parks and Community Facilities Development				
City Gardens Park (working title was Bassett Park)	$26,000	$45,000	$46,000	$46,000
Total Parks and Community Facilities Development	**$26,000**	**$45,000**	**$46,000**	**$46,000**

Attachment C – Description of Five-Year Funding Assumption

The following assumptions were used in formulating the overall five-year Parks and Community Facilities Development Capital Improvement Program (CIP):

1. The 2026-2030 CIP focuses on the delivery of projects that help the parks system recover from the 2017 floods and 2023 winter storms, become financially and environmentally sustainable, encourage placemaking efforts, and help mitigate its impact on the General Fund. The repairs and replacement of the infrastructure are based on data from our information management system and infrastructure backlog study.

2. The plan was formulated in conformance with City Council water conservation and planting policies.

3. Construction and Conveyance (C&C) Tax revenue is allocated according to the "needs-based" allocation criteria adopted by the City Council. This needs-based allocation distributes the funds to each council district based on the acres of existing parkland, square footage of the community centers and condition of park assets. Through this formula, funds are directed to areas of need.

4. A 15% transfer from the Parks Central C&C Tax Fund to the General Fund for operations, including contractual maintenance, is incorporated in each year of the five-year CIP.

5. In January 1996, the City Council approved an additional allocation of up to 5% of each Council District's annual C&C Tax funds to be made available for enhanced maintenance projects.

6. Parks C&C tax revenue distribution methodology reflects changes to the Parks and Community Facilities Inventory as of July 31, 2024.

7. Debt-financed facilities are not included in the inventory for the purpose of C&C revenue distribution until debt is paid off.

8. City-owned facilities will continue to be classified for purposes of C&C Tax revenue distribution according to their functional use by the public and not by how the department manages the facility.

9. PDO and PIO fees are used to develop facilities to serve the neighborhoods/community in which the fees were collected and are budgeted only after receipt. Expenditures are not limited by Council District boundaries. A City Council approved three-mile radius nexus requirement for community serving facilities and ¾ mile radius nexus requirement for neighborhood serving facilities are used.

10. The City will continue to pursue one-time and last-chance land acquisition opportunities, including trails and greenways.

11. The City will move forward to implement facility improvements to comply with the Americans with Disabilities Act (ADA).

12. Opportunities for outside funding (e.g., federal, State, and other grants) will be pursued.

Attachment D – Description of Funding Sources

The major revenue sources that support the Parks and Community Facilities Development Capital Improvement Program (P&CFD CIP) are described below.

Construction and Conveyance Tax

The City's Construction and Conveyance (C&C) Tax has historically been the primary source of support for the P&CFD CIP. This revenue source consists of two taxes — a construction tax levied on residential, commercial, and industrial development and a conveyance tax that is levied whenever there is a transfer of real property.

Of the total C&C tax revenues received, the majority is allocated to the P&CFD Capital Program (64% for the ten Council Districts and Parks City-Wide C&C Tax Funds and 1.2% to the Park Yards C&C Tax Fund), with the remaining funds distributed to the Public Safety, Library, Service Yards, and Communications Capital Programs. The Parks C&C Tax funds are initially deposited into the Park Central C&C Tax Fund from which system-wide non-construction costs, capital equipment, and maintenance costs along with transfers to the General Fund are allocated. The remaining balance is then distributed as follows: one-third to the Parks City-Wide Tax Fund and two-thirds to the ten Council District C&C Tax Funds for neighborhood/community parks and recreational facilities.

Of the amount distributed to the ten Council District C&C Tax Funds, 20% of the total is set aside for equal distribution to the ten Council District C&C Tax Funds (2% per district). This is referred to as the "special needs" allocation. The remainder of the neighborhood/community park C&C tax revenue is distributed to the Council District C&C Tax Funds according to the following four criteria in regard to equity:

- Neighborhood and community-serving park acres per 1,000 population;
- Developed neighborhood and community-serving park acres per 1,000 population;
- Square feet of neighborhood or community-serving center space per 1,000 population; and
- Developed park acres and facilities in good condition per 1,000 population.

This allocation of C&C revenue is referred to as the "needs-based" allocation and will vary district by district based on the above listed criteria.

Parkland Dedication Ordinance and Park Impact Ordinance Fees

The City Council adopted the Parkland Dedication Ordinance (PDO) in 1988 and the Park Impact Ordinance (PIO) in 1992. These ordinances require the dedication of land, development of park amenities and/or the payment of in-lieu fees from developers to meet the recreational needs generated by new housing development. The primary purpose of the PDO/PIO is to help achieve the City's adopted service level objectives for neighborhood/community parks. It is important to note that PDO/PIO funds must be allocated to projects that benefit the residents of the housing units that generate the original fees. To that end, the highest priority for use of PDO/PIO fees is acquisition and development of new neighborhood/community parks to serve those housing

Attachment D – Description of Funding Sources

Parkland Dedication Ordinance and Park Impact Ordinance Fees (Cont'd.)

developments. Second in priority is the development of currently undeveloped neighborhood/ community parkland followed by the renovation of existing neighborhood/community park facilities to increase capacity that addresses the impact of new residents. PDO/PIO funds may also support neighborhood-serving elements in regional parks (i.e., the play area at Lake Almaden Regional Park). In 2007, the City Council approved a change to the PDO/PIO fees allowing the Park Trust Fund to be used for trails and other recreation facilities.

In-lieu fees are deposited into the Park Trust Fund on a continuous basis throughout the year. The Council-approved methodology for allocation of these fees is to budget only actual receipts since it is not possible to project accurately when developers will pay the in-lieu fees. In-lieu fees are collected for housing projects under 51 units or where land dedication is not desirable.

Per City Code, fee adjustments can be updated annually based on a Residential Land Value Study that reflect land costs from the previous year. The last fee adjustment occurred in 2017.

Parks and Recreation Bond Projects Fund

On November 7, 2000, San José voters approved Measure P, a $228 million general obligation bond for park and recreational improvements. This bond measure has provided funding to renovate 69 neighborhood parks, renovate six community and senior centers, add three new community centers, build new sports complexes, expand the City's trail system at four locations, and enhance four regional park facilities, including implementing several improvements and renovations at Happy Hollow Park and Zoo. There is one bond-funded project yet to be completed, the Columbus Park Soccer Facility. This project is currently in the design phase and is anticipated to be open to the public in 2027.

Measure T San Jose Disaster Preparedness, Public Safety, and Infrastructure Bond Fund

On November 6, 2018, San José voters approved Measure T, San Jose Disaster Preparedness, Public Safety, and Infrastructure Bond, with an electorate vote of over 70 percent. The measure authorized the City to issue up to $650 million in general obligation bonds to upgrade the 9-1-1 communications, police, fire, and paramedics facilities to improve emergency disaster response; repair deteriorating bridges vulnerable to earthquakes; repave streets and potholes in the worst condition; prevent flooding and water quality contamination; and repair critical infrastructure.

Open Space Authority 20% Funding Program

The Santa Clara County Open Space Authority (OSA) works to preserve open space and create greenbelts, developing and implementing land management policies consistent with ecological values and compatible with agricultural uses that provide proper care of open space lands and allow public access appropriate to the nature of the land for recreation. OSA approved the 20% program to assist participating jurisdictions with their own open space acquisition programs. OSA program funds are allocated among participating jurisdictions based on each jurisdiction's percentage of parcels within the assessment district. To access these funds, the City's Parks and

Attachment D – Description of Funding Sources

Open Space Authority 20% Funding Program (Cont'd.)

Recreation Commission recommends possible open space acquisition properties and/or development of open space facilities to the City Council. If approved by the City Council, the City must then make a formal request to the OSA Board of Directors. If approved, OSA will either place their funds directly into an escrow account for a specified open space acquisition or reimburse the City for improvements built per OSA requirements.

The following lists OSA's permitted uses for the 20% funds:

1. Acquires open space areas that either preserve or restore natural environment, provides scenic preservation, establishes greenbelts and urban buffers, supports agricultural preservation, outdoor recreation areas that are minimally developed, and/or trail connections between open space lands of regional significance, or between urban areas and open space lands.

2. Enhances a site's open space benefits, including rehabilitation consistent with OSA's definition of environmental restoration. (Environmental restoration is defined as the improvement or rehabilitation of degraded ecosystems.)

3. Enhances public awareness and appreciation of open space (e.g., trails, overlooks, observation blinds, benches, interpretive signage programs).

4. Converts "abandoned lands" (e.g., utility right-of-ways, surplus school sites, quarries, etc.) into lands with open space benefit consistent with the Authority's definition of open space.

Federal, State, and Local Grants

The City receives a variety of federal, State, and local grants that provide support to capital projects, generally on a reimbursement basis and many times with matching requirements. Funding requirements and criteria vary depending on the grant.

General Fund

The General Fund can provide full or partial funding for capital projects as needed or directed by the City Council.

Park and Community Facilities Development

2026-2030 Proposed Capital Improvement Program

Attachment E - Public Art Projects

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
Council District 1 Construction and Conveyance Tax Fund (377)					
Council District 1 Public Art	$12,000	$4,000	$8,000	$1,000	
Total Council District 1 Construction and Conveyance Tax Fund (377)	**$12,000**	**$4,000**	**$8,000**	**$1,000**	
Council District 2 Construction and Conveyance Tax Fund (378)					
Council District 2 Public Art	$1,000	$3,000			
Total Council District 2 Construction and Conveyance Tax Fund (378)	**$1,000**	**$3,000**			
Council District 3 Construction and Conveyance Tax Fund (380)					
Council District 3 Public Art	$10,000				
Total Council District 3 Construction and Conveyance Tax Fund (380)	**$10,000**				
Council District 4 Construction and Conveyance Tax Fund (381)					
Council District 4 Public Art	$10,000	$1,000			
Total Council District 4 Construction and Conveyance Tax Fund (381)	**$10,000**	**$1,000**			
Council District 5 Construction and Conveyance Tax Fund (382)					
Council District 5 Public Art	$11,000	$3,000	$2,000		
Total Council District 5 Construction and Conveyance Tax Fund (382)	**$11,000**	**$3,000**	**$2,000**		
Council District 6 Construction and Conveyance Tax Fund (384)					
Council District 6 Public Art	$14,000				
Total Council District 6 Construction and Conveyance Tax Fund (384)	**$14,000**				
Council District 7 Construction and Conveyance Tax Fund (385)					
Council District 7 Public Art	$5,000	$2,000			
Total Council District 7 Construction and Conveyance Tax Fund (385)	**$5,000**	**$2,000**			
Council District 8 Construction and Conveyance Tax Fund (386)					
Council District 8 Public Art	$3,000	$3,000			
Total Council District 8 Construction and Conveyance Tax Fund (386)	**$3,000**	**$3,000**			

Attachment E - Public Art Projects

	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030
Council District 9 Construction and Conveyance Tax Fund (388)					
Council District 9 Public Art	$33,000	$7,000			
Total Council District 9 Construction and Conveyance Tax Fund (388)	**$33,000**	**$7,000**			
Lake Cunningham Fund (462)					
Lake Cunningham Public Art	$13,000				
Total Lake Cunningham Fund (462)	**$13,000**				
Parks City-Wide Construction and Conveyance Tax Fund (391)					
Parks City-Wide Public Art	$11,000	$33,000	$19,000		
Total Parks City-Wide Construction and Conveyance Tax Fund (391)	**$11,000**	**$33,000**	**$19,000**		
Total Public Art Projects	**$123,000**	**$56,000**	**$29,000**	**$1,000**	

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Parks Capital General Fund

2026-2030 Proposed Capital Improvement Program

Source of Funds

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Fund							
Transfers from the General Fund							
Agnews Property Development	51,519						
Almaden Winery Fundraising Feasibility Study	50,000						
Alum Rock Park Playground Renovation	207,000						
Canoas Park Playground Renovation	207,000						
Chris Hotts Park Playground Renovation	206,000						
De Anza Park Playground Renovation	206,000						
De Anza Park Restroom Renovation	65,000						
Emma Prusch Park Electrical and Infrastructure Upgrades	100,000						
Guadalupe River Park Ranger Station Rehabilitation	56,560						
Happy Hollow Park and Zoo Exhibit Improvements	12,864						
Police Athletic League Stadium Turf Replacement	3,129,000						
Re-Use Facilities Capital Improvements	106,155						
Rose Gardens Improvements	47,150						
Vietnamese Cultural Heritage Garden Enhancements	50,000						
Vietnamese-American Cultural Center Improvements	50,000						
Vietnamese-American Cultural Center Playground Renovation	96,684						
Total General Fund	**4,640,932**						
Total Sources	**4,640,932**						

Parks Capital General Fund

2026-2030 Proposed Capital Improvement Program

Use of Funds

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Fund							
Agnews Property Development	51,519						
Alum Rock Park Playground Renovation	207,000						
Canoas Park Playground Renovation	207,000						
Chris Hotts Park Playground Renovation	206,000						
De Anza Park Playground Renovation	206,000						
De Anza Park Restroom Renovation	65,000						
Emma Prusch Park Electrical and Infrastructure Upgrades	100,000						
Guadalupe River Park Ranger Station Rehabilitation	56,560						
Happy Hollow Park and Zoo Exhibit Improvements	12,864						
Police Athletic League Stadium Turf Replacement	3,129,000						
Re-Use Facilities Capital Improvements	106,155						
Rose Gardens Improvements	47,150						
Vietnamese-American Cultural Center Improvements	50,000						
Vietnamese-American Cultural Center Playground Renovation	96,684						
Vietnamese Cultural Heritage Garden Enhancements	50,000						
Other Parks - Construction	**4,590,932**						
Parks - Construction	**4,590,932**						
Almaden Winery Fundraising Feasibility Study	50,000						
General Non-Construction - Parks	50,000						
Parks - Non Construction	**50,000**						
Total Expenditures	**4,640,932**						
Ending Fund Balance	0	0					0
Total General Fund	**4,640,932**						

Council District 1 Construction and Conveyance Tax Fund (377)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 1 Construction and Conveyance Tax Fund (377)							
Beginning Balance	5,373,817	1,807,817	473,817	347,817	259,817	800,817	1,807,817
Reserve for Encumbrance	52,592						
Transfers and Reimbursements							
Needs-Based Allocation	736,000	563,000	572,000	916,000	849,000	1,041,000	3,941,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**850,000**	**661,000**	**671,000**	**1,075,000**	**997,000**	**1,222,000**	**4,626,000**
Total Council District 1 Construction and Conveyance Tax Fund (377)	**6,276,409**	**2,468,817**	**1,144,817**	**1,422,817**	**1,256,817**	**2,022,817**	**6,433,817**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 1 Construction and Conveyance Tax Fund (377)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 1 Construction and Conveyance Tax Fund (377)							
Calabazas Park Renovation			388,000				388,000
Council District 1 Park Restrooms Renovation		250,000	50,000	200,000			500,000
Cypress Community Center Restroom Renovation	150,000						
Gleason Park Improvements		150,000					150,000
Hamann Park Tennis Court Renovation		282,000					282,000
Hamann Park Tot Lot Renovation	305,000						
Mise Park Artificial Turf Renovation	1,100,000						
Murdock Park Improvements	54,454						
Murdock Park Lighting Improvements	754,805						
Murdock Park Pollinator Garden Enhancements	95,000						
Saratoga Creek Dog Park Renovation	18,000						
Saratoga Creek Park Tot Lot Renovation		697,000					697,000
Starbird Park Community Garden				600,000	100,000		700,000
Starbird Park Playground Replacements	1,010,000	249,000					249,000
Starbird Youth Center Improvements	464,000						
Other Parks - Construction	**3,951,259**	**1,628,000**	**438,000**	**800,000**	**100,000**		**2,966,000**
Parks - Construction	**3,951,259**	**1,628,000**	**438,000**	**800,000**	**100,000**		**2,966,000**
Council District 1 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 1 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 1 Preliminary Studies	51,333	35,000	35,000	35,000	35,000	35,000	175,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 1 Construction and Conveyance Tax Fund (377)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	150,000	160,000	160,000	160,000	160,000	160,000	800,000
General Non-Construction - Parks	**361,333**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Parks - Non-Construction	**361,333**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Council District 1 Public Art	156,000	12,000	4,000	8,000	1,000		25,000
Public Art Projects	**156,000**	**12,000**	**4,000**	**8,000**	**1,000**		**25,000**
Total Expenditures	**4,468,592**	**1,995,000**	**797,000**	**1,163,000**	**456,000**	**355,000**	**4,766,000**
Ending Fund Balance	1,807,817	473,817	347,817	259,817	800,817	1,667,817	1,667,817
TOTAL Council District 1 Construction and Conveyance Tax Fund (377)	**6,276,409**	**2,468,817**	**1,144,817**	**1,422,817**	**1,256,817**	**2,022,817**	**6,433,817**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Calabazas Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	6800 Rainbow Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	1	**Initial Project Budget**	$395,000
Appropriation	TEMP_1170	**FY Initiated**	2025-2026

Description This project provides funding for minor renovations at Calabazas Park. Project elements may include restriping the tennis and pickleball courts, replacing playground equipment, repairing the fencing, resurfacing the existing concrete, and other minor improvements.

Justification This project provides funding for renovations at Calabazas Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			7	388				395		395
Total			**7**	**388**				**395**		**395**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)				388				388		388
Subdivision Park Trust Fund (375)			7					7		7
Total			**7**	**388**				**395**		**395**

Annual Operating Budget Impact (000s)
Total

Detail of OneTime Projects

Council District 1 Park Restrooms Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2028
Location	Various locations	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	1	**Initial Project Budget**	$500,000
Appropriation	TEMP_1171	**FY Initiated**	2025-2026

Description This project provides funding to renovate several park restrooms that are located in Council District 1, potentially including Hamann Park, Calabazas Park, and Rainbow Park. Project elements at each of the restrooms may include replacing privacy screens, repairing water and termite damaged surfaces, updating partitions, replacing wall tiles, repainting exterior and interior surfaces, inspecting and repairing the roof, and other minor restroom improvements.

Justification This project provides funding for renovations at several park restrooms that are located in Council District 1, which will address infrastructure backlog and extend the usefulness of park facilities.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			250	50	200			500		500
Total			**250**	**50**	**200**			**500**		**500**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)			250	50	200			500		500
Total			**250**	**50**	**200**			**500**		**500**
Annual Operating Budget Impact (000s)										
Total										

Gleason Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2020
Location	San Tomas Aquino Parkway	**Revised Start Date**	3rd Qtr. 2026
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	1	**Initial Project Budget**	$50,000
Appropriation	A413L	**FY Initiated**	2019-2020

Description This project provides funding for minor improvements at Gleason Park. Project elements may include installation of a new play structure, recreational amenities, fencing upgrades, and other miscellaneous improvements.

Justification This project provides funding for improvements at Gleason Park, which may include a play feature that serves a greater range of ages and enhances the visual quality of the park.

Notes

Major Cost Changes 2022-2026 CIP – increase of $100,000 to ensure sufficient funding is available to install a new larger play structure.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			150					150		150
Total			**150**					**150**		**150**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)			150					150		150
Total			**150**					**150**		**150**
Annual Operating Budget Impact (000s)										
Total										

Hamann Park Tennis Court Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2026
Location	2750 Westfield Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	1	**Initial Project Budget**	$285,000
Appropriation	TEMP_1174	**FY Initiated**	2025-2026

Description This project provides funding to renovate the tennis court at Hamann Park. Project elements may include replacing the tennis poles and nets, repairing surface cracks, resurfacing and restriping, and other minor improvements.

Justification This project provides funding for tennis court renovations at Hamann Park, which will address infrastructure backlog, extend the usefulness of the courts, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			285					285		285
Total			**285**					**285**		**285**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)			282					282		282
Subdivision Park Trust Fund (375)			3					3		3
Total			**285**					**285**		**285**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Saratoga Creek Park Tot Lot Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	Cordelia Avenue and Hoyet Drive	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	1	**Initial Project Budget**	$700,000
Appropriation	A437O	**FY Initiated**	2024-2025

Description This project provides funding to renovate the tot lot at Saratoga Creek Park. Project elements may include upgrading the existing tot lot equipment, installing new playground surfacing, and other minor improvements.

Justification This project provides funding for renovations at Saratoga Creek Park, which will address infrastructure backlog and improve the usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		3								3
Design			98					98		98
Construction			599					599		599
Total		**3**	**697**					**697**		**700**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)			697					697		697
Subdivision Park Trust Fund (375)		3								3
Total		**3**	**697**					**697**		**700**

Annual Operating Budget Impact (000s)
Total

Starbird Park Playground Replacements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2021
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2023
Location	Boyton Avenue and Starbird Circle	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	1st Qtr. 2026
Council District	1	**Initial Project Budget**	$1,400,000
Appropriation	A424B	**FY Initiated**	2021-2022

Description This project provides funding to replace the play areas at Starbird Park. Project elements may include replacing the youth lot equipment, upgrading the tot lot equipment, installing new resilient surfacing, and other minor improvements around the play areas of the park.

Justification This project provides funding for replacement needs for the play areas at Starbird Park, which will improve access and usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	28									28
Project Feasibility Development	12									12
Design	101	282								383
Bid & Award	33	20								53
Construction		730	229					229		959
Post Construction			20					20		20
Total	**174**	**1,032**	**249**					**249**		**1,455**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)	174	1,010	249					249		1,433
Subdivision Park Trust Fund (375)		22								22
Total	**174**	**1,032**	**249**					**249**		**1,455**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 1
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Starbird Park Community Garden	**Initial Start Date**	3rd Qtr. 2027
5-Yr CIP Budget	$ 700,000	**Initial End Date**	2nd Qtr. 2028
Total Budget	$ 700,000	**Revised Start Date**	
Council Districts	1	**Revised End Date**	

Description

This project provides funding for the future development of a community garden at Starbird Park. Project elements may include the construction of raised garden plots, fencing improvements, adding a main water line with a new water meter, installing an irrigation system, constructing a tool shed, and minor improvements.

Council District 2 Construction and Conveyance Tax Fund (378)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 2 Construction and Conveyance Tax Fund (378)							
Beginning Balance	1,968,653	1,478,043	680,043	195,043	227,043	589,043	1,478,043
Reserve for Encumbrance	46,123						
Transfers and Reimbursements							
Needs-Based Allocation	398,000	410,000	417,000	668,000	619,000	759,000	2,873,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**512,000**	**508,000**	**516,000**	**827,000**	**767,000**	**940,000**	**3,558,000**
Total Council District 2 Construction and Conveyance Tax Fund (378)	**2,526,776**	**1,986,043**	**1,196,043**	**1,022,043**	**994,043**	**1,529,043**	**5,036,043**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 2 Construction and Conveyance Tax Fund (378)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 2 Construction and Conveyance Tax Fund (378)							
Basking Ridge Park Picnic Area Improvements	165,000						
Danna Rock Park Youth Lot	228,733						
Palmia Park Youth Playground Replacement			343,000				343,000
Senter Road Parcel Development	250,000						
Shady Oaks Park Basketball Court Renovation	13,000						
Southside Community Center Security Improvements	29,000						
Other Parks - Construction	**685,733**		**343,000**				**343,000**
Parks - Construction	**685,733**		**343,000**				**343,000**
Council District 2 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 2 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 2 Preliminary Studies	35,000	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	150,000	160,000	160,000	160,000	160,000	160,000	800,000
General Non-Construction - Parks	**345,000**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Parks - Non-Construction	**345,000**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Council District 2 Public Art	18,000	1,000	3,000				4,000
Public Art Projects	**18,000**	**1,000**	**3,000**				**4,000**
Council District 2 Future Land Acquisition Reserve		350,000	200,000	100,000	50,000		700,000
Palmia Park Youth Playground Replacement Reserve		600,000	100,000	340,000			1,040,000
Expense Reserves - Non-Construction		**950,000**	**300,000**	**440,000**	**50,000**		**1,740,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 2 Construction and Conveyance Tax Fund (378)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Total Expenditures	**1,048,733**	**1,306,000**	**1,001,000**	**795,000**	**405,000**	**355,000**	**3,862,000**
Ending Fund Balance	1,478,043	680,043	195,043	227,043	589,043	1,174,043	1,174,043
TOTAL Council District 2 Construction and Conveyance Tax Fund (378)	**2,526,776**	**1,986,043**	**1,196,043**	**1,022,043**	**994,043**	**1,529,043**	**5,036,043**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Palmia Park Youth Playground Replacement

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2028
Location	Palmia Drive and Primrose Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	2	**Initial Project Budget**	$343,000
Appropriation	TEMP_1177	**FY Initiated**	2026-2027

Description This project provides funding for design costs related to replacing the playground at Palmia Park. Project elements may include securing permits and preparing design documents.

Justification This project provides funding for infrastructure improvements at Palmia Park, which will address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes Reserve funding of $1.0 million is allocated elsewhere in the Council District 2 Construction and Conveyance Tax Fund for the future construction of a new playground at Palmia Park. Once the design phase is completed and a defined project cost is known, funding from the reserve will be allocated for the construction of the new playground at Palmia Park.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design				343				343		343
Total				**343**				**343**		**343**
Funding Source Schedule (000s)										
Council District 2 Construction and Conveyance Tax Fund (378)				343				343		343
Total				**343**				**343**		**343**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 2
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Council District 2 Future Land Acquisition Reserve
5-Yr CIP Budget	$700,000
Total Budget	$700,000
Council Districts	2
Narrative	This reserve provides funding for future land acquisitions to support park development in park deficient areas in Council District 2.

Project Name	Palmia Park Youth Playground Replacement Reserve
5-Yr CIP Budget	$1,040,000
Total Budget	$1,040,000
Council Districts	2
Narrative	This reserve provides construction funding for the future replacement of the playground at Palmia Park. Project elements may include demolition and replacement of the playground structure, playground surfacing, and other minor improvements. Once the design process is complete and a defined project scope is known, funding will be reallocated from the reserve to construct the new playground.

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Council District 3 Construction and Conveyance Tax Fund (380)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 3 Construction and Conveyance Tax Fund (380)							
Beginning Balance	1,483,960	1,195,960	331,960	219,960	187,960	501,960	1,195,960
Reserve for Encumbrance	235,618						
Transfers and Reimbursements							
Needs-Based Allocation	304,000	359,000	364,000	584,000	541,000	663,000	2,511,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**418,000**	**457,000**	**463,000**	**743,000**	**689,000**	**844,000**	**3,196,000**
Total Council District 3 Construction and Conveyance Tax Fund (380)	**2,137,578**	**1,652,960**	**794,960**	**962,960**	**876,960**	**1,345,960**	**4,391,960**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 3 Construction and Conveyance Tax Fund (380)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 3 Construction and Conveyance Tax Fund (380)							
TRAIL: Coyote Creek Lighting	173,110						
Trails	**173,110**						
Urban Confluence Silicon Valley	39,917						
Watson Site Clean-up and Restoration	43,064						
Other Parks - Construction	**82,980**						
Parks - Construction	**256,090**						
Council District 3 Minor Building Renovations	75,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 3 Minor Park Renovations	50,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 3 Pool Repairs	30,000	30,000	30,000	30,000	30,000	30,000	150,000
Council District 3 Preliminary Studies	25,928	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Olinder Community Center Mural	32,600						
Spartan Keyes/McKinley/ Washington Reuse Centers WiFi	37,000						
Strategic Capital Replacement and Maintenance Needs	100,000	150,000	150,000	150,000	150,000	150,000	750,000
TRAIL: Coyote Creek (Brokaw Road to Union Pacific Railroad Corridor) Design	217,000						
TRAIL: Five Wounds Development (Story Road to Whitton Avenue)	92,000						
General Non-Construction - Parks	**674,528**	**375,000**	**375,000**	**375,000**	**375,000**	**375,000**	**1,875,000**
Parks - Non-Construction	**674,528**	**375,000**	**375,000**	**375,000**	**375,000**	**375,000**	**1,875,000**
Council District 3 Public Art	11,000	10,000					10,000
Public Art Projects	**11,000**	**10,000**					**10,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 3 Construction and Conveyance Tax Fund (380)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 3 Sport Courts Reserve		150,000	200,000	400,000			750,000
North San Pedro Area Parks Reserve		786,000					786,000
Expense Reserves - Non-Construction		**936,000**	**200,000**	**400,000**			**1,536,000**
Total Expenditures	**941,618**	**1,321,000**	**575,000**	**775,000**	**375,000**	**375,000**	**3,421,000**
Ending Fund Balance	1,195,960	331,960	219,960	187,960	501,960	970,960	970,960
TOTAL Council District 3 Construction and Conveyance Tax Fund (380)	**2,137,578**	**1,652,960**	**794,960**	**962,960**	**876,960**	**1,345,960**	**4,391,960**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Development - Council District 3
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Council District 3 Sport Courts Reserve
5-Yr CIP Budget	$750,000
Total Budget	$750,000
Council Districts	3
Narrative	This reserve provides future funding to renovate sport courts at various parks in Council District 3.

Project Name	North San Pedro Area Parks Reserve
5-Yr CIP Budget	$6,428,000
Total Budget	$6,428,000
Council Districts	3
Narrative	This reserve provides partial funding for the future construction of City Gardens Park and Elizabeth P. Boyer Park. Funding for the master planning process of these two parks are currently funded in the Park Trust Fund (North San Pedro Area Parks Master Plans). When the master planning process is complete, funding will be reallocated from the reserve to design and construct the parks. The Total Budget includes funding from the Park Trust Fund ($5.6 million) and Council District 3 Construction and Conveyance Tax Fund ($786,000).

Council District 4 Construction and Conveyance Tax Fund (381)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 4 Construction and Conveyance Tax Fund (381)							
Beginning Balance	3,210,810	1,504,877	329,877	200,877	187,877	233,877	1,504,877
Reserve for Encumbrance	36,013						
Transfers and Reimbursements							
Needs-Based Allocation	119,000	254,000	258,000	413,000	383,000	470,000	1,778,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**233,000**	**352,000**	**357,000**	**572,000**	**531,000**	**651,000**	**2,463,000**
Total Council District 4 Construction and Conveyance Tax Fund (381)	**3,479,823**	**1,856,877**	**686,877**	**772,877**	**718,877**	**884,877**	**3,967,877**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 4 Construction and Conveyance Tax Fund (381)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 4 Construction and Conveyance Tax Fund (381)							
TRAIL: Penitencia Creek Reach 1B (Noble Avenue to Dorel Drive)	1,403						
Trails	**1,403**						
Agnews Property Development	1,250,211	528,000	100,000				628,000
Alviso Park Improvements	15,000	130,000					130,000
Cataldi Park Sport Court Renovation	70,000						
Council District 4 Park Amenities	10,000						
Other Parks - Construction	**1,345,211**	**658,000**	**100,000**				**758,000**
Parks - Construction	**1,346,614**	**658,000**	**100,000**				**758,000**
Agnews Park Master Plan	26,000	474,000					474,000
Council District 4 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 4 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 4 Pool Repairs	30,000	30,000	30,000	30,000	30,000	30,000	150,000
Council District 4 Preliminary Studies	51,333	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	150,000	160,000	160,000	160,000	160,000	160,000	800,000
General Non-Construction - Parks	**417,333**	**859,000**	**385,000**	**385,000**	**385,000**	**385,000**	**2,399,000**
Parks - Non-Construction	**417,333**	**859,000**	**385,000**	**385,000**	**385,000**	**385,000**	**2,399,000**
Council District 4 Public Art	211,000	10,000	1,000				11,000
Public Art Projects	**211,000**	**10,000**	**1,000**				**11,000**
Vista Montana Park Artificial Turf Reserve				200,000	100,000	300,000	600,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 4 Construction and Conveyance Tax Fund (381)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Expense Reserves - Non-Construction				**200,000**	**100,000**	**300,000**	**600,000**
Total Expenditures	**1,974,947**	**1,527,000**	**486,000**	**585,000**	**485,000**	**685,000**	**3,768,000**
Ending Fund Balance	1,504,877	329,877	200,877	187,877	233,877	199,877	199,877
TOTAL Council District 4 Construction and Conveyance Tax Fund (381)	**3,479,823**	**1,856,877**	**686,877**	**772,877**	**718,877**	**884,877**	**3,967,877**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Agnews Property Development

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2014
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2018
Location	Zanker Road and River Oaks Parkway	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2028
Council District	4	**Initial Project Budget**	$16,420,000
Appropriation	A7644	**FY Initiated**	2013-2014

Description This project provides partial funding for acquisition costs and site preparation of approximately 21.6 acres of the former Agnews Developmental Care Center. Project elements include acquisition of the property from the State of California (including escrow fees), demolition of buildings on the property, review and inspection, and site preparation needed for future park development.

Justification This project provides partial funding for the acquisition and development of a future park, which aligns with the City Council adopted General Plan and the North San José Area Development Policy.

Notes The City acquired the former Agnews Developmental Care Center property in June 2014.

Major Cost Changes 2017-2021 CIP - Increase of $1.3 million to align the project budget with the higher than anticipated project costs.
2020-2024 CIP - Increase of $1.4 million ($250,000 from the Council District 4 Construction and Conveyance Tax Fund and $1.1 million from the Park Trust Fund) to support increased demolition cost estimates and the treatment of Polychlorinated Biphenyls (PCBs) contamination found in the windows of the property.
2023-2027 CIP - Increase of $1.7 million to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	20									20
Project Feasibility Development	62									62
Property & Land	12,907									12,907
Design	504	29								533
Bid & Award	51									51
Construction	4,992	2,235	568	100				668		7,895
Total	**18,535**	**2,264**	**568**	**100**				**668**		**21,467**
Funding Source Schedule (000s)										
Council District 4 Construction and Conveyance Tax Fund (381)	2,477	1,250	528	100				628		4,355
Subdivision Park Trust Fund (375)	15,910	1,014	40					40		16,963
General Fund	148									148
Total	**18,535**	**2,264**	**568**	**100**				**668**		**21,467**
Annual Operating Budget Impact (000s)										
Total										

Alviso Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2011
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2012
Location	Trinity Park Drive and Winston Way	**Revised Start Date**	1st Qtr. 2020
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	4	**Initial Project Budget**	$131,000
Appropriation	A7063	**FY Initiated**	2011-2012

Description This project provides funding for improvements at Alviso Park. Project elements may include installing fitness equipment, individual BBQ areas, family style BBQ pits, and new park benches, replacing the picnic tables, fencing, and drinking fountains, renovating the playground and community garden, repairing the sidewalk and pavement, updating the ballfield bleachers, renovating the irrigation, tree improvements, and other minor site amenities.

Justification This project provides funding for improvements at Alviso Park, which may reduce maintenance efforts and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes 2015-2019 CIP - Increase of $300,000 due to refinements to project scope and construction cost elements.
2016-2020 CIP - Increase of $47,000 to provide for additional park improvements.
2020-2024 CIP - Increase of $250,000 to align the project budget with the higher anticipated costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	0									0
Project Feasibility Development	406									406
Design	46									46
Construction	168	15	130					130		313
Total	**621**	**15**	**130**					**130**		**766**
Funding Source Schedule (000s)										
Council District 4 Construction and Conveyance Tax Fund (381)	221	15	130					130		366
Subdivision Park Trust Fund (375)	50									50
General Fund	350									350
Total	**621**	**15**	**130**					**130**		**766**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Agnews Park Master Plan

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2023
Location	3500 Zanker Road	**Revised Start Date**	3rd Qtr. 2024
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	4	**Initial Project Budget**	$350,000
Appropriation	A430G	**FY Initiated**	2022-2023

Description This allocation provides funding for the master planning process related to Agnews Park. The master planning process includes preparing the master plan document, conducting a community input process, and determining optimal park uses and amenity types.

Justification This project provides funding to develop a master plan for a new park, which will increase recreational opportunities of the community.

Notes

Major Cost Changes 2024-2028 CIP - Increase of $150,000 to align the project budget with the Santa Clara Unified School District settlement agreement.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design		26	474					474		500
Total		**26**	**474**					**474**		**500**
Funding Source Schedule (000s)										
Council District 4 Construction and Conveyance Tax Fund (381)		26	474					474		500
Total		**26**	**474**					**474**		**500**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 4
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Vista Montana Park Artificial Turf Reserve
5-Yr CIP Budget	$600,000
Total Budget	$600,000
Council Districts	4
Narrative	This reserve provides partial funding for the future turf replacement of the sport fields at Vista Montana Park.

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Council District 5 Construction and Conveyance Tax Fund (382)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 5 Construction and Conveyance Tax Fund (382)							
Beginning Balance	6,324,689	2,524,689	389,689	327,689	272,689	250,689	2,524,689
Reserve for Encumbrance	331,040						
Transfers and Reimbursements							
Needs-Based Allocation	703,000	481,000	489,000	783,000	725,000	890,000	3,368,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**817,000**	**579,000**	**588,000**	**942,000**	**873,000**	**1,071,000**	**4,053,000**
Total Council District 5 Construction and Conveyance Tax Fund (382)	**7,472,729**	**3,103,689**	**977,689**	**1,269,689**	**1,145,689**	**1,321,689**	**6,577,689**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 5 Construction and Conveyance Tax Fund (382)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 5 Construction and Conveyance Tax Fund (382)							
TRAIL: Lower Silver Creek Reach 4/5A	76,000						
Trails	**76,000**						
All Inclusive Playground - Emma Prusch	983						
Alum Rock Youth Center Renovation	26,000						
Children of the Rainbow Park Lighting Improvements	245,000						
Emma Prusch Park Animal Area Renovation		510,000					510,000
Emma Prusch Park Electrical Improvements	557,000	988,000					988,000
Hillview Park Renovation		200,000					200,000
Mayfair Pedestrian Bridge Lighting Improvements	120,000						
Mayfair Pool Improvements		60,000					60,000
Mount Pleasant Park Improvements				100,000			100,000
Nancy Lane Tot Lot	72,786						
Plata Arroyo Park Renovation			252,000	75,000			327,000
Police Athletic League Stadium Electrical Improvements	1,670,223						
Police Athletic League Stadium Turf Replacement	1,443,873						
Other Parks - Construction	**4,135,865**	**1,758,000**	**252,000**	**175,000**			**2,185,000**
Parks - Construction	**4,211,865**	**1,758,000**	**252,000**	**175,000**			**2,185,000**
Council District 5 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 5 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 5 Pool Repairs	30,000	30,000	30,000	30,000	30,000	30,000	150,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 5 Construction and Conveyance Tax Fund (382)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 5 Preliminary Studies	35,000	35,000	35,000	35,000	35,000	35,000	175,000
Emma Prusch Park Animal Area Design	300,000						
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Overfelt Master Plan	38,175						
Strategic Capital Replacement and Maintenance Needs	150,000	170,000	170,000	170,000	170,000	170,000	850,000
General Non-Construction - Parks	**713,175**	**395,000**	**395,000**	**395,000**	**395,000**	**395,000**	**1,975,000**
Parks - Non-Construction	**713,175**	**395,000**	**395,000**	**395,000**	**395,000**	**395,000**	**1,975,000**
Council District 5 Public Art	23,000	11,000	3,000	2,000			16,000
Public Art Projects	**23,000**	**11,000**	**3,000**	**2,000**			**16,000**
Mayfair Park Splash Pad Reserve					500,000	100,000	600,000
Overfelt Gardens Improvements Reserve		350,000		425,000			775,000
Police Athletic League Stadium Reserve		200,000					200,000
Expense Reserves - Non-Construction		**550,000**		**425,000**	**500,000**	**100,000**	**1,575,000**
Total Expenditures	**4,948,040**	**2,714,000**	**650,000**	**997,000**	**895,000**	**495,000**	**5,751,000**
Ending Fund Balance	2,524,689	389,689	327,689	272,689	250,689	826,689	826,689
TOTAL Council District 5 Construction and Conveyance Tax Fund (382)	**7,472,729**	**3,103,689**	**977,689**	**1,269,689**	**1,145,689**	**1,321,689**	**6,577,689**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Emma Prusch Park Animal Area Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	647 S King Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$885,000
Appropriation	TEMP_1198	**FY Initiated**	2025-2026

Description This project provides funding to renovate the animal area at Emma Prusch Park. Project elements may include upgrading security for the animal night house, replacing the fencing, drainage improvements, replenishing the decomposed granite, landscape improvements, and other minor renovations.

Justification This project provides funding to renovate the animal area at Emma Prusch Park, which will address the infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community and animal husbandry needs of the farm animals on site.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			885					885		885
Total			**885**					**885**		**885**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)			510					510		510
Emma Prusch Fund (131)			375					375		375
Total			**885**					**885**		**885**
Annual Operating Budget Impact (000s)										
Total										

Emma Prusch Park Electrical Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2022
Location	647 S King Road	**Revised Start Date**	3rd Qtr. 2021
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	5	**Initial Project Budget**	$900,000
Appropriation	A421M	**FY Initiated**	2020-2021

Description This project provides funding to design and install improvements for an upgraded electrical system at Emma Prusch Park. Project elements may include increasing the power load, installing a new electrical infrastructure, and minor improvements to support park operations.

Justification This project provides funding for electrical upgrades that will improve the operations at Emma Prusch Park.

Notes

Major Cost Changes 2023-2027 CIP - Increase of $100,000 to align the project budget with the higher than anticipated project costs.
2025-2029 CIP - Increase of $650,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		40								40
Project Feasibility Development	4	18								22
Design	3	200								203
Bid & Award			15					15		15
Construction		383	973					973		1,356
Post Construction		15								15
Total	**6**	**656**	**988**					**988**		**1,650**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)	5	557	988					988		1,550
Parks City-Wide Construction and Conveyance Tax Fund (391)	1	99								100
Total	**6**	**656**	**988**					**988**		**1,650**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Hillview Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2027
Location	Adrian Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$200,000
Appropriation	TEMP_1175	**FY Initiated**	2025-2026

Description This project provides funding for minor renovations at Hillview Park. Project elements may include constructing pathways, purchasing game tables, installing new exercise equipment, landscaping improvements, and other minor renovations and enhancements.

Justification This project provides funding for renovations to Hillview Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			200					200		200
Total			**200**					**200**		**200**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)			200					200		200
Total			**200**					**200**		**200**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Mayfair Pool Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	2039 Kammerer Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$60,000
Appropriation	TEMP_1222	**FY Initiated**	2025-2026

Description This project provides funding for improvements at Mayfair Pool. Project elements may include replastering the pool, replacing the pumps and filters, renovating the pool tiles, replacing the pool heaters, repairing or replacing the pool mechanical systems, and other minor improvements.

Justification The project provides funding for improvements at Mayfair Pool, which will address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			60					60		60
Total			**60**					**60**		**60**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)			60					60		60
Total			**60**					**60**		**60**
Annual Operating Budget Impact (000s)										
Total										

Plata Arroyo Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2028
Location	N King Road and McKee Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$585,000
Appropriation	TEMP_1179	**FY Initiated**	2025-2026

Description This project provides funding for renovations at Plata Arroyo Park. Project elements may include landscape and fencing improvements, renovating the basketball courts, replacing play equipment, concrete pathway enhancements, and other minor improvements.

Justification This project provides funding for renovations at Plata Arroyo Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			258	252	75			585		585
Total			**258**	**252**	**75**			**585**		**585**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)				252	75			327		327
Subdivision Park Trust Fund (375)			258					258		258
Total			**258**	**252**	**75**			**585**		**585**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 5
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Mayfair Park Splash Pad Reserve
5-Yr CIP Budget	$600,000
Total Budget	$600,000
Council Districts	5
Narrative	This project provides partial funding to renovate the splash pad at Mayfair Park.

Project Name	Overfelt Gardens Improvements Reserve
5-Yr CIP Budget	$1,225,000
Total Budget	$1,225,000
Council Districts	5
Narrative	This reserve provides partial funding for future improvements at Overfelt Gardens. The Total Budget includes funding from the Council District 5 Construction and Conveyance Tax Fund ($775,000) and the Parks City-Wide Construction and Conveyance Tax Fund ($450,000). The master planning process is currently underway (allocated in both the Parks City-Wide Construction and Conveyance Tax Fund and Council District 5 Construction and Conveyance Tax Fund), and once completed a refined project scope, construction costs, and project dates will be determined.

Project Name	Police Athletic League Stadium Reserve
5-Yr CIP Budget	$200,000
Total Budget	$200,000
Council Districts	5
Narrative	This reserve provides funding for future improvements at the Police Athletic League (PAL) Stadium.

Parks and Community Facilities Development - Council District 5
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Mount Pleasant Park Improvements	**Initial Start Date**	4th Qtr. 2027
5-Yr CIP Budget	$ 100,000	**Initial End Date**	2nd Qtr. 2028
Total Budget	$ 100,000	**Revised Start Date**	
Council Districts	5	**Revised End Date**	

Description

This project provides partial funding for minor improvements at Mount Pleasant Park. Project elements may include constructing pathways, purchasing game tables, installing new exercise equipment, landscaping improvements, and other minor renovations and enhancements.

Council District 6 Construction and Conveyance Tax Fund (384)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 6 Construction and Conveyance Tax Fund (384)							
Beginning Balance	4,638,608	2,671,399	580,399	462,399	542,399	584,399	2,671,399
Reserve for Encumbrance	1,247,859						
Transfers and Reimbursements							
Needs-Based Allocation	416,000	225,000	228,000	366,000	339,000	416,000	1,574,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**530,000**	**323,000**	**327,000**	**525,000**	**487,000**	**597,000**	**2,259,000**
Total Council District 6 Construction and Conveyance Tax Fund (384)	**6,416,467**	**2,994,399**	**907,399**	**987,399**	**1,029,399**	**1,181,399**	**4,930,399**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 6 Construction and Conveyance Tax Fund (384)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 6 Construction and Conveyance Tax Fund (384)							
TRAIL: Guadalupe River (Union Pacific Railroad Under-Crossing)	299,427						
Trails	**299,427**						
Cahill Park Improvements		420,000					420,000
Del Monte Park Expansion Phase III Master Plan and Design	275,000						
Hanchett Park Development	1,923,060						
Race Street Property Development	260,000	140,000					140,000
Other Parks - Construction	**2,458,060**	**560,000**					**560,000**
Parks - Construction	**2,757,487**	**560,000**					**560,000**
Gardner Community Center Fitness Equipment	10,000						
Capital Equipment and Maintenance	**10,000**						
Cahill Area Enhancement Study	250,000						
Council District 6 Minor Building Renovations	105,000	105,000	105,000	105,000	105,000	105,000	525,000
Council District 6 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 6 Pool Repairs	30,000	30,000	30,000	30,000	30,000	30,000	150,000
Council District 6 Preliminary Studies	39,444	35,000	35,000	35,000	35,000	35,000	175,000
Del Monte Park Expansion Phase III Land Acquisition	127,000						
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	154,077	200,000	200,000	200,000	200,000	200,000	1,000,000
TRAIL: Guadalupe River (St. John to Julian) Development	43,061						
General Non-Construction - Parks	**823,582**	**445,000**	**445,000**	**445,000**	**445,000**	**445,000**	**2,225,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 6 Construction and Conveyance Tax Fund (384)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks - Non-Construction	**833,582**	**445,000**	**445,000**	**445,000**	**445,000**	**445,000**	**2,225,000**
Council District 6 Public Art	154,000	14,000					14,000
Public Art Projects	**154,000**	**14,000**					**14,000**
Biebrach Pool Reserve		100,000					100,000
Del Monte Park Phase III Development Reserve		820,000					820,000
TRAIL: Three Creek Lonus Extension Reserve		475,000					475,000
Expense Reserves - Non-Construction		**1,395,000**					**1,395,000**
Total Expenditures	**3,745,069**	**2,414,000**	**445,000**	**445,000**	**445,000**	**445,000**	**4,194,000**
Ending Fund Balance	2,671,399	580,399	462,399	542,399	584,399	736,399	736,399
TOTAL Council District 6 Construction and Conveyance Tax Fund (384)	**6,416,467**	**2,994,399**	**907,399**	**987,399**	**1,029,399**	**1,181,399**	**4,930,399**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Cahill Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	W San Fernando Street and Wilson Avenue	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	6	**Initial Project Budget**	$1,397,000
Appropriation	A438A	**FY Initiated**	2024-2025

Description This project provides funding for improvements at Cahill Park. Project elements, which will be determined through a community outreach process, may include turf area improvements, hardscape improvements, landscaping, constructing a dedicated dog area, sport court improvements, and other minor park improvements.

Justification This project provides funding for improvements at Cahill Park, which will increase the usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design			255					255		255
Bid & Award			42					42		42
Construction			1,100					1,100		1,100
Total			**1,397**					**1,397**		**1,397**
Funding Source Schedule (000s)										
Council District 6 Construction and Conveyance Tax Fund (384)			420					420		420
Subdivision Park Trust Fund (375)			977					977		977
Total			**1,397**					**1,397**		**1,397**
Annual Operating Budget Impact (000s)										
Total										

Race Street Property Development

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	199 Race Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	6	**Initial Project Budget**	$400,000
Appropriation	A437P	**FY Initiated**	2024-2025

Description This project provides funding to develop land on Race Street, which will allow for the future construction of a park at the site. Project elements may include developing demolition plans, demolition of a blighted structure, disposal of waste material, capping the existing water and sewer service at the site, surface grading, and other minor services associated with land development. After the demolition phase is complete, there will be community engagement to determine interim improvements for the future park.

Justification This project provides funding to demolish an unusable and blighted structure and develop land to allow for the future construction of a park, which will increase recreational opportunities for the surrounding community.

Notes The operation and maintenance costs associated with this new facility are already captured in the Parks, Recreation and Neighborhood Services Department Base Budget.

Major Cost Changes 2026-2030 CIP - Increase of $100,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		20								20
Design		130								130
Construction		110	240					240		350
Total		**260**	**240**					**240**		**500**
Funding Source Schedule (000s)										
Council District 6 Construction and Conveyance Tax Fund (384)		260	140					140		400
Subdivision Park Trust Fund (375)			100					100		100
Total		**260**	**240**					**240**		**500**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 6
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Biebrach Pool Reserve
5-Yr CIP Budget	$3,000,000
Total Budget	$3,000,000
Council Districts	6
Narrative	This reserve provides funding for future renovations at Biebrach Pool. The Total Budget includes funding from the Park Trust Fund ($2.9 million) and Council District 6 Construction and Conveyance Tax Fund ($100,000).

Project Name	Del Monte Park Phase III Development Reserve
5-Yr CIP Budget	$6,821,000
Total Budget	$6,821,000
Council Districts	6
Narrative	This reserve provides partial funding for relocation and construction costs for Del Monte Park Phase III. The relocation process related to this park is currently underway. Once completed, a master plan, project scope and cost estimate will be developed. The Total Budget includes funding from the Park Trust Fund ($6.0 million) and the Council District 6 Construction and Conveyance Tax Fund ($820,000).

Project Name	TRAIL: Three Creek Lonus Extension Reserve
5-Yr CIP Budget	$1,675,000
Total Budget	$1,675,000
Council Districts	6
Narrative	This reserve provides partial funding for the future construction of a trail segment that will connect the Three Creeks Trail to the Los Gatos Creek Trail. The Total Budget includes funding from the Park Trust Fund ($1.2 million) and Council District 6 Construction and Conveyance Tax Fund ($475,000).

Council District 7 Construction and Conveyance Tax Fund (385)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 7 Construction and Conveyance Tax Fund (385)							
Beginning Balance	5,581,787	4,999,787	524,787	391,787	272,787	627,787	4,999,787
Reserve for Encumbrance	72,963						
Transfers and Reimbursements							
Needs-Based Allocation	715,000	462,000	470,000	753,000	697,000	855,000	3,237,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**829,000**	**560,000**	**569,000**	**912,000**	**845,000**	**1,036,000**	**3,922,000**
Total Council District 7 Construction and Conveyance Tax Fund (385)	**6,483,750**	**5,559,787**	**1,093,787**	**1,303,787**	**1,117,787**	**1,663,787**	**8,921,787**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 7 Construction and Conveyance Tax Fund (385)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 7 Construction and Conveyance Tax Fund (385)							
Alma Community Center Improvements	2,000						
Bellevue Park Playground	111,949						
Bellevue Park Playground Replacement		100,000					100,000
Elia Park Development		329,000					329,000
Fair Swim Center Renovation		50,000					50,000
Midfield Avenue and Havana Drive Pocket Park	54,424						
Seven Trees Community Center and Branch Library Roof Replacement	135,000						
Thank You, America Monument	136,590						
Vietnamese-American Community Center Renovation	504,000						
Vietnamese Cultural Heritage Garden Enhancements	36,000						
West Evergreen Playground Renovation			160,000				160,000
Other Parks - Construction	**979,963**	**479,000**	**160,000**				**639,000**
Parks - Construction	**979,963**	**479,000**	**160,000**				**639,000**
Alma Park Master Plan and Design	80,000						
Communications Hill Hillsdale Fitness Staircase Reimbursement				291,000			291,000
Council District 7 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 7 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 7 Pool Repairs	35,000	35,000	35,000	35,000	35,000	35,000	175,000
Council District 7 Preliminary Studies	35,000	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 7 Construction and Conveyance Tax Fund (385)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Strategic Capital Replacement and Maintenance Needs	150,000	160,000	160,000	160,000	160,000	160,000	800,000
General Non-Construction - Parks	**460,000**	**390,000**	**390,000**	**681,000**	**390,000**	**390,000**	**2,241,000**
Parks - Non-Construction	**460,000**	**390,000**	**390,000**	**681,000**	**390,000**	**390,000**	**2,241,000**
Council District 7 Public Art	44,000	5,000	2,000				7,000
Public Art Projects	**44,000**	**5,000**	**2,000**				**7,000**
Elia Park Reserve		4,161,000	150,000	350,000	100,000		4,761,000
Expense Reserves - Non-Construction		**4,161,000**	**150,000**	**350,000**	**100,000**		**4,761,000**
Total Expenditures	**1,483,963**	**5,035,000**	**702,000**	**1,031,000**	**490,000**	**390,000**	**7,648,000**
Ending Fund Balance	4,999,787	524,787	391,787	272,787	627,787	1,273,787	1,273,787
TOTAL Council District 7 Construction and Conveyance Tax Fund (385)	**6,483,750**	**5,559,787**	**1,093,787**	**1,303,787**	**1,117,787**	**1,663,787**	**8,921,787**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Bellevue Park Playground Replacement

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	Bellevue Avenue and Pomona Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$100,000
Appropriation	TEMP_1210	**FY Initiated**	2025-2026

Description This project provides funding to replace the playground at Bellevue Park. Project elements may include replacing the shade sail, installing new playground equipment, replacing site furnishings, renovating the resilient surfacing, and other minor improvements around the play area.

Justification This project provides funding for infrastructure renovations at Bellevue Park, which will improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			100					100		100
Total			**100**					**100**		**100**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)			100					100		100
Total			**100**					**100**		**100**
Annual Operating Budget Impact (000s)										
Total										

Elia Park Development

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2027
Location	Alma Avenue and Sanborn Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$387,000
Appropriation	TEMP_1202	**FY Initiated**	2025-2026

Description This project provides funding for the design phase of a future 0.39 acre park that will be located at the corner of Alma Avenue and Sanborn Avenue. The constructed park may include a new youth lot, shade structures, game tables, park benches, hardscape, trees, turf, native landscaping, and other minor park amenities.

Justification The establishment of a new park at the corner of Alma Avenue and Sanborn Avenue will increase recreational opportunities for the nearby community.

Notes Reserve funding of $4.8 million is allocated elsewhere in the Council District 7 Construction and Conveyance Tax Fund for the future construction of this new park. Once the design phase is completed and a defined project cost is known, the reserve funding will be allocated for the construction of the new park.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design			387					387		387
Total			**387**					**387**		**387**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)			329					329		329
Subdivision Park Trust Fund (375)			58					58		58
Total			**387**					**387**		**387**
Annual Operating Budget Impact (000s)										
Maintenance				**21**	**21**	**22**		**64**		**64**
Total				**21**	**21**	**22**		**64**		**64**

Fair Swim Center Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2025
Location	1450 Bacchus Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$80,000
Appropriation	TEMP_1199	**FY Initiated**	2025-2026

Description This project provides funding to renovate the swimming pool at Fair Swim Center. Project elements may include replastering the youth pool, replacing the pool heater, and other minor improvements.

Justification This project provides funding for renovations at Fair Swim Center, which will address infrastructure backlog, extend the usefulness of the pool facility, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			80					80		80
Total			**80**					**80**		**80**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)			50					50		50
Subdivision Park Trust Fund (375)			30					30		30
Total			**80**					**80**		**80**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

West Evergreen Playground Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2027
Location	1500 Aborn Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$160,000
Appropriation	TEMP_1185	**FY Initiated**	2026-2027

Description This project provides funding to renovate the playground at West Evergreen Park. Project elements may include installing new resilient surfacing, replacing the playground equipment, and other minor improvements.

Justification This project provides funding for renovations at West Evergreen Park to address the infrastructure backlog and improve usage opportunities to meet the recreational and needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction				160				160		160
Total				**160**				**160**		**160**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)				160				160		160
Total				**160**				**160**		**160**
Annual Operating Budget Impact (000s)										
Total										

Communications Hill Hillsdale Fitness Staircase Reimbursement

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2016
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2017
Location	Hillsdale Avenue; east of Vittoria Place	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	TBD
Council District	7	**Initial Project Budget**	$2,100,000
Appropriation	A4298	**FY Initiated**	2014-2015

Description This allocation provides funding to reimburse the developer for construction of the Communications Hill Hillsdale Fitness Staircase project costs incurred above the developer's parkland dedication obligation of $700,000, up to a City maximum of $2.1 million. Project elements of the completed vertical fitness park include shade structures, fitness equipment, gathering spaces with benches, landscaping, ornamental athletic stairs, and other multi-purpose site furnishings. It is currently not determined when the developer will complete the project. Reimbursement funding would not be sent until the project is completed.

Justification The Hillsdale Fitness Staircase is expected to alleviate impacts to the existing Grand Staircase and residential areas of Communications Hill through a specially designed fitness park. This unique vertical park will also help support a more healthy and active lifestyles among the City's residents.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration			1,822		291			2,113		2,113
Total			**1,822**		**291**			**2,113**		**2,113**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)					291			291		291
Subdivision Park Trust Fund (375)			1,822					1,822		1,822
Total			**1,822**		**291**			**2,113**		**2,113**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 7
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Elia Park Reserve
5-Yr CIP Budget	$4,761,000
Total Budget	$4,761,000
Council Districts	7
Narrative	This reserve provides funding for the construction of a new park located at the corner of Alma Avenue and Sanborn Avenue. Funding for the design process for this park is funded elsewhere in the Council District 7 Construction and Conveyance Fund. When the design process is complete and a defined project scope is known, funding will be reallocated from the reserve to construct the new park.

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Council District 8 Construction and Conveyance Tax Fund (386)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 8 Construction and Conveyance Tax Fund (386)							
Beginning Balance	4,102,881	2,940,881	441,881	348,881	250,881	290,881	2,940,881
Reserve for Encumbrance	341,339						
Transfers and Reimbursements							
Needs-Based Allocation	523,000	429,000	436,000	698,000	647,000	794,000	3,004,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**637,000**	**527,000**	**535,000**	**857,000**	**795,000**	**975,000**	**3,689,000**
Total Council District 8 Construction and Conveyance Tax Fund (386)	**5,081,220**	**3,467,881**	**976,881**	**1,205,881**	**1,045,881**	**1,265,881**	**6,629,881**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 8 Construction and Conveyance Tax Fund (386)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 8 Construction and Conveyance Tax Fund (386)							
Aborn Park Playground Renovation		171,000					171,000
Boggini Park Tot Lot	124,299						
Evergreen Community Center Improvements	304,000						
Fernish Park Improvements	19,000						
Lake Cunningham Park Restroom Renovation	85,000						
Lake Cunningham Prototype Wetland Restoration Design	177,314						
Meadowfair Park Expansion		1,000,000					1,000,000
Meadowfair Park Restroom Renovation	202,000						
Meadowfair Park Tot Lot	154,013						
Silver Creek Linear Park Renovation			270,000				270,000
Welch Park and Neighborhood Center Restroom Upgrades	453,000						
Welch Park Playground Improvements	94,000						
Yerba Buena Pedestrian Bridge	85,210	100,000					100,000
Other Parks - Construction	**1,697,836**	**1,271,000**	**270,000**				**1,541,000**
Parks - Construction	**1,697,836**	**1,271,000**	**270,000**				**1,541,000**
Council District 8 Minor Building Renovations	85,000	85,000	85,000	85,000	85,000	85,000	425,000
Council District 8 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 8 Preliminary Studies	51,335	35,000	35,000	35,000	35,000	35,000	175,000
Meadowfair Park Master Plan	8,168						
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 8 Construction and Conveyance Tax Fund (386)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Strategic Capital Replacement and Maintenance Needs	150,000	160,000	160,000	160,000	160,000	160,000	800,000
General Non-Construction - Parks	**369,503**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Parks - Non-Construction	**369,503**	**355,000**	**355,000**	**355,000**	**355,000**	**355,000**	**1,775,000**
Council District 8 Public Art	73,000	3,000	3,000				6,000
Public Art Projects	**73,000**	**3,000**	**3,000**				**6,000**
Council District 8 Dog Park Reserve				200,000	100,000	100,000	400,000
Council District 8 Playgrounds Renovation Reserve				200,000	100,000		300,000
Indo-American Cultural Center Feasibility Study Reserve				100,000			100,000
Lake Cunningham Future Water Quality Improvements Reserve		1,267,000		100,000	100,000		1,467,000
Smythe Field Renovation Reserve					100,000	150,000	250,000
Welch Park Reserve		130,000					130,000
Expense Reserves - Non-Construction		**1,397,000**		**600,000**	**400,000**	**250,000**	**2,647,000**
Total Expenditures	**2,140,339**	**3,026,000**	**628,000**	**955,000**	**755,000**	**605,000**	**5,969,000**
Ending Fund Balance	2,940,881	441,881	348,881	250,881	290,881	660,881	660,881
TOTAL Council District 8 Construction and Conveyance Tax Fund (386)	**5,081,220**	**3,467,881**	**976,881**	**1,205,881**	**1,045,881**	**1,265,881**	**6,629,881**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Aborn Park Playground Renovation

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	Pentland Way and Renfield Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	8	**Initial Project Budget**	$175,000
Appropriation	TEMP_1169	**FY Initiated**	2025-2026

Description This project provides funding to renovate the existing youth and tot lot playgrounds at Aborn Park. Project elements may include renovating the resilient surfacing, replacing play equipment, and other minor improvements.

Justification This project provides funding for renovations at Aborn Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			175					175		175
Total			**175**					**175**		**175**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)			171					171		171
Subdivision Park Trust Fund (375)			4					4		4
Total			**175**					**175**		**175**
Annual Operating Budget Impact (000s)										
Total										

Meadowfair Park Expansion

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2025
Location	Corda Drive and Barberry Lane	**Revised Start Date**	2nd Qtr. 2026
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	8	**Initial Project Budget**	$1,000,000
Appropriation	A437V	**FY Initiated**	2024-2025

Description This project provides funding to expand Meadowfair Park by 1.8 acres. Project elements may include grading, planting new trees, landscaping improvements, installing site furnishings, new signage, installing lighting, constructing walking paths, and other improvements as identified in the Meadowfair Park Master Plan.

Justification This project provides funding to expand Meadowfair Park, which will increase the recreational opportunities of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Annual Operating Budget Impact (000s)										
Maintenance					**74**	**75**	**77**	**226**		**226**
Total					**74**	**75**	**77**	**226**		**226**

Detail of OneTime Projects

Silver Creek Linear Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	Silver Creek Road and Greenyard Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	8	**Initial Project Budget**	$295,000
Appropriation	TEMP_1181	**FY Initiated**	2025-2026

Description This project provides funding for minor renovations of the basketball court and tennis court at Silver Creek Linear Park. Project elements may include installing new surfacing, re-striping the courts, upgrading the sports nets, installing new goal-setter basketball hardware, repairing the existing concrete, installing windscreens, renovating the pavement, and other minor improvements.

Justification This project provides funding for minor renovations at Silver Creek Linear Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			25	270				295		295
Total			**25**	**270**				**295**		**295**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)				270				270		270
Subdivision Park Trust Fund (375)			25					25		25
Total			**25**	**270**				**295**		**295**
Annual Operating Budget Impact (000s)										
Total										

Yerba Buena Pedestrian Bridge

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2024
Location	Yerba Buena Road and Park Estates Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	8	**Initial Project Budget**	$100,000
Appropriation	A435H	**FY Initiated**	2023-2024

Description This project provides partial funding for the replacement of the pedestrian bridge at Yerba Buena. The Yerba Buena Pedestrian Bridge was closed and deemed unsafe and beyond repair. Funding allocated for the first phase of the project will allow for the demolition of the existing pedestrian bridge.

Justification Reconstruction of the Yerba Buena Pedestrian Bridge will allow for public activation of the space.

Notes Reserve funding of $500,000 is allocated in the Park Trust Fund for future phases of this project. However, that funding will not be adequate for the full project which is estimated at approximately $3 - $4 million. Therefore, additional funding will need to be identified through a future budget process to complete the design and construction of the new pedestrian bridge.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design	15	85	100					100		200
Total	**15**	**85**	**100**					**100**		**200**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)	15	85	100					100		200
Total	**15**	**85**	**100**					**100**		**200**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 8
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Council District 8 Dog Park Reserve
5-Yr CIP Budget	$400,000
Total Budget	$400,000
Council Districts	8
Narrative	This reserve provides partial funding to design and construct a dog park in Council District 8.

Project Name	Council District 8 Playgrounds Renovation Reserve
5-Yr CIP Budget	$300,000
Total Budget	$300,000
Council Districts	8
Narrative	This reserve provides funding to renovate park playgrounds in Council District 8.

Project Name	Indo-American Cultural Center Feasibility Study Reserve
5-Yr CIP Budget	$100,000
Total Budget	$100,000
Council Districts	8
Narrative	This reserve provides funding for a future feasibility study for an Indo-American Cultural Center.

Project Name	Lake Cunningham Future Water Quality Improvements Reserve
5-Yr CIP Budget	$2,290,000
Total Budget	$2,290,000
Council Districts	8
Narrative	This reserve provides partial funding for future water quality projects at Lake Cunningham. The Total Budget includes funding from the Council District 8 Construction and Conveyance Tax Fund ($1.5 million), Lake Cunningham Fund ($600,000), and Subdivision Park Trust Fund ($223,000). Future projects elements may include geese abatement, shoreline stabilization, habitat improvements, and other projects that will improve water quality and enhance recreational opportunities.

Project Name	Smythe Field Renovation Reserve
5-Yr CIP Budget	$250,000
Total Budget	$250,000
Council Districts	8
Narrative	This reserve provides partial funding for the future turf replacement at Smythe Sports Field.

Project Name	Welch Park Reserve
5-Yr CIP Budget	$150,000
Total Budget	$150,000
Council Districts	8
Narrative	This reserve provides funding for improvements to the dog park area at Welch Park. Project elements may include upgrades to the dog park surfacing, storm water capture, and other minor improvements. The Total Budget includes funding from the Council District 8 Construction and Conveyance Tax Fund ($130,000) and Park Trust Fund ($20,000).

Council District 9 Construction and Conveyance Tax Fund (388)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 9 Construction and Conveyance Tax Fund (388)							
Beginning Balance	5,971,134	3,537,134	1,265,134	266,134	356,134	410,134	3,537,134
Reserve for Encumbrance	16,333						
Transfers and Reimbursements							
Needs-Based Allocation	421,000	415,000	422,000	676,000	626,000	768,000	2,907,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**535,000**	**513,000**	**521,000**	**835,000**	**774,000**	**949,000**	**3,592,000**
Total Council District 9 Construction and Conveyance Tax Fund (388)	**6,522,467**	**4,050,134**	**1,786,134**	**1,101,134**	**1,130,134**	**1,359,134**	**7,129,134**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 9 Construction and Conveyance Tax Fund (388)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 9 Construction and Conveyance Tax Fund (388)							
All Inclusive Playground - Camden Park			693,000				693,000
Camden Community Center Improvements	844,000	700,000					700,000
Camden Pool Improvements		60,000					60,000
Council District 9 Park Restrooms Renovation		330,000					330,000
De Anza Park Basketball and Pickleball Courts Renovation	175,000						
De Anza Park Restroom Renovation	15,000						
Doerr Park Tot Lot Replacement	1,083,000						
Kirk Community Center Improvements	322,000						
Kirk Park Basketball Courts Renovation		150,000					150,000
Paul Moore Park Sport Courts Renovation		150,000					150,000
Other Parks - Construction	**2,439,000**	**1,390,000**	**693,000**				**2,083,000**
Parks - Construction	**2,439,000**	**1,390,000**	**693,000**				**2,083,000**
Council District 9 Minor Building Renovations	105,000	105,000	105,000	105,000	105,000	105,000	525,000
Council District 9 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 9 Pool Repairs	30,000	30,000	30,000	30,000	30,000	30,000	150,000
Council District 9 Preliminary Studies	51,333	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	150,000	150,000	150,000	150,000	150,000	150,000	750,000
General Non-Construction - Parks	**411,333**	**395,000**	**395,000**	**395,000**	**395,000**	**395,000**	**1,975,000**
Parks - Non-Construction	**411,333**	**395,000**	**395,000**	**395,000**	**395,000**	**395,000**	**1,975,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Council District 9 Construction and Conveyance Tax Fund (388)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 9 Public Art	135,000	33,000	7,000				40,000
Public Art Projects	**135,000**	**33,000**	**7,000**				**40,000**
Council District 9 Future Land Acquisition Reserve		472,000	350,000				822,000
Erikson Park Reserve		495,000	75,000	350,000	325,000		1,245,000
Expense Reserves - Non-Construction		**967,000**	**425,000**	**350,000**	**325,000**		**2,067,000**
Total Expenditures	**2,985,333**	**2,785,000**	**1,520,000**	**745,000**	**720,000**	**395,000**	**6,165,000**
Ending Fund Balance	3,537,134	1,265,134	266,134	356,134	410,134	964,134	964,134
TOTAL Council District 9 Construction and Conveyance Tax Fund (388)	**6,522,467**	**4,050,134**	**1,786,134**	**1,101,134**	**1,130,134**	**1,359,134**	**7,129,134**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Development - Council District 9
2026-2030 Proposed Capital Improvement Program

Detail of OneTime Projects

All Inclusive Playground - Camden Park

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2027
Location	3369 Union Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$3,026,000
Appropriation	TEMP_1231	**FY Initiated**	2025-2026

Description This project provides funding to replace an existing playground at Camden Park with an all inclusive playground, which would support universal play. The completed project will include community gathering areas, custom all inclusive playground equipment, and other minor improvements. The playground design will include areas that support people of all physical and cognitive abilities to provide a welcoming and comfortable setting that encourages interaction.

Justification The new all inclusive playground will be designed to support the development of essential physical, social and cognitive skills; encourage independent physical access; and provide equal use of integrative elements for people of all abilities and ages. The overall design will allow seniors, children, families, and individuals to participate in activities or watch from a safe and comfortable distance.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration			20					20		20
Design			950					950		950
Bid & Award			36					36		36
Construction			1,327	693				2,020		2,020
Total			**2,333**	**693**				**3,026**		**3,026**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)				693				693		693
Subdivision Park Trust Fund (375)			2,333					2,333		2,333
Total			**2,333**	**693**				**3,026**		**3,026**

Annual Operating Budget Impact (000s)

Total

Detail of OneTime Projects

Camden Community Center Improvements

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2018
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2020
Location	3369 Union Avenue	**Revised Start Date**	4th Qtr. 2019
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	1st Qtr. 2026
Council District	9	**Initial Project Budget**	$2,000,000
Appropriation	A409I	**FY Initiated**	2018-2019

Description This project provides funding to improve the infrastructure at Camden Community Center. Project elements may include replacing the heating, ventilation, and air conditioning (HVAC) system and windows associated with the center's old school buildings, ADA improvements, restroom renovation and other minor non-emergency shelter improvements.

Justification This project provides funding for improvements at Camden Community Center, which will extend the usefulness of this facility as a recreational community center by improve the community center patron's comfort and meeting the recreational needs of the community.

Notes This project is separate from the Measure T Public Safety and Infrastructure Bond Fund - Community Centers/Emergency Shelters project as the improvements in this project are to address the non-emergency shelter improvements.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	2									2
Project Feasibility Development	14									14
Design	10									10
Bid & Award		20								20
Construction	113	1,143	700					700		1,956
Total	**138**	**1,163**	**700**					**700**		**2,001**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)	1	844	700					700		1,545
Subdivision Park Trust Fund (375)	137	319								456
Total	**138**	**1,163**	**700**					**700**		**2,001**

Annual Operating Budget Impact (000s)

Total

Detail of OneTime Projects

Camden Pool Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	3369 Camden Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$60,000
Appropriation	TEMP_1221	**FY Initiated**	2025-2026

Description This project provides funding to improve the swimming pool at Camden Pool. Project elements may include replastering the pool, replacing the pumps and filters, renovating the pool tiles, replacing the pool heaters, repairing or replacing the pool mechanical systems, and other minor improvements.

Justification The project provides funding for improvements at Camden Pool, which may address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			60					60		60
Total			**60**					**60**		**60**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)			60					60		60
Total			**60**					**60**		**60**
Annual Operating Budget Impact (000s)										
Total										

Council District 9 Park Restrooms Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2027
Location	Various locations	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$330,000
Appropriation	TEMP_1172	**FY Initiated**	2025-2026

Description This project provides funding to renovate several park restrooms that are located in Council District 9, potentially including Doerr Park, Butcher Park, and Paul Moore Park. Project elements at each of the restrooms may include replacing privacy screens, repairing water and termite damaged surfaces, updating partitions, replacing wall tiles, repainting exterior and interior surfaces, inspecting and repairing the roof, and other minor restroom improvements.

Justification This project provides funding for renovations at several park restrooms that are located in Council District 9, which will address infrastructure backlog and extend the usefulness of park facilities.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			330					330		330
Total			**330**					**330**		**330**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)			330					330		330
Total			**330**					**330**		**330**
Annual Operating Budget Impact (000s)										
Total										

Kirk Park Basketball Courts Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	Foxworthy Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$150,000
Appropriation	TEMP_1176	**FY Initiated**	2025-2026

Description This project provides funding to renovate the basketball courts at Kirk Park. Project elements include replacing the basketball poles, repairing the cracks on the court surfaces, replacing the backboards and nets, resurfacing and restriping the courts, and other minor improvements.

Justification This project provides funding for renovations at Kirk Park, which will address infrastructure backlog, extend the usefulness of the park, and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			150					150		150
Total			**150**					**150**		**150**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)			150					150		150
Total			**150**					**150**		**150**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Paul Moore Park Sport Courts Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	Hillsdale Avenue and Cherry Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$300,000
Appropriation	TEMP_1178	**FY Initiated**	2025-2026

Description This project provides funding to renovate the sport courts at Paul Moore Park, which includes basketball courts, tennis courts, and pickleball courts. Project elements may include replacing the basketball poles and backboards, repairing the cracks on all of the court surfaces, replacing all of the sport court nets, resurfacing and restriping the sports courts, installing new fencing, and other minor improvements.

Justification This project provides funding for renovations at Paul Moore Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			300					300		300
Total			**300**					**300**		**300**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)			150					150		150
Subdivision Park Trust Fund (375)			150					150		150
Total			**300**					**300**		**300**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Council District 9
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Council District 9 Future Land Acquisition Reserve
5-Yr CIP Budget	$822,000
Total Budget	$822,000
Council Districts	9
Narrative	This reserve provides funding for the future acquisition of new parkland in Council District 9.

Project Name	Erikson Park Reserve
5-Yr CIP Budget	$1,350,000
Total Budget	$1,350,000
Council Districts	9
Narrative	This reserve provides partial funding for future renovations at Erikson Park. The future project may include renovating the tot lot, replacing the park swings, and other minor improvements. The Total Budget includes funding from Council District 9 Construction and Conveyance Tax Fund ($1.2 million) and Park Trust Fund ($105,000).

Council District 10 Construction and Conveyance Tax Fund (389)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 10 Construction and Conveyance Tax Fund (389)							
Beginning Balance	1,008,680	667,680	294,680	237,680	388,680	299,680	667,680
Reserve for Encumbrance	799,066						
Transfers and Reimbursements							
Needs-Based Allocation	231,000	324,000	329,000	527,000	488,000	599,000	2,267,000
Special Needs Allocation	114,000	98,000	99,000	159,000	148,000	181,000	685,000
TOTAL Transfers and Reimbursements	**345,000**	**422,000**	**428,000**	**686,000**	**636,000**	**780,000**	**2,952,000**
Revenue from Local Agencies							
Santa Clara County: All-Inclusive Playground - Almaden Lake Park Reimbursement	300,000						
TOTAL Revenue from Local Agencies	**300,000**						
Total Council District 10 Construction and Conveyance Tax Fund (389)	**2,452,746**	**1,089,680**	**722,680**	**923,680**	**1,024,680**	**1,079,680**	**3,619,680**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Council District 10 Construction and Conveyance Tax Fund (389)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Council District 10 Construction and Conveyance Tax Fund (389)							
All Inclusive Playground - Almaden Lake Park	1,164,315						
Almaden Lake Park Playground Improvements	67,418						
Chris Hotts Park Playground Renovation	50,000						
TJ Martin and Jeffrey Fontana Parks Turf Replacement	7,000						
Other Parks - Construction	**1,288,733**						
Parks - Construction	**1,288,733**						
Almaden Winery Fundraising Feasibility Study	50,000						
Council District 10 Minor Building Renovations	85,000	75,000	75,000	75,000	75,000	75,000	375,000
Council District 10 Minor Park Renovations	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Council District 10 Preliminary Studies	51,333	35,000	35,000	35,000	35,000	35,000	175,000
Minor Infrastructure Contract Services	15,000	15,000	15,000	15,000	15,000	15,000	75,000
Strategic Capital Replacement and Maintenance Needs	150,000	150,000	150,000	150,000	150,000	150,000	750,000
General Non-Construction - Parks	**411,333**	**335,000**	**335,000**	**335,000**	**335,000**	**335,000**	**1,675,000**
Parks - Non-Construction	**411,333**	**335,000**	**335,000**	**335,000**	**335,000**	**335,000**	**1,675,000**
Council District 10 Public Art	85,000						
Public Art Projects	**85,000**						
Patty O'Malley Field Turf Replacement Reserve		460,000	150,000	200,000	390,000		1,200,000
Expense Reserves - Non-Construction		**460,000**	**150,000**	**200,000**	**390,000**		**1,200,000**
Total Expenditures	**1,785,066**	**795,000**	**485,000**	**535,000**	**725,000**	**335,000**	**2,875,000**
Ending Fund Balance	667,680	294,680	237,680	388,680	299,680	744,680	744,680
TOTAL Council District 10 Construction and Conveyance Tax Fund (389)	**2,452,746**	**1,089,680**	**722,680**	**923,680**	**1,024,680**	**1,079,680**	**3,619,680**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Development - Council District 10
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Patty O'Malley Field Turf Replacement Reserve
5-Yr CIP Budget	$1,336,000
Total Budget	$1,336,000
Council Districts	10
Narrative	This reserve provides funding for the future turf replacement at Patty O'Malley Community Sports Field. The total budget includes funding from the Council District 10 Construction and Conveyance Tax Fund ($1.2 million) and Park Trust Fund ($136,000).

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Parks Central Construction and Conveyance Tax Fund (390)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks Central Construction and Conveyance Tax Fund (390)							
Beginning Balance	6,660,333	3,787,086	2,611,086	1,610,086	610,086	361,086	3,787,086
Reserve for Encumbrance	408,092						
Transfers and Reimbursements							
Transfer from the Park Yards C&C Tax Fund: Methane Control	25,000	25,000	25,000	25,000	25,000	25,000	125,000
TOTAL Transfers and Reimbursements	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**
Revenue from the Use of Money/Property							
Interest Income	2,100,000	2,200,000	2,300,000	2,300,000	2,300,000	2,300,000	11,400,000
TOTAL Revenue from the Use of Money/Property	**2,100,000**	**2,200,000**	**2,300,000**	**2,300,000**	**2,300,000**	**2,300,000**	**11,400,000**
Construction & Conveyance Tax							
C&C Tax Proceeds	27,520,000	30,080,000	32,000,000	35,200,000	35,200,000	38,400,000	170,880,000
TOTAL Construction & Conveyance Tax	**27,520,000**	**30,080,000**	**32,000,000**	**35,200,000**	**35,200,000**	**38,400,000**	**170,880,000**
Total Parks Central Construction and Conveyance Tax Fund (390)	**36,713,425**	**36,092,086**	**36,936,086**	**39,135,086**	**38,135,086**	**41,086,086**	**186,192,086**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Parks Central Construction and Conveyance Tax Fund (390)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks Central Construction and Conveyance Tax Fund (390)							
Agronomic Services	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Alum Rock Park Maintenance Truck	70,000						
Ball Fields Renovation	175,000	175,000	175,000	175,000	175,000	175,000	875,000
City-Building Energy Projects Program (Parks)	5,000	5,000	5,000	5,000	5,000	5,000	25,000
Community Center Equipment	140,000	140,000	140,000	140,000	140,000	140,000	700,000
Financing Strategy Feasibilty Study	166,000						
Major Park Equipment	1,304,208	275,000	100,000	100,000	100,000	100,000	675,000
Minor Infrastructure Contract Services (Central Fund)	55,000	55,000	55,000	55,000	55,000	55,000	275,000
Minor Park Equipment	55,000	55,000	55,000	55,000	55,000	55,000	275,000
Park Hardware and Furnishings	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Parkland Dedication and Park Impact Ordinance Fees Nexus Study	83,877						
Parks Facilities Capital Repairs	60,001	60,000	60,000	60,000	60,000	60,000	300,000
Pedestrian Bridge Assessment	60,000	45,000	45,000	45,000	45,000	45,000	225,000
Pools and Fountains	165,000	165,000	165,000	165,000	165,000	165,000	825,000
Tree Services	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Unanticipated or Critical Repairs	400,000	400,000	400,000	400,000	400,000	400,000	2,000,000
Weed Abatement	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Capital Equipment and Maintenance	**3,339,086**	**1,975,000**	**1,800,000**	**1,800,000**	**1,800,000**	**1,800,000**	**9,175,000**
2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees	80,000	719,000	2,438,000	63,000			3,220,000
2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees		13,000	62,000	287,000	168,000		530,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks Central Construction and Conveyance Tax Fund (390)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
General Non-Construction - Parks	**80,000**	**732,000**	**2,500,000**	**350,000**	**168,000**		**3,750,000**
Capital Infrastructure Team	2,940,000	3,135,000	3,198,000	3,262,000	3,327,000	3,394,000	16,316,000
GIS Mapping Support	60,000	60,000	60,000	60,000	60,000	60,000	300,000
Parks and Community Facilities Development Office	9,103,355	10,545,000	10,756,000	10,971,000	11,190,000	11,414,000	54,876,000
Parks and Community Facilities Master Plan Update		600,000					600,000
Parks Maintenance Management System	175,000	175,000	175,000	175,000	175,000	175,000	875,000
Preliminary Engineering - Parks	263,882	190,000	190,000	190,000	190,000	190,000	950,000
Project Administration Support	75,017	75,000	75,000	75,000	75,000	75,000	375,000
Property Services	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Volunteer Management	371,000	393,000	401,000	409,000	417,000	425,000	2,045,000
Capital Support Services	**13,138,253**	**15,323,000**	**15,005,000**	**15,292,000**	**15,584,000**	**15,883,000**	**77,087,000**
Parks - Non-Construction	**16,557,340**	**18,030,000**	**19,305,000**	**17,442,000**	**17,552,000**	**17,683,000**	**90,012,000**
Capital Program and Public Works Department Support Service Costs	949,000	783,000	822,000	897,000	897,000	972,000	4,371,000
Infrastructure Management System - Parks Central C&C Fund	271,000	260,000	268,000	276,000	284,000	293,000	1,381,000
Allocations	**1,220,000**	**1,043,000**	**1,090,000**	**1,173,000**	**1,181,000**	**1,265,000**	**5,752,000**
District 1 - Needs-Based	736,000	563,000	572,000	916,000	849,000	1,041,000	3,941,000
District 2 - Needs-Based	398,000	410,000	417,000	668,000	619,000	759,000	2,873,000
District 3 - Needs-Based	304,000	359,000	364,000	584,000	541,000	663,000	2,511,000
District 4 - Needs-Based	119,000	254,000	258,000	413,000	383,000	470,000	1,778,000
District 5 - Needs-Based	703,000	481,000	489,000	783,000	725,000	890,000	3,368,000
District 6 - Needs-Based	416,000	225,000	228,000	366,000	339,000	416,000	1,574,000
District 7 - Needs-Based	715,000	462,000	470,000	753,000	697,000	855,000	3,237,000
District 8 - Needs-Based	523,000	429,000	436,000	698,000	647,000	794,000	3,004,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks Central Construction and Conveyance Tax Fund (390)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
District 9 - Needs-Based	421,000	415,000	422,000	676,000	626,000	768,000	2,907,000
District 10 - Needs-Based	231,000	324,000	329,000	527,000	488,000	599,000	2,267,000
District 1 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 2 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 3 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 4 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 5 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 6 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 7 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 8 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 9 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
District 10 - Special Needs	114,000	98,000	99,000	159,000	148,000	181,000	685,000
Parks City-Wide Construction & Conveyance Tax Fund	2,853,000	2,450,000	2,487,000	3,987,000	3,698,000	4,533,000	17,155,000
Transfers to Capital Funds	**8,559,000**	**7,352,000**	**7,462,000**	**11,961,000**	**11,092,000**	**13,598,000**	**51,465,000**
City Hall Debt Service Fund	262,000	244,000	269,000	269,000	269,000	269,000	1,320,000
Transfers to Special Funds	**262,000**	**244,000**	**269,000**	**269,000**	**269,000**	**269,000**	**1,320,000**
General Fund - Interest Income	2,100,000	2,200,000	2,300,000	2,300,000	2,300,000	2,300,000	11,400,000
General Fund - Methane Control	100,000	100,000	100,000	100,000	100,000	100,000	500,000
General Fund - Parks Eligible Maintenance Costs	4,128,000	4,512,000	4,800,000	5,280,000	5,280,000	5,760,000	25,632,000
Transfers to the General Fund	**6,328,000**	**6,812,000**	**7,200,000**	**7,680,000**	**7,680,000**	**8,160,000**	**37,532,000**
Transfers Expense	**15,149,000**	**14,408,000**	**14,931,000**	**19,910,000**	**19,041,000**	**22,027,000**	**90,317,000**
Total Expenditures	**32,926,340**	**33,481,000**	**35,326,000**	**38,525,000**	**37,774,000**	**40,975,000**	**186,081,000**
Ending Fund Balance	3,787,086	2,611,086	1,610,086	610,086	361,086	111,086	111,086
TOTAL Parks Central Construction and Conveyance Tax Fund (390)	**36,713,425**	**36,092,086**	**36,936,086**	**39,135,086**	**38,135,086**	**41,086,086**	**186,192,086**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Master Plan Update

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Parks, Facilities and Attractions	**Initial End Date**	1st Qtr. 2027
Location	Varies	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	City-Wide	**Initial Project Budget**	$600,000
Appropriation	TEMP_1180	**FY Initiated**	2025-2026

Description This allocation provides funding to update the "Greenprint for Parks and Community Facilities and Programs", which was last updated in 2009. The Greenprint is a strategic planning document that identifies policies for parks, capital planning, equity, access, activation, trails, maintenance standards, and funding strategies, including equitable distribution of park development fees. This planning document sets quality park standards for increasing access and sets policies and goals for capital project delivery and addressing the infrastructure backlog. The final document will include an inventory of existing facilities, community engagement results, needs assessment analysis, a statistically valid survey, updated narrative, updated policies, and graphics.

Justification The updated Greenprint will ensure parks meet current and future community needs by refining goals, policies, and service level standards.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration			600					600		600
Total			**600**					**600**		**600**
Funding Source Schedule (000s)										
Parks Central Construction and Conveyance Tax Fund (390)			600					600		600
Total			**600**					**600**		**600**
Annual Operating Budget Impact (000s)										
Total										

2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A407Q

Description This allocation provides funding for the debt service and repayment of commercial paper issued to fund the 2017 Flood Event projects. Additionally, this allocation provides funding for any bank charges and obligation fees for the Commercial Paper Program.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	380	380	719	3,538	1,313	530		6,100
Total	**380**	**380**	**719**	**3,538**	**1,313**	**530**		**6,100**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	80	80	719	2,438	63			3,220
Parks City-Wide Construction and Conveyance Tax Fund (391)	300	300		1,100	1,250	530		2,880
Total	**380**	**380**	**719**	**3,538**	**1,313**	**530**		**6,100**

2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-Wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	TEMP_113

Description This allocation provides funding for the debt service and repayment of commercial paper issued to fund the 2023 Winter Storm: Alum Rock Park Road Improvements project. This project, which may not be eligible for Federal Emergency Management Assistance funding, is funded in the Park City-Wide Construction and Conveyance Tax Fund. Additionally, this allocation provides funding for any bank charges and obligation fees for the Parks and Community Facilities Development Commercial Paper Program.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration			13	562	2,037	2,118	1,800	6,530
Total			**13**	**562**	**2,037**	**2,118**	**1,800**	**6,530**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)			13	62	287	168		530
Parks City-Wide Construction and Conveyance Tax Fund (391)				500	1,750	1,950	1,800	6,000
Total			**13**	**562**	**2,037**	**2,118**	**1,800**	**6,530**

Agronomic Services

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5187

Description This allocation provides ongoing funding to perform preventative maintenance and rehabilitation work to soil, turf, and other plant materials as well as the renovation of damaged turf and sports fields in City parks. Infrastructure work may include the application of herbicides, pesticides, and fertilizers in addition to aerification, over seeding, top dressing, soil amendments, and turf/irrigation repair and management. Agronomic services use biological, ecological, and technological principles to enhance health and longevity, improve aesthetics, and enhance sports playing experiences.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Ball Fields Renovation

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7170

Description This allocation provides ongoing funding for the renovation of sports fields at City parks including backstops, irrigation, turf renovation, dugouts, scorekeeper booths, lighting systems, and bleachers.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	175	175	175	175	175	175	175	875
Total	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**875**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	175	175	175	175	175	175	175	875
Total	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**875**

Capital Infrastructure Team

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7110

Description This allocation provides ongoing funding for the Capital Infrastructure Team. The Capital Infrastructure Team performs minor construction projects such as playground renovations and installations, sports fields renovations and reconstructions, turf removal, minor drainage repairs, irrigation, and hardscape improvements.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	2,940	2,940	3,135	3,198	3,262	3,327	3,394	16,316
Total	**2,940**	**2,940**	**3,135**	**3,198**	**3,262**	**3,327**	**3,394**	**16,316**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	2,940	2,940	3,135	3,198	3,262	3,327	3,394	16,316
Total	**2,940**	**2,940**	**3,135**	**3,198**	**3,262**	**3,327**	**3,394**	**16,316**

City-Building Energy Projects Program (Parks)

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A401W

Description This allocation provides ongoing partial funding for a Supervising Environmental Services Specialist to manage the City's Building Energy Projects Program. This position coordinates the Energy and Utility Conservation Measures project and serve as an energy advisor on other capital projects throughout the City as needed.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	5	5	5	5	5	5	5	25
Total	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**25**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	5	5	5	5	5	5	5	25
Total	**5**	**5**	**5**	**5**	**5**	**5**	**5**	**25**

Community Center Equipment

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5771

Description This allocation provides ongoing funding to purchase new equipment and replace existing equipment at community centers throughout the City. Equipment purchases may include audio equipment, projector(s), exercise equipment, athletic equipment, tables, and chairs.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Equipment, Materials and Supplies	140	140	140	140	140	140	140	700
Total	**140**	**140**	**140**	**140**	**140**	**140**	**140**	**700**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	140	140	140	140	140	140	140	700
Total	**140**	**140**	**140**	**140**	**140**	**140**	**140**	**700**

GIS Mapping Support

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7529

Description This project provides ongoing funding for Geographic Information Systems (GIS) data analysis, licensing, equipment, consultant services, and map support for capital improvement projects and partnership development, including limited electronic access to datasets to streamline updates.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	60	60	60	60	60	60	60	300
Total	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**300**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	60	60	60	60	60	60	60	300
Total	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**300**

Major Park Equipment

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4179

Description This allocation provides funding to acquire vehicle and large equipment that is required for the maintenance and safety of park facilities. Equipment purchases may include lawn mowers, top dressers, spreaders, rototiller graders, excavators, and tractors. This allocation may also be used to lease vehicles and to rent specialty equipment such as rollers, water trucks, and fork lifts.

Notes Selected budget information is not provided due to the ongoing nature of this project. Funding of $1.2 million is allocated in 2024-2025 to replace vehicles and equipment in the Parks, Recreation and Neighborhood Services (PRNS) Department fleet. These vehicles and equipment will help reduce the number of redlined vehicles awaiting replacement and right-size the fleet to account for new positions that were previously added without the necessary vehicles and/or other identified deficits within the PRNS fleet. In 2025-2026, funding of $175,000 is allocated for the purchase of a spray truck.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Equipment, Materials and Supplies	1,304	1,304	275	100	100	100	100	675
Total	**1,304**	**1,304**	**275**	**100**	**100**	**100**	**100**	**675**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	1,304	1,304	275	100	100	100	100	675
Total	**1,304**	**1,304**	**275**	**100**	**100**	**100**	**100**	**675**

Minor Park Equipment

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5770

Description This allocation provides ongoing funding to acquire small equipment that is required for the maintenance and safety of park facilities. Equipment purchases may include landscaping tools such as shovels, rakes, edgers, backpack blowers, small sprayers, mowers, rototillers, and aerators.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Equipment, Materials and Supplies	55	55	55	55	55	55	55	275
Total	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**275**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	55	55	55	55	55	55	55	275
Total	**55**	**55**	**55**	**55**	**55**	**55**	**55**	**275**

Park Hardware and Furnishings

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7195

Description This allocation provides ongoing funding to purchase park hardware and furnishings for neighborhood and regional parks throughout the City. Purchases may include barbecue pits, picnic tables, park benches, bicycle racks, bleachers, fencing, drinking fountains, and garbage cans.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Equipment, Materials and Supplies	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Parks and Community Facilities Development Office

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4189

Description This allocation provides ongoing funding for Parks and Community Facilities Development Office staffing costs. This office provides services including: the formulation of goals and policies; capital acquisition and development studies; resource analysis; socio-economic research; site plan reviews; grant proposals; preparation of the Capital Budget; and management of all Parks capital projects.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	9,103	9,103	10,545	10,756	10,971	11,190	11,414	54,876
Total	**9,103**	**9,103**	**10,545**	**10,756**	**10,971**	**11,190**	**11,414**	**54,876**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	9,103	9,103	10,545	10,756	10,971	11,190	11,414	54,876
Total	**9,103**	**9,103**	**10,545**	**10,756**	**10,971**	**11,190**	**11,414**	**54,876**

Parks Facilities Capital Repairs

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7386

Description This allocation provides ongoing funding for the Public Works Department to perform minor capital repairs at community centers, parks, and trails. Project elements may include repair and replacement of roofs, heating, ventilation, and air conditioning (HVAC), lighting fixtures, doors, park restrooms, and fencing.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	60	60	60	60	60	60	60	300
Total	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**300**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	60	60	60	60	60	60	60	300
Total	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**300**

Parks Maintenance Management System

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5024

Description The Parks Maintenance Management System (PMMS) provides a means of scheduling, coordinating, and budgeting for infrastructure maintenance activities, including both routine preventive maintenance activities and large renovation projects. This ongoing allocation provides funding for the annual cloud subscription, which includes system and software maintenance costs.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	175	175	175	175	175	175	175	875
Total	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**875**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	175	175	175	175	175	175	175	875
Total	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**875**

Pedestrian Bridge Assessment

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7321

Description This allocation provides ongoing funding for the inspection of all pedestrian bridges associated with City parks and trails. These biennial inspections assess if the infrastructure has any maintenance and/or structural issues deeming it unsafe for pedestrian and bicyclist access. Project funding supports small repair projects when necessary to support public access.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Project Feasibility Development	60	60	45	45	45	45	45	225
Total	**60**	**60**	**45**	**45**	**45**	**45**	**45**	**225**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	60	60	45	45	45	45	45	225
Total	**60**	**60**	**45**	**45**	**45**	**45**	**45**	**225**

Pools and Fountains

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6255

Description This allocation provides ongoing funding to support infrastructure repairs of City-owned pools and fountains. Funding may be used for minor repairs, pool maintenance, and pool room equipment purchases such as boilers, pump mechanisms, controllers, piping, tiles, small pool surface repair, pool covers, chemicals, and other associated infrastructure.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	165	165	165	165	165	165	165	825
Total	**165**	**165**	**165**	**165**	**165**	**165**	**165**	**825**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	165	165	165	165	165	165	165	825
Total	**165**	**165**	**165**	**165**	**165**	**165**	**165**	**825**

Preliminary Engineering - Parks

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4192

Description This ongoing allocation supports preliminary engineering, including surveys and evaluations, technical studies, condition assessments, and design guideline updates that evaluates the potential effects of projects not yet funded in the Parks and Community Facilities Development Capital Improvement Program.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Design	264	264	190	190	190	190	190	950
Total	**264**	**264**	**190**	**190**	**190**	**190**	**190**	**950**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	264	264	190	190	190	190	190	950
Total	**264**	**264**	**190**	**190**	**190**	**190**	**190**	**950**

Project Administration Support

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4489

Description This allocation provides ongoing funding to support project management costs for park projects performed by the Public Works Department.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	75	75	75	75	75	75	75	375
Total	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**375**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	75	75	75	75	75	75	75	375
Total	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**375**

Property Services

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4191

Description This allocation provides ongoing funding for property services provided by the Office of Economic Development and Cultural Affairs. Services include preliminary estimates, title search, and preliminary work in the acquisition, lease, and disposal of park properties and trails.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**

Tree Services

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7219

Description This allocation provides ongoing funding for tree services at various park properties within the City. The Tree Services allocation differs from the Tree Maintenance allocation in the General Fund, as Tree Services provides funding for emergency tree services work and the replanting of trees. In addition, both allocations provide funding for pruning and tree establishment services at various park properties within the City.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**

Unanticipated or Critical Repairs

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6540

Description This allocation provides ongoing funding for unanticipated or critical repair needs that may arise throughout the year at City parks and recreational facilities.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	400	400	400	400	400	400	400	2,000
Total	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**2,000**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	400	400	400	400	400	400	400	2,000
Total	**400**	**400**	**400**	**400**	**400**	**400**	**400**	**2,000**

Volunteer Management

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A3968

Description This allocation provides ongoing funding for recruiting, training, and placing volunteers in different neighborhood parks and recreational facilities to help with the maintenance and beautification of the various sites. Per the San José Municipal Code, the City Council may appropriate up to 5% of the amount allocated in each Council District Construction and Conveyance Tax Fund for purposes of park maintenance costs for the park improvements located in each district.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	371	371	393	401	409	417	425	2,045
Total	**371**	**371**	**393**	**401**	**409**	**417**	**425**	**2,045**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	371	371	393	401	409	417	425	2,045
Total	**371**	**371**	**393**	**401**	**409**	**417**	**425**	**2,045**

Weed Abatement

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4181

Description This allocation provides ongoing funding for weed abatement needs on undeveloped park properties throughout the City. Weed abatement services may include disking (turning of the soil) and spraying.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	250	250	250	250	250	250	250	1,250
Total	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	250	250	250	250	250	250	250	1,250
Total	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**

Parks City-Wide Construction and Conveyance Tax Fund (391)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks City-Wide Construction and Conveyance Tax Fund (391)							
Beginning Balance	15,347,267	1,963,267	1,772,267	1,154,267	766,267	273,267	1,963,267
Reserve for Encumbrance	5,718,962						
Transfers and Reimbursements							
Central C&C Tax Fund	2,853,000	2,450,000	2,487,000	3,987,000	3,698,000	4,533,000	17,155,000
TOTAL Transfers and Reimbursements	**2,853,000**	**2,450,000**	**2,487,000**	**3,987,000**	**3,698,000**	**4,533,000**	**17,155,000**
Revenue from Local Agencies							
Santa Clara County: All-Inclusive Playground - Almaden Lake Park Reimbursement	371,000						
TOTAL Revenue from Local Agencies	**371,000**						
Revenue from State of California							
AHSC: Coyote Creek (Story Road to Tully Road)	1,327,000						
TOTAL Revenue from State of California	**1,327,000**						
Revenue from the Federal Government							
2017 Flood FEMA Reimbursement	1,062,000	318,000		552,000			870,000
TOTAL Revenue from the Federal Government	**1,062,000**	**318,000**		**552,000**			**870,000**
Financing Proceeds							

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Parks City-Wide Construction and Conveyance Tax Fund (391)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
2017 Flood Commercial Paper Proceeds		5,031,000					5,031,000
2023 Winter Storms Commercial Paper Proceeds		500,000	3,500,000	2,000,000			6,000,000
TOTAL Financing Proceeds		**5,531,000**	**3,500,000**	**2,000,000**			**11,031,000**
Total Parks City-Wide Construction and Conveyance Tax Fund (391)	**26,679,229**	**10,262,267**	**7,759,267**	**7,693,267**	**4,464,267**	**4,806,267**	**31,019,267**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Parks City-Wide Construction and Conveyance Tax Fund (391)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks City-Wide Construction and Conveyance Tax Fund (391)							
Family-Friendly City Facilities	202,000						
General Non-Construction - Municipal Improvements	**202,000**						
Municipal Improvements - Non-Construction	**202,000**						
TRAIL: Coyote Creek (Mabury Road to Empire Street)	1,100,000						
TRAIL: Coyote Creek (Story Road to Tully Road)	6,923,691						
Trails	**8,023,691**						
2017 Flood - Alum Rock Park Mineral Springs Bridge Embankment	140,902	2,215,000					2,215,000
2017 Flood - Alum Rock Park Service Road Repairs and Reconstruction	313,257						
2017 Flood - Alum Rock Park Visitors Center	65,269	320,000					320,000
2017 Flood - Family Camp Playground Shade Structure and Retaining Wall	2,989,643	273,000					273,000
2017 Flood - Japanese Friendship Garden Koi Pond and Pump House	3,752,711						
2017 Flood - Kelley Park Outfall	163,410						
2023 Winter Storm - Alum Rock Park Road Improvements	150,000	700,000	3,250,000	1,900,000			5,850,000
All Inclusive Playground - Almaden Lake Park	766,000						
All Inclusive Playground - Emma Prusch	128,800						
Almaden Lake Park Playground and Restroom Improvements	228,443						
Cherry Flat Dam and Spillway Renovation	123,000	177,000					177,000
Emma Prusch Park Electrical Improvements	99,000						
Guadalupe River Park Ranger Station Rehabilitation	405,975						
Happy Hollow Park and Zoo Bent Bridge Renovation	250,000						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks City-Wide Construction and Conveyance Tax Fund (391)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Happy Hollow Park and Zoo Exhibit Improvements	1,995,733						
Happy Hollow Park and Zoo Fire Panel Replacement	43,000						
Happy Hollow Park and Zoo Lower Zoo Electrical Improvements	1,021,770						
Japanese Friendship Garden Improvements		214,000					214,000
Police Athletic League Stadium Electrical Improvements		1,238,000					1,238,000
Other Parks - Construction	**12,636,912**	**5,137,000**	**3,250,000**	**1,900,000**			**10,287,000**
Parks - Construction	**20,660,602**	**5,137,000**	**3,250,000**	**1,900,000**			**10,287,000**
City-wide Facilities Infrastructure Renovations	50,000	50,000	50,000	50,000	50,000	50,000	250,000
Family Camp Infrastructure Renovations	124,000	30,000	30,000	30,000	30,000	30,000	150,000
Kelley Park Minor Improvements	75,000	75,000	75,000	75,000	75,000	75,000	375,000
Undeveloped Acreage Services	20,000	20,000	20,000	20,000	20,000	20,000	100,000
Capital Equipment and Maintenance	**269,000**	**175,000**	**175,000**	**175,000**	**175,000**	**175,000**	**875,000**
2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees	300,000		1,100,000	1,250,000	530,000		2,880,000
2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees			500,000	1,750,000	1,950,000	1,800,000	6,000,000
Arcadia Softball Facility Fixtures, Furnishings and Equipment	75,000						
City-wide Parks Minor Building Renovations	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Copper Wire Replacement	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Environmental Mitigation Maintenance and Monitoring	875,053	419,000	363,000	390,000	338,000	242,000	1,752,000
Family Camp Lease	34,000	34,000	34,000	34,000	34,000	34,000	170,000
Guadalupe River Park Visitor Center Structural Evaluation	8,000						
Minor Infrastructure Contract Services	60,000	30,000	30,000	30,000	30,000	30,000	150,000
Overfelt Master Plan	17,474						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks City-Wide Construction and Conveyance Tax Fund (391)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Preliminary Engineering - Trails	187,833	150,000	150,000	150,000	150,000	150,000	750,000
Project Management	270,000	324,000	330,000	337,000	344,000	351,000	1,686,000
Strategic Capital Replacement and Maintenance Needs	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
TRAIL: Five Wounds Development (Story Road to Whitton Avenue)	880,000						
Volunteer Project Support	40,000	40,000	40,000	40,000	40,000	40,000	200,000
General Non-Construction - Parks	**3,347,359**	**1,597,000**	**3,147,000**	**4,581,000**	**4,016,000**	**3,247,000**	**16,588,000**
Parks - Non-Construction	**3,616,359**	**1,772,000**	**3,322,000**	**4,756,000**	**4,191,000**	**3,422,000**	**17,463,000**
Parks City-Wide Public Art	237,000	11,000	33,000	19,000			63,000
Public Art Projects	**237,000**	**11,000**	**33,000**	**19,000**			**63,000**
Columbus Park Soccer Facility FF&E Reserve				252,000			252,000
Matching Grant Reimbursement Reserve		150,000				1,000,000	1,150,000
Overfelt Gardens Improvements Reserve		450,000					450,000
Soccer Facility Reserve		970,000					970,000
Expense Reserves - Non-Construction		**1,570,000**		**252,000**		**1,000,000**	**2,822,000**
Total Expenditures	**24,715,962**	**8,490,000**	**6,605,000**	**6,927,000**	**4,191,000**	**4,422,000**	**30,635,000**
Ending Fund Balance	1,963,267	1,772,267	1,154,267	766,267	273,267	384,267	384,267
TOTAL Parks City-Wide Construction and Conveyance Tax Fund (391)	**26,679,229**	**10,262,267**	**7,759,267**	**7,693,267**	**4,464,267**	**4,806,267**	**31,019,267**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

2017 Flood - Alum Rock Park Mineral Springs Bridge Embankment

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2017
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2019
Location	Alum Rock Avenue and Penitencia Creek Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	City-wide	**Initial Project Budget**	$595,000
Appropriation	A406Y	**FY Initiated**	2017-2018

Description Heavy rains in February 2017 caused a failure of the existing rock wall embankment along the eastern side of Penitencia Creek, south of the Mineral Springs Bridge in Alum Rock Park. This project provides funding to repair the concrete retaining wall and the rock seat wall along the roadway edge, which will stabilize the bridge enbankment as well as mitigate future potential erosion.

Justification This project provides funding for necessary enbankment repairs in Alum Rock Park that sustained damage during the January and February 2017 winter storms.

Notes

Major Cost Changes 2019-2023 CIP - Increase of $209,000 due to a more refined project scope and construction cost estimate.
2020-2024 CIP - Increase of $300,000 due to higher than anticipated costs to keep the road accessible at all times for emergency safety equipment.
2022-2026 CIP - Increase of $150,000 to align the project budget with the higher than anticipated project costs.
2023-2027 CIP - Increase of $138,000 to align the project budget with the higher than anticipated project costs.
2026-2030 CIP - Increase of $1.5 million to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Project Feasibility Development	42									42
Design	494	112								606
Construction		29	2,215					2,215		2,244
Total	**536**	**141**	**2,215**					**2,215**		**2,892**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)	536	141	2,215					2,215		2,892
Total	**536**	**141**	**2,215**					**2,215**		**2,892**
Annual Operating Budget Impact (000s)										
Total										

2017 Flood - Alum Rock Park Visitors Center

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2017
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2018
Location	Alum Rock Avenue and Penitencia Creek Road	**Revised Start Date**	2nd Qtr. 2018
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	City-wide	**Initial Project Budget**	$244,000
Appropriation	A407C	**FY Initiated**	2017-2018

Description Heavy rains in February 2017 caused increased levels of storm water runoff, resulting in a downslope failure behind the Alum Rock Park - Visitors Center, which caused damage to a shed and the Visitors Center. This project provides funding for a geo-technical analysis, survey, and preparation of design documents to stabilize the hillside and prevent further downslope failure. In addition, funding is provided to replace the existing shed, repair the roof at the Visitors Center, and construct other minor repairs.

Justification This project provides funding for necessary repairs at the Visitor Center and to prevent further downslope failure caused by the January and February 2017 winter storms.

Notes

Major Cost Changes 2020-2024 CIP - Increase of $47,000 to fund the installation of electrical panels at the Visitors Center.
2022-2026 CIP - Increase of $30,000 to align the project budget with the higher than anticipated project costs.
2026-2030 CIP - Increase of $320,000 to align the project budget with the higher than anticipated project

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	0									0
Project Feasibility Development	4									4
Design	251	5								256
Construction		60	320					320		380
Total	**255**	**65**	**320**					**320**		**640**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)	255	65	320					320		640
Total	**255**	**65**	**320**					**320**		**640**
Annual Operating Budget Impact (000s)										
Total										

2017 Flood - Family Camp Playground Shade Structure and Retaining Wall

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2017
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2019
Location	Highway 120 at Cherry Road	**Revised Start Date**	2nd Qtr. 2018
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2025
Council District	City-wide	**Initial Project Budget**	$683,000
Appropriation	A407E	**FY Initiated**	2017-2018

Description Heavy rains in February 2017 and high velocity flows on the Middle Fork of the Tuolumne River led to over topping of the river banks and caused portions of the Family Camp campground to flood. This project provides funding to replace the fort play area, rebuild three tent structures, rebuild the concrete retaining wall adjacent to the fort play area, and stabilize the rock wall near the pool area at Family Camp.

Justification This project provides funding for necessary repairs to the facilities at Family Camp that sustained damage during the January and February 2017 winter storms.

Notes

Major Cost Changes 2020-2024 CIP - Increase of $1,146,000 due to increased consultant and permitting costs, and revised construction estimates being higher than originally anticipated.
2022-2026 CIP - Increase of $938,000 to install Americans with Disabilities Act (ADA) compliant improvements.
2025-2029 CIP - Increase of $540,000 to align the project budget with the higher than anticipated project costs.
2026-2030 CIP - Increase of $836,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	19									19
Project Feasibility Development	64									64
Design	792	144								936
Construction	7	2,846	273					273		3,126
Total	**881**	**2,990**	**273**					**273**		**4,144**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)	881	2,990	273					273		4,144
Total	**881**	**2,990**	**273**					**273**		**4,144**
Annual Operating Budget Impact (000s)										
Total										

2023 Winter Storm - Alum Rock Park Road Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2028
Location	15350 Penitencia Creek Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	City-wide	**Initial Project Budget**	$6,000,000
Appropriation	A437Y	**FY Initiated**	2024-2025

Description Heavy rains in December 2022 through January 2023 caused the deterioration of Pentencia Creek Road, which runs through Alum Rock Park. This project provides funding for a geo-technical analysis, surveying, permitting, designing, and mitigation to reconstruct the road, hillside, and creek side. This project will allow for the stabilizing of Penitencia Creek Road, develop traffic control, and construct other critical needs to support the road.

Justification This project provides funding for necessary repairs to Penitencia Creek Road, within Alum Rock Park, which sustained excessive damages during the 2023 winter storms.

Notes The Administration is currently evaluating if Pentencia Creek Road is eligible for Federal Emergency Management Agency (FEMA) funding.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		100								100
Project Feasibility Development		50	350					350		400
Design			350	1,250				1,600		1,600
Construction				2,000	1,900			3,900		3,900
Total		**150**	**700**	**3,250**	**1,900**			**5,850**		**6,000**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)		150	700	3,250	1,900			5,850		6,000
Total		**150**	**700**	**3,250**	**1,900**			**5,850**		**6,000**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Cherry Flat Dam and Spillway Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2025
Location	15350 Penitencia Creek Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	City-wide	**Initial Project Budget**	$300,000
Appropriation	A438C	**FY Initiated**	2024-2025

Description This project provides funding to renovate the Cherry Flat Dam and Spillway. Project elements include an engineering evaluation of the concrete integrity of the dam and spillway. Once the evaluation is complete, a project scope will be defined, which may potentially include resurfacing or replacing concrete areas as well as other renovations to the dam and spillway. Pending the outcome of the evaluation, additional funding may be needed to complete the necessary renovations to the dam and spillway.

Justification This project provides funding to evaluate and develop recommendations for the Cherry Flat Dam spillway and appurtenant structures, which are necessary for safety, flood control, and habitat infrastructure.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Project Feasibility Development		25								25
Design		40								40
Construction		58	177					177		235
Total		**123**	**177**					**177**		**300**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)		123	177					177		300
Total		**123**	**177**					**177**		**300**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Japanese Friendship Garden Improvements

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2021
Location	1300 Senter Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	7	**Initial Project Budget**	$80,000
Appropriation	A421W	**FY Initiated**	2020-2021

Description This project provides funding for improvements at Japanese Friendship Garden. Project elements may include improvements to the storage shed, railing, entrance trellis, gate, a koi isolation tank, Taiko Bridge renovations, and installation of interpretive signs.

Justification This project provides funding for improvements at Japanese Friendship Garden, which may improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes 2022-2026 CIP - Increase of $273,000 to support a project scope expansion.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Project Feasibility Development	21									21
Construction	118		214					214		332
Total	**139**		**214**					**214**		**353**
Funding Source Schedule (000s)										
Parks City-Wide Construction and Conveyance Tax Fund (391)	139		214					214		353
Total	**139**		**214**					**214**		**353**
Annual Operating Budget Impact (000s)										
Total										

Police Athletic League Stadium Electrical Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2024
Location	680 S 34th Street	**Revised Start Date**	3rd Qtr. 2023
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	3rd Qtr. 2027
Council District	5	**Initial Project Budget**	$3,000,000
Appropriation	A430T	**FY Initiated**	2022-2023

Description This project provides funding for improvements at Police Athletic League (PAL) Stadium. Project elements include replacement of the existing switch gear that controls the power to the sports fields and other related electrical improvements.

Justification This project provides funding for electrical infrastructure improvements, which will extend the useful life of the facility.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	35	24								59
Design	57	663								720
Bid & Award		4								4
Construction		979	1,238					1,238		2,217
Total	**92**	**1,670**	**1,238**					**1,238**		**3,000**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)	92	1,670								1,762
Parks City-Wide Construction and Conveyance Tax Fund (391)			1,238					1,238		1,238
Total	**92**	**1,670**	**1,238**					**1,238**		**3,000**
Annual Operating Budget Impact (000s)										
Total										

2017 Flood - Commercial Paper Debt Service and Letter of Credit Fees

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A407Q

Description This allocation provides funding for the debt service and repayment of commercial paper issued to fund the 2017 Flood Event projects. Additionally, this allocation provides funding for any bank charges and obligation fees for the Commercial Paper Program.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	380	380	719	3,538	1,313	530		6,100
Total	**380**	**380**	**719**	**3,538**	**1,313**	**530**		**6,100**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)	80	80	719	2,438	63			3,220
Parks City-Wide Construction and Conveyance Tax Fund (391)	300	300		1,100	1,250	530		2,880
Total	**380**	**380**	**719**	**3,538**	**1,313**	**530**		**6,100**

2023 Winter Storms - Commercial Paper Debt Service and Letter of Credit Fees

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-Wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	TEMP_1130

Description This allocation provides funding for the debt service and repayment of commercial paper issued to fund the 2023 Winter Storm: Alum Rock Park Road Improvements project. This project, which may not be eligible for Federal Emergency Management Assistance funding, is funded in the Park City-Wide Construction and Conveyance Tax Fund. Additionally, this allocation provides funding for any bank charges and obligation fees for the Parks and Community Facilities Development Commercial Paper Program.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration			13	562	2,037	2,118	1,800	6,530
Total			**13**	**562**	**2,037**	**2,118**	**1,800**	**6,530**
Funding Source Schedule (000s)								
Parks Central Construction and Conveyance Tax Fund (390)			13	62	287	168		530
Parks City-Wide Construction and Conveyance Tax Fund (391)				500	1,750	1,950	1,800	6,000
Total			**13**	**562**	**2,037**	**2,118**	**1,800**	**6,530**

City-wide Facilities Infrastructure Renovations

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5582

Description This allocation provides ongoing funding for as-needed repairs and renovations of infrastructure at parks and facilities throughout the City.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	50	50	50	50	50	50	50	250
Total	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**250**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	50	50	50	50	50	50	50	250
Total	**50**	**50**	**50**	**50**	**50**	**50**	**50**	**250**

Copper Wire Replacement

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7512

Description This allocation provides ongoing funding to replace stolen copper wire, add security measures to lighting systems to prevent theft, or to replace stolen copper wire lighting with solar lighting at parks and recreation facilities throughout the City.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	150	150	150	150	150	150	150	750
Total	**150**	**150**	**150**	**150**	**150**	**150**	**150**	**750**

Environmental Mitigation Maintenance and Monitoring

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5192

Description This allocation provides ongoing funding for monitoring and maintaining environmental mitigation areas associated with capital projects. This monitoring effort, which is often mandated by the State of California, requires the use of qualified biologists to prepare and submit reports as to the condition of sites.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	635	635	419	363	390	338	242	1,752
Maintenance, Repairs, Other	240	240						
Total	**875**	**875**	**419**	**363**	**390**	**338**	**242**	**1,752**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	875	875	419	363	390	338	242	1,752
Total	**875**	**875**	**419**	**363**	**390**	**338**	**242**	**1,752**

Family Camp Infrastructure Renovations

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6545

Description This allocation provides ongoing funding for repairs and minor capital maintenance needs at Family Camp at Yosemite.

Notes Beginning in 2012, a surcharge of $20 per tent, per night has been collected to provide funding for future improvements at Family Camp. The fee revenue is allocated in the Parks City-Wide Construction and Conveyance Tax Fund annually.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	124	124	30	30	30	30	30	150
Total	**124**	**124**	**30**	**30**	**30**	**30**	**30**	**150**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	124	124	30	30	30	30	30	150
Total	**124**	**124**	**30**	**30**	**30**	**30**	**30**	**150**

Family Camp Lease

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6546

Description This allocation provides funding for the annual lease payment to the United States Forest Service for Family Camp at Yosemite.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	34	34	34	34	34	34	34	170
Total	**34**	**34**	**34**	**34**	**34**	**34**	**34**	**170**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	34	34	34	34	34	34	34	170
Total	**34**	**34**	**34**	**34**	**34**	**34**	**34**	**170**

Kelley Park Minor Improvements

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7830

Description This allocation provides ongoing funding for minor renovations at Kelley Park. Renovations may include landscaping modifications, preliminary engineering costs, asphalt repairs, water treatment at the Japanese Friendship Garden, minor structural renovations, and fencing improvements.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	75	75	75	75	75	75	75	375
Total	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**375**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	75	75	75	75	75	75	75	375
Total	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**375**

Preliminary Engineering - Trails

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6729

Description This allocation provides ongoing funding for research and preliminary engineering for unfunded trail projects to adequately define or resolve the scope of work for further funded development efforts.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Project Feasibility Development	24	24						
Design	163	163	150	150	150	150	150	750
Total	**188**	**188**	**150**	**150**	**150**	**150**	**150**	**750**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	188	188	150	150	150	150	150	750
Total	**188**	**188**	**150**	**150**	**150**	**150**	**150**	**750**

Project Management

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4784

Description This allocation provides partial funding for the Parks, Recreation and Neighborhood Services Department to manage Parks and Community Facilities Development capital projects. Services may include planning and management of capital projects, including support staff services.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	270	270	324	330	337	344	351	1,686
Total	**270**	**270**	**324**	**330**	**337**	**344**	**351**	**1,686**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	270	270	324	330	337	344	351	1,686
Total	**270**	**270**	**324**	**330**	**337**	**344**	**351**	**1,686**

Undeveloped Acreage Services

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7220

Description This allocation provides ongoing funding for maintenance of City parkland, which is not developed into turf areas such as large areas of Alum Rock Park, Lake Cunningham Park, and Kelley Park.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	20	20	20	20	20	20	20	100
Total	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**100**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	20	20	20	20	20	20	20	100
Total	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**100**

Volunteer Project Support

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5994

Description This allocation provides ongoing funding to support volunteer projects in City parks.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Equipment, Materials and Supplies	40	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**200**
Funding Source Schedule (000s)								
Parks City-Wide Construction and Conveyance Tax Fund (391)	40	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**200**

Parks and Community Facilities Development - Parks City-Wide
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Columbus Park Soccer Facility FF&E Reserve
5-Yr CIP Budget	$252,000
Total Budget	$252,000
Council Districts	City-wide
Narrative	This allocation provides funding for the purchase of fixtures, furnishings, and equipment (FF&E), which will be needed following construction of the bond-funded Columbus Park Soccer Facility. FF&E may include computer workstations, software, balls and other sport equipment, battery powered landscape equipment, small vehicle, pressure washer, and artificial turf grooming tools.

Project Name	Matching Grant Reimbursement Reserve
5-Yr CIP Budget	$1,150,000
Total Budget	$1,150,000
Council Districts	City-wide
Narrative	A majority of grants are received for parks and recreation facilities on a reimbursement basis from granting agencies. Funding will be re-allocated from this reserve, as needed in future years, to provide the upfront funding needed to begin the project. As funding is reimbursed from the granting agency for project costs, the reserve would be replenished accordingly.

Project Name	Overfelt Gardens Improvements Reserve
5-Yr CIP Budget	$1,225,000
Total Budget	$1,225,000
Council Districts	5
Narrative	This reserve provides partial funding for future improvements at Overfelt Gardens. The Total Budget includes funding from the Council District 5 Construction and Conveyance Tax Fund ($775,000) and the Parks City-Wide Construction and Conveyance Tax Fund ($450,000). The master planning process is currently underway (allocated in both the Parks City-Wide Construction and Conveyance Tax Fund and Council District 5 Construction and Conveyance Tax Fund), and once completed a refined project scope, construction costs, and project dates will be determined.

Project Name	Soccer Facility Reserve
5-Yr CIP Budget	$22,732,565
Total Budget	$22,732,565
Council Districts	City-wide
Narrative	This reserve provides funding for the future construction of a regional soccer facility at Columbus Park. The Total Budget includes funding from the Parks and Recreation Bond Projects Fund ($17.1 million), Park Trust Fund ($4.7 million), and Parks City-Wide Construction and Conveyance Tax Fund ($970,000).

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Park Yards Construction and Conveyance Tax Fund (398)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Park Yards Construction and Conveyance Tax Fund (398)							
Beginning Balance	5,108,731	3,962,187	205,187	210,187	276,187	342,187	3,962,187
Revenue from the Use of Money/Property							
Interest Income	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
TOTAL Revenue from the Use of Money/Property	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	**1,000,000**
Construction & Conveyance Tax							
C&C Tax Proceeds	516,000	564,000	600,000	660,000	660,000	720,000	3,204,000
TOTAL Construction & Conveyance Tax	**516,000**	**564,000**	**600,000**	**660,000**	**660,000**	**720,000**	**3,204,000**
Total Park Yards Construction and Conveyance Tax Fund (398)	**5,824,731**	**4,726,187**	**1,005,187**	**1,070,187**	**1,136,187**	**1,262,187**	**8,166,187**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Park Yards Construction and Conveyance Tax Fund (398)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Park Yards Construction and Conveyance Tax Fund (398)							
Almaden Park Yard Improvements	270,000						
Alum Rock Park Yard Improvements	122,000						
Emma Prusch Park Yard Improvements	135,000						
Guadalupe River Park and Gardens Park Yard Expansion	26,000						
Guadalupe River Park Yard Relocation	250,000	1,010,000					1,010,000
Kelley Park Yard Improvements	79,000						
Lake Cunningham Park Yard Improvements	190,000						
Lake Cunningham Park Yard Renovation	100,000						
Overfelt Park Yard Improvements	76,000						
Park Exhibit Builder Shop Improvements	291,544						
Other Parks - Construction	**1,539,544**	**1,010,000**					**1,010,000**
Parks - Construction	**1,539,544**	**1,010,000**					**1,010,000**
Park Yards Capital Repairs	20,000	20,000	20,000	20,000	20,000	20,000	100,000
General Non-Construction - Parks	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**100,000**
Parks - Non-Construction	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**100,000**
Capital Program and Public Works Department Support Service Costs	1,000	1,000					1,000
Allocations	**1,000**	**1,000**					**1,000**
Transfer to the Central Fund: Methane Control	25,000	25,000	25,000	25,000	25,000	25,000	125,000
Transfers to Capital Funds	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**	**125,000**
General Fund - Interest Income	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Park Yards Construction and Conveyance Tax Fund (398)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
General Fund - Park Yards Operating and Maintenance Expenses	77,000	85,000	90,000	99,000	99,000	108,000	481,000
Transfers to the General Fund	**277,000**	**285,000**	**290,000**	**299,000**	**299,000**	**308,000**	**1,481,000**
Transfers Expense	**302,000**	**310,000**	**315,000**	**324,000**	**324,000**	**333,000**	**1,606,000**
Guadalupe River Park Yard Reserve		3,180,000	460,000				3,640,000
Park Yards Future Projects Reserve				450,000	450,000	450,000	1,350,000
Expense Reserves - Non-Construction		**3,180,000**	**460,000**	**450,000**	**450,000**	**450,000**	**4,990,000**
Total Expenditures	**1,862,544**	**4,521,000**	**795,000**	**794,000**	**794,000**	**803,000**	**7,707,000**
Ending Fund Balance	3,962,187	205,187	210,187	276,187	342,187	459,187	459,187
TOTAL Park Yards Construction and Conveyance Tax Fund (398)	**5,824,731**	**4,726,187**	**1,005,187**	**1,070,187**	**1,136,187**	**1,262,187**	**8,166,187**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Guadalupe River Park Yard Relocation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2027
Location	Ruff Drive and McKendrie Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	6	**Initial Project Budget**	$1,260,000
Appropriation	A437U	**FY Initiated**	2024-2025

Description This project provides funding for design and demolition costs related to relocating the existing park yard that is in Guadalupe River Park. Project elements may include developing demolition plans, demolishing the current park yard, capping off utilities, securing permits, and preparing design documents.

Justification Due to Federal Aviation Administration (FAA) regulations, the existing Guadalupe River Park Yard may no longer be used, therefore, it is necessary to construct a new park yard at Guadalupe River Park.

Notes Reserve funding of $3.6 million is allocated elsewhere in the Park Yards Construction and Conveyance Tax Fund for the future construction of the new park yard in Guadalupe River Park. Once the design phase is completed and a defined project cost is known, funding from the reserve will be allocated for the construction of the new Guadalupe River Park Yard.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design		250	250					250		500
Construction			760					760		760
Total		**250**	**1,010**					**1,010**		**1,260**
Funding Source Schedule (000s)										
Park Yards Construction and Conveyance Tax Fund (398)		250	1,010					1,010		1,260
Total		**250**	**1,010**					**1,010**		**1,260**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Park Yards

2026-2030 Proposed Capital Improvement Program

Detail of Ongoing Projects

Park Yards Capital Repairs

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A7327

Description This allocation provides ongoing funding for capital repairs that will maintain the infrastructure at the City's various park yards.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	20	20	20	20	20	20	20	100
Total	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**100**
Funding Source Schedule (000s)								
Park Yards Construction and Conveyance Tax Fund (398)	20	20	20	20	20	20	20	100
Total	**20**	**20**	**20**	**20**	**20**	**20**	**20**	**100**

Parks and Community Facilities Development - Park Yards
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Guadalupe River Park Yard Reserve
5-Yr CIP Budget	$3,640,000
Total Budget	$3,640,000
Council Districts	6
Narrative	This reserve provides funding for the construction of a new park yard located within Guadalupe River Park. Funding for the design process for this park yard is funded elsewhere in the Park Yard Construction and Conveyance Fund. When the design process is complete and a defined project scope is known, funding will be reallocated from the reserve to construct the new park yard.

Project Name	Park Yards Future Projects Reserve
5-Yr CIP Budget	$1,350,000
Total Budget	$1,350,000
Council Districts	City-wide
Narrative	This reserve provides funding for the future renovation and construction of park yard facilities.

Emma Prusch Fund (131)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Emma Prusch Fund (131)							
Beginning Balance	584,732	478,732	165,732	232,732	303,732	379,732	478,732
Revenue from the Use of Money/Property							
Interest Income	20,000	20,000	20,000	20,000	20,000	20,000	100,000
Shell Gas Station Lease Revenue	138,000	143,000	147,000	151,000	156,000	160,000	757,000
TOTAL Revenue from the Use of Money/Property	**158,000**	**163,000**	**167,000**	**171,000**	**176,000**	**180,000**	**857,000**
Total Emma Prusch Fund (131)	**742,732**	**641,732**	**332,732**	**403,732**	**479,732**	**559,732**	**1,335,732**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Emma Prusch Fund (131)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Emma Prusch Fund (131)							
All Inclusive Playground - Emma Prusch	150,000						
Emma Prusch Multi-Cultural Center Improvements	13,000						
Emma Prusch Park Animal Area Renovation		375,000					375,000
Other Parks - Construction	**163,000**	**375,000**					**375,000**
Parks - Construction	**163,000**	**375,000**					**375,000**
Emma Prusch Park Capital Repairs	100,000	100,000	100,000	100,000	100,000	100,000	500,000
General Non-Construction - Parks	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Parks - Non-Construction	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Capital Program and Public Works Department Support Service Costs	1,000	1,000					1,000
Allocations	**1,000**	**1,000**					**1,000**
Total Expenditures	**264,000**	**476,000**	**100,000**	**100,000**	**100,000**	**100,000**	**876,000**
Ending Fund Balance	478,732	165,732	232,732	303,732	379,732	459,732	459,732
TOTAL Emma Prusch Fund (131)	**742,732**	**641,732**	**332,732**	**403,732**	**479,732**	**559,732**	**1,335,732**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Development - Emma Prusch
2026-2030 Proposed Capital Improvement Program

Detail of OneTime Projects

Emma Prusch Park Animal Area Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	647 S King Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$885,000
Appropriation	TEMP_1198	**FY Initiated**	2025-2026

Description This project provides funding to renovate the animal area at Emma Prusch Park. Project elements may include upgrading security for the animal night house, replacing the fencing, drainage improvements, replenishing the decomposed granite, landscape improvements, and other minor renovations.

Justification This project provides funding to renovate the animal area at Emma Prusch Park, which will address the infrastructure backlog, extend the usefulness of the park facility, and meet the recreational needs of the community and animal husbandry needs of the farm animals on site.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			885					885		885
Total			**885**					**885**		**885**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)			510					510		510
Emma Prusch Fund (131)			375					375		375
Total			**885**					**885**		**885**
Annual Operating Budget Impact (000s)										
Total										

Emma Prusch Park Capital Repairs

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6318

Description This allocation provides ongoing funding to support minor repairs at Emma Prusch Park. Repairs may include minor landscape maintenance, structural renovations, equipment purchases, painting, hardware purchases, and fencing improvements.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)								
Emma Prusch Fund (131)	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Lake Cunningham Fund (462)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Lake Cunningham Fund (462)							
Beginning Balance	1,735,096	819,096	163,096	172,096	231,096	390,096	819,096
Reserve for Encumbrance	57,008						
Revenue from the Use of Money/Property							
Interest Income	50,000	50,000	50,000	50,000	50,000	50,000	250,000
Water Park Lease Revenue	213,000	250,000	250,000	350,000	350,000	350,000	1,550,000
TOTAL Revenue from the Use of Money/Property	**263,000**	**300,000**	**300,000**	**400,000**	**400,000**	**400,000**	**1,800,000**
Revenue from State of California							
California Natural Resources Agency: Wetland Restoration	57,000	1,443,000					1,443,000
TOTAL Revenue from State of California	**57,000**	**1,443,000**					**1,443,000**
Revenue from the Federal Government							
Transportation, Housing and Urban Development: Wetland Restoration		850,000					850,000
TOTAL Revenue from the Federal Government		**850,000**					**850,000**
Fees, Rates and Charges							
Parking Revenue	65,000	100,000	150,000	200,000	200,000	200,000	850,000
TOTAL Fees, Rates and Charges	**65,000**	**100,000**	**150,000**	**200,000**	**200,000**	**200,000**	**850,000**
Total Lake Cunningham Fund (462)	**2,177,104**	**3,512,096**	**613,096**	**772,096**	**831,096**	**990,096**	**5,762,096**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Lake Cunningham Fund (462)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Lake Cunningham Fund (462)							
Lake Cunningham Bike Park	42,008						
Lake Cunningham Bike Park Reconstruction	400,000						
Lake Cunningham Park Restroom Renovation	313,000						
Lake Cunningham Wetland Restoration	57,000	2,293,000					2,293,000
Other Parks - Construction	**812,008**	**2,293,000**					**2,293,000**
Parks - Construction	**812,008**	**2,293,000**					**2,293,000**
Lake Cunningham Bike Park Soil Stabilization	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Lake Cunningham Capital Repairs	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Minor Infrastructure Contract Services	30,000	15,000	15,000	15,000	15,000	15,000	75,000
General Non-Construction - Parks	**230,000**	**215,000**	**215,000**	**215,000**	**215,000**	**215,000**	**1,075,000**
Parks - Non-Construction	**230,000**	**215,000**	**215,000**	**215,000**	**215,000**	**215,000**	**1,075,000**
Lake Cunningham Public Art	88,000	13,000					13,000
Public Art Projects	**88,000**	**13,000**					**13,000**
Capital Program and Public Works Department Support Service Costs	2,000	2,000					2,000
Allocations	**2,000**	**2,000**					**2,000**
General Fund - Lake Cunningham Operating and Maintenance Expenses	226,000	226,000	226,000	226,000	226,000	226,000	1,130,000
Transfers to the General Fund	**226,000**	**226,000**	**226,000**	**226,000**	**226,000**	**226,000**	**1,130,000**
Transfers Expense	**226,000**	**226,000**	**226,000**	**226,000**	**226,000**	**226,000**	**1,130,000**
Lake Cunningham Future Water Quality Improvements Reserve		500,000		100,000			600,000
Lake Cunningham Park Restrooms Renovation Reserve		100,000					100,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Lake Cunningham Fund (462)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Expense Reserves - Non-Construction		**600,000**		**100,000**			**700,000**
Total Expenditures	**1,358,008**	**3,349,000**	**441,000**	**541,000**	**441,000**	**441,000**	**5,213,000**
Ending Fund Balance	819,096	163,096	172,096	231,096	390,096	549,096	549,096
TOTAL Lake Cunningham Fund (462)	**2,177,104**	**3,512,096**	**613,096**	**772,096**	**831,096**	**990,096**	**5,762,096**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Lake Cunningham Wetland Restoration

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	TBD
Location	2305 S White Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	8	**Initial Project Budget**	$2,350,000
Appropriation	A438K	**FY Initiated**	2024-2025

Description This project provides funding to design and construct improvements to restore the wetland through a natural filtration process at Lake Cunningham Park. Project elements include site development, designing the project, and constructing the improvements as identified through the design process.

Justification This project provides funding to improve the wetland and water quality at Lake Cunningham.

Notes Grant funding of $2.4 million was awarded by the California Natural Resources Agency ($1.5 million) and the Transportation, Housing and Urban Development federal program ($850,000) to restore the wetland at Lake Cunningham. These grants have not been identified for elimination by the Federal government or State of California. The Parks, Recreation and Neighborhood Services Department will continue to monitor any future risk associated with the grants being terminated and will report back to the City Council as necessary.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design		57	1,043					1,043		1,100
Construction			1,250					1,250		1,250
Total		**57**	**2,293**					**2,293**		**2,350**
Funding Source Schedule (000s)										
Lake Cunningham Fund (462)		57	2,293					2,293		2,350
Total		**57**	**2,293**					**2,293**		**2,350**
Annual Operating Budget Impact (000s)										
Total										

Lake Cunningham Bike Park Soil Stabilization

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	8
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A413Z

Description This project provides funding for ongoing bi-annual stabilization and reconstruction of the dirt riding surface of the 5.0 acre bike park adjacent to the existing skate park at Lake Cunningham Park. Ongoing bi-annual soil repairs are required in order to ensure safe riding surfaces are maintained. Soil erosion occurs as a result of wear and tear from usage, natural weathering, and erosion.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)								
Lake Cunningham Fund (462)	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Lake Cunningham Capital Repairs

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	8
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4229

Description This allocation provides ongoing funding to support minor repairs at Lake Cunningham Park. Repairs may include minor landscape maintenance, structural renovations, equipment purchase, signage, and hardware purchases.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
Maintenance, Repairs, Other	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)								
Lake Cunningham Fund (462)	100	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Parks and Community Facilities Development - Lake Cunningham
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Lake Cunningham Future Water Quality Improvements Reserve
5-Yr CIP Budget	$2,290,000
Total Budget	$2,290,000
Council Districts	8
Narrative	This reserve provides partial funding for future water quality projects at Lake Cunningham. The Total Budget includes funding from the Council District 8 Construction and Conveyance Tax Fund ($1.5 million), Lake Cunningham Fund ($600,000), and Subdivision Park Trust Fund ($223,000). Future projects elements may include geese abatement, shoreline stabilization, habitat improvements, and other projects that will improve water quality and enhance recreational opportunities.

Project Name	Lake Cunningham Park Restrooms Renovation Reserve
5-Yr CIP Budget	$100,000
Total Budget	$100,000
Council Districts	8
Narrative	This reserve provides partial funding to renovate the restrooms at Lake Cunningham Park.

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Subdivision Park Trust Fund (375)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Subdivision Park Trust Fund (375)							
Beginning Balance	99,893,124	89,775,174					89,775,174
Reserve for Encumbrance	5,761,485						
Revenue from the Use of Money/Property							
Interest Income	3,000,000						
TOTAL Revenue from the Use of Money/Property	**3,000,000**						
Revenue from the Federal Government							
Active Transportation Program (ATP): Coyote Creek (Mabury to Empire)	1,285,000						
TOTAL Revenue from the Federal Government	**1,285,000**						
Developer Contributions							
Parkland Dedication Fees	2,100,000						
TOTAL Developer Contributions	**2,100,000**						
Total Subdivision Park Trust Fund (375)	**112,039,609**	**89,775,174**					**89,775,174**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Subdivision Park Trust Fund (375)							
TRAIL: Coyote Creek (Mabury Road to Empire Street)	2,681,644						
TRAIL: Coyote Creek Design (Roosevelt Park to Watson Park)	850,000						
TRAIL: Guadalupe River (Chynoweth Avenue) Design	1,350,000						
TRAIL: Guadalupe River Park and Blossom River Drive Connection		113,000					113,000
TRAIL: Guadalupe River Under-crossing (Coleman Road) Design	8,749						
TRAIL: Los Gatos Creek Fencing and Deterrents	192,000						
TRAIL: Los Gatos Creek Reach II Rehabilitation	316,865	45,000					45,000
TRAIL: Lower Silver Creek Master Plan Technical Study	100,000						
TRAIL: Thompson Creek (Quimby Road to Aborn Court)	132,288						
TRAIL: Three Creek Lonus Extension Design	133,000						
Trails	**5,764,545**	**158,000**					**158,000**
Aborn Park Playground Renovation		4,000					4,000
Agnews Property Development	1,013,707	40,000					40,000
All Inclusive Playground - Almaden Lake Park	166,000						
All Inclusive Playground - Camden Park		2,333,000					2,333,000
Alma Community Center Improvements	11,000						
Almaden Community Center Roof Replacement	570,000						
Alum Rock Youth Center HVAC Replacement	65,000						
Alviso Pool Improvements		50,000					50,000
Arena Green Parks Improvements		500,000					500,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Backesto Park Bocce Courts Renovation		40,000					40,000
Backesto Park Tot and Youth Lots	159,973						
Bascom Community Center Lighting and AV System Improvements	200,000						
Berryessa Community Center Improvements	12,000						
Biebrach Park Sport Courts Renovation	200,000						
Bramhall Park Tennis Courts Renovation	250,000						
Bruzzone Way Park Development	205,401						
Bruzzone Way Park Improvements		250,000					250,000
Cahill Park Improvements		977,000					977,000
Calabazas Bike Park Renovation	1,000						
Calabazas Park Renovation		7,000					7,000
Camden Community Center Improvements	319,000						
Cataldi Park Sport Court Renovation	5,000						
Children of the Rainbow Park Lighting Improvements	55,000						
Chynoweth Park Renovation		150,000					150,000
Cypress Community Center Restroom Renovation	63,000						
De Anza Park Playground Renovation		100,000					100,000
Del Monte Park Expansion Phase III Master Plan and Design	387,000						
Del Monte Park Playground Renovation		155,000					155,000
Doerr Park Tot Lot Replacement	11,000						
Elia Park Development		58,000					58,000
Evergreen Community Center Improvements	18,000						
Fair Swim Center Renovation		30,000					30,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Guadalupe Gardens Prototype Park	18,000						
Guadalupe River Park - Discovery Meadow Renovation		500,000					500,000
Guadalupe River Park and Trail Lighting Improvements		1,000,000					1,000,000
Guadalupe River Park Pollinator and Habitat Improvements	100,000						
Guadalupe River Park Ranger Station Rehabilitation	453,000						
Hamann Park Tennis Court Renovation		3,000					3,000
Hamann Park Tot Lot Renovation	144,000	196,000					196,000
Houge Park Basketball and Tennis Courts Renovation	31,000						
Japanese Friendship Garden Taiko Bridge Replacement	57,000						
Kirk Community Center Roof Replacement	64,000						
Lake Cunningham Prototype Wetland Restoration Design	198,000						
Lake Cunningham Sports Park	303,073						
Mayfair Pedestrian Bridge Lighting Improvements	30,000						
Meadowfair Park Restroom Renovation	4,000						
Mercado Park Development	594,097						
Mercado Park Improvements		150,000					150,000
Mise Park Artificial Turf Renovation	262,000						
Murdock Park Lighting Improvements	17,000						
Newbury Park Development	85,000						
Paul Moore Park Sport Courts Renovation		150,000					150,000
Payne Avenue Park Phase I	400,000						
Pellier Park	12,312						
Penitencia Creek Dog Park	185,459						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Plata Arroyo Park Renovation		258,000					258,000
Plaza de Cesar Chavez Interim Improvements	405,000						
Pueblo de Dios Master Plan and Design	26,163						
Race Street Property Development		100,000					100,000
Ramac Park Turf Improvement		51,000					51,000
River Glen Park Basketball Court Renovation	940,000						
River Glen Park Restroom Restoration	21,000						
Saratoga Creek Park Tot Lot Renovation	3,000						
Seven Trees Community Center and Branch Library Roof Replacement	140,000						
Silver Creek Linear Park Renovation		25,000					25,000
Sobroto Habitat Site Improvements		14,000					14,000
Southside Community Center Renovation	170,000	300,000					300,000
Spartan Keyes Area Park Development	53,000	9,943,000					9,943,000
St. James Park Design	3,479,228						
Starbird Park Playground Replacements	22,000						
Starbird Youth Center Improvements	104,000						
Welch Park Playground Improvements	6,000						
Willow Glen Community Center Improvements	32,000						
Willow Glen Community Center Plumbing Improvements	98,000						
Other Parks - Construction	**12,169,413**	**17,384,000**					**17,384,000**
Parks - Construction	**17,933,959**	**17,542,000**					**17,542,000**
Biebrach Park Pool Study	100,000						
Communications Hill Hillsdale Fitness Staircase Design Review and Inspection		184,000					184,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Communications Hill Hillsdale Fitness Staircase Reimbursement		1,822,000					1,822,000
Japantown Park Design Review and Inspection	50,000						
North San Pedro Area Parks Master Plans	750,902						
Park Trust Fund Administration	1,438,000	816,000					816,000
Parque de Pobladores Phase II Feasibility Study	147,000						
Preliminary Studies - Turnkey Parks	50,000	50,000					50,000
Public Works Development Services Staff	100,000	100,000					100,000
Santana Park Master Plan	250,000						
Spartan Keyes Neighborhood Park Master Plan	6,000						
TRAIL: Coyote Creek (Brokaw Road to Union Pacific Railroad Corridor) Design	154,324						
TRAIL: Five Wounds Trestle Study	80,000						
TRAIL: SF Bay Trail Reach 9	92,250						
TRAIL: Three Creeks Land Acquisition	75,000						
Winchester Orchard Park Design Review and Inspection	3,000	15,000					15,000
General Non-Construction - Parks	**3,296,476**	**2,987,000**					**2,987,000**
Parks - Non-Construction	**3,296,476**	**2,987,000**					**2,987,000**
Japantown Park Public Art	7,000						
Spartan Keyes Area Park Public Art	98,000						
Public Art Projects	**105,000**						
Capital Program and Public Works Department Support Service Costs	769,000	769,000					769,000
Allocations	**769,000**	**769,000**					**769,000**
City Hall Debt Service Fund	160,000	146,000					146,000
Transfers to Special Funds	**160,000**	**146,000**					**146,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Transfers Expense	**160,000**	**146,000**					**146,000**
Balbach Area Park Development Reserve		350,000					350,000
Biebrach Pool Reserve		2,900,000					2,900,000
Council District 6 Future Land Acquisition Reserve		5,000,000					5,000,000
Del Monte Park Artificial Turf Reserve		250,000					250,000
Del Monte Park Phase III Development Reserve		6,001,000					6,001,000
Erikson Park Reserve		105,000					105,000
Future PDO/PIO Projects Reserve		18,701,124					18,701,124
Lake Cunningham Future Water Quality Improvements Reserve		223,000					223,000
North San Pedro Area Parks Reserve		5,642,000					5,642,000
Patty O'Malley Field Turf Replacement Reserve		136,000					136,000
Raleigh Dog Park Reserve		80,000					80,000
Santana Park Development Reserve		4,038,000					4,038,000
Soccer Facility Reserve		4,700,000					4,700,000
St. James Park Phase I Reserve		15,000,050					15,000,050
TRAIL: Coyote Creek (Brokaw Road to Union Pacific Railroad Corridor) Reserve		1,821,000					1,821,000
TRAIL: Los Gatos Creek Reserve		1,000,000					1,000,000
TRAIL: Lower Silver Creek Design Reserve		250,000					250,000
TRAIL: Lower Silver Creek (Peter Pan Avenue to Bredford Way) Reserve		41,000					41,000
TRAIL: Three Creek Lonus Extension Reserve		1,200,000					1,200,000
Vietnamese Cultural Heritage Garden Reserve		118,000					118,000
Wallenberg Park Playground Renovation Reserve		255,000					255,000
Welch Park Reserve		20,000					20,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Subdivision Park Trust Fund (375)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Yerba Buena Bridge Reserve		500,000					500,000
Expense Reserves - Non-Construction		**68,331,174**					**68,331,174**
Total Expenditures	**22,264,435**	**89,775,174**					**89,775,174**
Ending Fund Balance	89,775,174						
TOTAL Subdivision Park Trust Fund (375)	**112,039,609**	**89,775,174**					**89,775,174**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Detail of OneTime Projects

Aborn Park Playground Renovation

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	Pentland Way and Renfield Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	8	**Initial Project Budget**	$175,000
Appropriation	TEMP_1169	**FY Initiated**	2025-2026

Description This project provides funding to renovate the existing youth and tot lot playgrounds at Aborn Park. Project elements may include renovating the resilient surfacing, replacing play equipment, and other minor improvements.

Justification This project provides funding for renovations at Aborn Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			175					175		175
Total			**175**					**175**		**175**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)			171					171		171
Subdivision Park Trust Fund (375)			4					4		4
Total			**175**					**175**		**175**
Annual Operating Budget Impact (000s)										
Total										

Agnews Property Development

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2014
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2018
Location	Zanker Road and River Oaks Parkway	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2028
Council District	4	**Initial Project Budget**	$16,420,000
Appropriation	A7644	**FY Initiated**	2013-2014

Description This project provides partial funding for acquisition costs and site preparation of approximately 21.6 acres of the former Agnews Developmental Care Center. Project elements include acquisition of the property from the State of California (including escrow fees), demolition of buildings on the property, review and inspection, and site preparation needed for future park development.

Justification This project provides partial funding for the acquisition and development of a future park, which aligns with the City Council adopted General Plan and the North San José Area Development Policy.

Notes The City acquired the former Agnews Developmental Care Center property in June 2014.

Major Cost Changes 2017-2021 CIP - Increase of $1.3 million to align the project budget with the higher than anticipated project costs.
2020-2024 CIP - Increase of $1.4 million ($250,000 from the Council District 4 Construction and Conveyance Tax Fund and $1.1 million from the Park Trust Fund) to support increased demolition cost estimates and the treatment of Polychlorinated Biphenyls (PCBs) contamination found in the windows of the property.
2023-2027 CIP - Increase of $1.7 million to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	20									20
Project Feasibility Development	62									62
Property & Land	12,907									12,907
Design	504	29								533
Bid & Award	51									51
Construction	4,992	2,235	568	100				668		7,895
Total	**18,535**	**2,264**	**568**	**100**				**668**		**21,467**
Funding Source Schedule (000s)										
Council District 4 Construction and Conveyance Tax Fund (381)	2,477	1,250	528	100				628		4,355
Subdivision Park Trust Fund (375)	15,910	1,014	40					40		16,963
General Fund	148									148
Total	**18,535**	**2,264**	**568**	**100**				**668**		**21,467**
Annual Operating Budget Impact (000s)										
Total										

All Inclusive Playground - Camden Park

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2027
Location	3369 Union Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$3,026,000
Appropriation	TEMP_1231	**FY Initiated**	2025-2026

Description This project provides funding to replace an existing playground at Camden Park with an all inclusive playground, which would support universal play. The completed project will include community gathering areas, custom all inclusive playground equipment, and other minor improvements. The playground design will include areas that support people of all physical and cognitive abilities to provide a welcoming and comfortable setting that encourages interaction.

Justification The new all inclusive playground will be designed to support the development of essential physical, social and cognitive skills; encourage independent physical access; and provide equal use of integrative elements for people of all abilities and ages. The overall design will allow seniors, children, families, and individuals to participate in activities or watch from a safe and comfortable distance.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration			20					20		20
Design			950					950		950
Bid & Award			36					36		36
Construction			1,327	693				2,020		2,020
Total			**2,333**	**693**				**3,026**		**3,026**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)				693				693		693
Subdivision Park Trust Fund (375)			2,333					2,333		2,333
Total			**2,333**	**693**				**3,026**		**3,026**
Annual Operating Budget Impact (000s)										
Total										

Alviso Pool Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	Wilson Way and Grand Boulevard	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	4	**Initial Project Budget**	$50,000
Appropriation	TEMP_1225	**FY Initiated**	2025-2026

Description This project provides funding for improvements at Alviso Pool. Project elements may include replastering the pool, replacing the pumps and filters, renovating the pool tiles, replacing the pool heaters, repairing or replacing the pool mechanical systems, and other minor improvements.

Justification The project provides funding for improvements at Alviso Pool, which will address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			50					50		50
Total			**50**					**50**		**50**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			50					50		50
Total			**50**					**50**		**50**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Arena Green Parks Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2026
Location	W St John Street and Hwy 87	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	6	**Initial Project Budget**	$500,000
Appropriation	TEMP_1223	**FY Initiated**	2025-2026

Description This project provides funding for improvements at Arena Green Park. Project elements may include sport court renovations such as converting one tennis court to pickleball courts, installing poles and nets, repairing surface cracks, resurfacing and restriping, improving the landscaping, renovating the irrigation, repairing or replacing the fencing, upgrading the lighting, and other minor improvements.

Justification This project provides funding for improvements at Arena Green Park, which will address infrastructure backlog, extend the usefulness of the courts, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			500					500		500
Total			**500**					**500**		**500**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			500					500		500
Total			**500**					**500**		**500**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Backesto Park Bocce Courts Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2025
Location	13th Street and Empire Street	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	3	**Initial Project Budget**	$40,000
Appropriation	A437Q	**FY Initiated**	2024-2025

Description This project provides funding to renovate the bocce courts at Backesto Park. Project elements may include minor renovations to the courts, landscaping improvements, fencing improvements, establishing a community garden, and other minor park improvements.

Justification This project provides funding for renovations at Backesto Park, which will extend the usefulness of the park and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			40					40		40
Total			**40**					**40**		**40**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			40					40		40
Total			**40**					**40**		**40**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Bruzzone Way Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	Mercado Way and Bruzzone Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	4	**Initial Project Budget**	$250,000
Appropriation	TEMP_1213	**FY Initiated**	2025-2026

Description This project provides funding for improvements at Bruzzone Park. Project elements may include installing fencing, constructing pathways, installing game tables, landscape and irrigation improvements, and other minor improvements.

Justification This project provides funding for park enhancements at Bruzzone Park, which will extend the usefulness of the park and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			250					250		250
Total			**250**					**250**		**250**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			250					250		250
Total			**250**					**250**		**250**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Cahill Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	W San Fernando Street and Wilson Avenue	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	6	**Initial Project Budget**	$1,397,000
Appropriation	A438A	**FY Initiated**	2024-2025

Description This project provides funding for improvements at Cahill Park. Project elements, which will be determined through a community outreach process, may include turf area improvements, hardscape improvements, landscaping, constructing a dedicated dog area, sport court improvements, and other minor park improvements.

Justification This project provides funding for improvements at Cahill Park, which will increase the usage opportunities to meet the recreational needs of the community.

Notes Once the community input process is complete, a defined project scope and potential operating and maintenance costs may be identified.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design			255					255		255
Bid & Award			42					42		42
Construction			1,100					1,100		1,100
Total			**1,397**					**1,397**		**1,397**
Funding Source Schedule (000s)										
Council District 6 Construction and Conveyance Tax Fund (384)			420					420		420
Subdivision Park Trust Fund (375)			977					977		977
Total			**1,397**					**1,397**		**1,397**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Calabazas Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	6800 Rainbow Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	1	**Initial Project Budget**	$395,000
Appropriation	TEMP_1170	**FY Initiated**	2025-2026

Description This project provides funding for minor renovations at Calabazas Park. Project elements may include restriping the tennis and pickleball courts, replacing playground equipment, repairing the fencing, resurfacing the existing concrete, and other minor improvements.

Justification This project provides funding for renovations at Calabazas Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			7	388				395		395
Total			**7**	**388**				**395**		**395**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)				388				388		388
Subdivision Park Trust Fund (375)			7					7		7
Total			**7**	**388**				**395**		**395**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Chynoweth Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2024
Location	Chynoweth Avenue and Edenvale Avenue	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2026
Council District	2	**Initial Project Budget**	$90,000
Appropriation	A433H	**FY Initiated**	2023-2024

Description This project provides funding for minor improvements at Chynoweth Park. Project elements may include constructing a walking path, installing exercise equipment, picnic site improvements, and other minor improvements.

Justification This project provides funding for minor renovations to Chynoweth Park, which will extend the usefulness of the park.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $60,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			150					150		150
Total			**150**					**150**		**150**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			150					150		150
Total			**150**					**150**		**150**
Annual Operating Budget Impact (000s)										
Total										

De Anza Park Playground Renovation

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Space	**Initial End Date**	2nd Qtr. 2021
Location	Meridian Avenue and Helmond Lane	**Revised Start Date**	4th Qtr. 2024
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2025
Council District	9	**Initial Project Budget**	$206,000
Appropriation	A413B	**FY Initiated**	2019-2020

Description This project provides funding to renovate the playground at De Anza Park. Project elements may include repair or replacement of the youth and tot lot playground equipment, resilient surfacing, sidewalks, pathways, shade structures, picnic areas, landscaping, park furniture, lighting, electrical, fencing, restrooms, and other minor renovations.

Justification This project provides funding for renovations that address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $100,000 to align the budget project with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction		206	100					100		306
Total		**206**	**100**					**100**		**306**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			100					100		100
General Fund		206								206
Total		**206**	**100**					**100**		**306**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Del Monte Park Playground Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	830 Auzerais Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	6	**Initial Project Budget**	$155,000
Appropriation	TEMP_1173	**FY Initiated**	2025-2026

Description This project provides funding to renovate the playground at Del Monte Park. Project elements may include renovating the resilient surfacing, replacing play equipment, and other minor improvements.

Justification This project provides funding for renovations at Del Monte Park, which will address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			155					155		155
Total			**155**					**155**		**155**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			155					155		155
Total			**155**					**155**		**155**
Annual Operating Budget Impact (000s)										
Total										

Elia Park Development

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2027
Location	Alma Avenue and Sanborn Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$387,000
Appropriation	TEMP_1202	**FY Initiated**	2025-2026

Description This project provides funding for the design phase of a future 0.39 acre park that will be located at the corner of Alma Avenue and Sanborn Avenue. The constructed park may include a new youth lot, shade structures, game tables, park benches, hardscape, trees, turf, native landscaping, and other minor park amenities.

Justification The establishment of a new park at the corner of Alma Avenue and Sanborn Avenue will increase recreational opportunities for the nearby community.

Notes Reserve funding of $4.8 million is allocated elsewhere in the Council District 7 Construction and Conveyance Tax Fund for the future construction of this new park. Once the design phase is completed and a defined project cost is known, the reserve funding will be allocated for the construction of the new park.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design			387					387		387
Total			**387**					**387**		**387**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)			329					329		329
Subdivision Park Trust Fund (375)			58					58		58
Total			**387**					**387**		**387**
Annual Operating Budget Impact (000s)										
Maintenance				**21**	**21**	**22**		**64**		**64**
Total				**21**	**21**	**22**		**64**		**64**

Detail of OneTime Projects

Fair Swim Center Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2025
Location	1450 Bacchus Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	7	**Initial Project Budget**	$80,000
Appropriation	TEMP_1199	**FY Initiated**	2025-2026

Description This project provides funding to renovate the swimming pool at Fair Swim Center. Project elements may include replastering the youth pool, replacing the pool heater, and other minor improvements.

Justification This project provides funding for renovations at Fair Swim Center, which will address infrastructure backlog, extend the usefulness of the pool facility, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			80					80		80
Total			**80**					**80**		**80**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)			50					50		50
Subdivision Park Trust Fund (375)			30					30		30
Total			**80**					**80**		**80**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Guadalupe River Park - Discovery Meadow Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2026
Location	180 Woz Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	3	**Initial Project Budget**	$500,000
Appropriation	TEMP_1216	**FY Initiated**	2025-2026

Description This project provides funding for renovations at Discovery Meadow; which is within Guadalupe River Park. Project elements may include installing directional signage, lighting upgrades, landscaping improvements, fencing improvements, concrete pathway renovations, and other minor park improvements.

Justification This project provides funding for park improvements at Discovery Meadow, which will address infrastructure backlog, extend the usefulness of the facility, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			500					500		500
Total			**500**					**500**		**500**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			500					500		500
Total			**500**					**500**		**500**
Annual Operating Budget Impact (000s)										
Total										

Guadalupe River Park and Trail Lighting Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2026
Location	W San Fernando Street and W Virginia Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	3, 6	**Initial Project Budget**	$1,000,000
Appropriation	TEMP_1215	**FY Initiated**	2025-2026

Description This project provides funding to improve the lighting at Guadalupe River Park and Trail. Project elements may include installing solar panels and light fixtures, replacing the light poles and bulbs, updating the underground wiring that supports electricity, and other minor improvements.

Justification This project provides funding for lighting improvements at Guadalupe River Park and Trail, which will address infrastructure backlog, extend the usefulness of the park and trail, and enhance safety and security for the park and trail.

Notes The project total of $1.0 million is supported by in-lieu fees from Council District 3 ($500,000) and Council District 6 ($500,000).

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Hamann Park Tennis Court Renovation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	1st Qtr. 2026
Location	2750 Westfield Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	1	**Initial Project Budget**	$285,000
Appropriation	TEMP_1174	**FY Initiated**	2025-2026

Description This project provides funding to renovate the tennis court at Hamann Park. Project elements may include replacing the tennis poles and nets, repairing surface cracks, resurfacing and restriping, and other minor improvements.

Justification This project provides funding for tennis court renovations at Hamann Park, which will address infrastructure backlog, extend the usefulness of the courts, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			285					285		285
Total			**285**					**285**		**285**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)			282					282		282
Subdivision Park Trust Fund (375)			3					3		3
Total			**285**					**285**		**285**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Hamann Park Tot Lot Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2021
Location	Westfield Avenue and N Central Avenue	**Revised Start Date**	3rd Qtr. 2021
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	1st Qtr. 2026
Council District	1	**Initial Project Budget**	$700,000
Appropriation	A421S	**FY Initiated**	2020-2021

Description This project provides funding for renovations at Hamann Park. Project elements may include replacing the tot lot playground equipment, adding resilient surfacing, replacing site furnishings, repainting the fencing, and other minor improvements around the play areas.

Justification This project provides funding for renovations that will address infrastructure backlog and improve usage opportunities to meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Project Feasibility Development	12									12
Design	79									79
Bid & Award	14	65								79
Construction		384	181					181		565
Post Construction			15					15		15
Total	**105**	**449**	**196**					**196**		**750**
Funding Source Schedule (000s)										
Council District 1 Construction and Conveyance Tax Fund (377)	9	305								314
Subdivision Park Trust Fund (375)	96	144	196					196		436
Total	**105**	**449**	**196**					**196**		**750**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Mercado Park Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	3rd Qtr. 2026
Location	Mercado Way and Sierra Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	4	**Initial Project Budget**	$150,000
Appropriation	TEMP_1214	**FY Initiated**	2025-2026

Description This project provides funding for enhancements at Mercado Park. Project elements may include landscape and irrigation improvements, fencing renovations, pathway improvements, installation of game tables, and other minor improvements.

Justification This project provides funding for improvements at Mercado Park, which will address infrastructure backlog, extend the usefulness of the courts, and enhance safety and security at the park.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			150					150		150
Total			**150**					**150**		**150**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			150					150		150
Total			**150**					**150**		**150**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Paul Moore Park Sport Courts Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	Hillsdale Avenue and Cherry Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	9	**Initial Project Budget**	$300,000
Appropriation	TEMP_1178	**FY Initiated**	2025-2026

Description This project provides funding to renovate the sport courts at Paul Moore Park, which includes basketball courts, tennis courts, and pickleball courts. Project elements may include replacing the basketball poles and backboards, repairing the cracks on all of the court surfaces, replacing all of the sport court nets, resurfacing and restriping the sports courts, installing new fencing, and other minor improvements.

Justification This project provides funding for renovations at Paul Moore Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			300					300		300
Total			**300**					**300**		**300**
Funding Source Schedule (000s)										
Council District 9 Construction and Conveyance Tax Fund (388)			150					150		150
Subdivision Park Trust Fund (375)			150					150		150
Total			**300**					**300**		**300**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Plata Arroyo Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2028
Location	N King Road and McKee Road	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	5	**Initial Project Budget**	$585,000
Appropriation	TEMP_1179	**FY Initiated**	2025-2026

Description This project provides funding for renovations at Plata Arroyo Park. Project elements may include landscape and fencing improvements, renovating the basketball courts, replacing play equipment, concrete pathway enhancements, and other minor improvements.

Justification This project provides funding for renovations at Plata Arroyo Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			258	252	75			585		585
Total			**258**	**252**	**75**			**585**		**585**
Funding Source Schedule (000s)										
Council District 5 Construction and Conveyance Tax Fund (382)				252	75			327		327
Subdivision Park Trust Fund (375)			258					258		258
Total			**258**	**252**	**75**			**585**		**585**
Annual Operating Budget Impact (000s)										
Total										

Race Street Property Development

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	199 Race Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	6	**Initial Project Budget**	$400,000
Appropriation	A437P	**FY Initiated**	2024-2025

Description This project provides funding to develop land on Race Street, which will allow for the future construction of a park at the site. Project elements may include developing demolition plans, demolition of a blighted structure, disposal of waste material, capping the existing water and sewer service at the site, surface grading, and other minor services associated with land development. After the demolition phase is complete, there will be community engagement to determine interim improvements for the future park.

Justification This project provides funding to demolish an unusable and blighted structure and develop land to allow for the future construction of a park, which will increase recreational opportunities for the surrounding community.

Notes The operation and maintenance costs associated with this new facility are already captured in the Parks, Recreation and Neighborhood Services Department Base Budget.

Major Cost Changes 2026-2030 CIP - Increase of $100,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		20								20
Design		130								130
Construction		110	240					240		350
Total		**260**	**240**					**240**		**500**
Funding Source Schedule (000s)										
Council District 6 Construction and Conveyance Tax Fund (384)		260	140					140		400
Subdivision Park Trust Fund (375)			100					100		100
Total		**260**	**240**					**240**		**500**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Ramac Park Turf Improvement

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2025
Location	Charlotte Drive and Lexington Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	2	**Initial Project Budget**	$51,000
Appropriation	TEMP_1229	**FY Initiated**	2025-2026

Description This project provides funding to renovate the artificial turf at Ramac Park. Project elements may include regrading the subsurfacing, removing and replacing the artificial turf, and other minor turf improvements.

Justification This project provides funding for renovations at Ramac Park, which will extend the usefulness of the park and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			51					51		51
Total			**51**					**51**		**51**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			51					51		51
Total			**51**					**51**		**51**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Silver Creek Linear Park Renovation

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2026
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2026
Location	Silver Creek Road and Greenyard Street	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	8	**Initial Project Budget**	$295,000
Appropriation	TEMP_1181	**FY Initiated**	2025-2026

Description This project provides funding for minor renovations of the basketball court and tennis court at Silver Creek Linear Park. Project elements may include installing new surfacing, re-striping the courts, upgrading the sports nets, installing new goal-setter basketball hardware, repairing the existing concrete, installing windscreens, renovating the pavement, and other minor improvements.

Justification This project provides funding for minor renovations at Silver Creek Linear Park, which will address infrastructure backlog, extend the usefulness of the park, and meet the recreational needs of the community.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			25	270				295		295
Total			**25**	**270**				**295**		**295**
Funding Source Schedule (000s)										
Council District 8 Construction and Conveyance Tax Fund (386)				270				270		270
Subdivision Park Trust Fund (375)			25					25		25
Total			**25**	**270**				**295**		**295**
Annual Operating Budget Impact (000s)										
Total										

Sobroto Habitat Site Improvements

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2026
Location	Monterey Road and Morgan Hill City Line	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	
Council District	2	**Initial Project Budget**	$14,000
Appropriation	TEMP_1182	**FY Initiated**	2025-2026

Description This project provides funding for improvements at Sobroto Habitat Site, which is an open space area in South San José near the Morgan Hill border. Project elements may include vegetation management, installation of fencing, and other minor improvements.

Justification This project provides funding for improvements at Sobroto Habitat Site that will improve property security and may reduce illegal dumping.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Construction			14					14		14
Total			**14**					**14**		**14**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)			14					14		14
Total			**14**					**14**		**14**
Annual Operating Budget Impact (000s)										
Total										

Southside Community Center Renovation

CSA	Neighborhood Services	**Initial Start Date**	4th Qtr. 2018
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2020
Location	5585 Cottle Road	**Revised Start Date**	2nd Qtr. 2019
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	2	**Initial Project Budget**	$1,442,000
Appropriation	A409P	**FY Initiated**	2018-2019

Description This project provides funding for renovations at Southside Community Center. Project elements may include renovations to the kitchen such as replacing exhaust fans electrical panel boards, replacing windows, heating, ventilation and air conditioning (HVAC) fan coils, and the roof, restroom renovations, installing gutters on portable building, mold remediation in the preschool classroom, and other minor renovations for the community center.

Justification This project provides funding for infrastructure renovations and enhancements at Southside Community Center, which will enhance the user experience and assist in meeting the recreational needs of the community. The project elements came from the 2017 Life Cycle Cost Analysis Report.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Design	254									254
Construction	747	170	290					290		1,207
Post Construction			10					10		10
Total	**1,001**	**170**	**300**					**300**		**1,471**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	1,001	170	300					300		1,471
Total	**1,001**	**170**	**300**					**300**		**1,471**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program

Detail of OneTime Projects

Spartan Keyes Area Park Development

CSA	Neighborhood Services	**Initial Start Date**	3th Qtr. 2023
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2024
Location	Keyes Street and S 3rd Street	**Revised Start Date**	2nd Qtr. 2024
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2027
Council District	3	**Initial Project Budget**	$10,000,000
Appropriation	A434D	**FY Initiated**	2023-2024

Description This project provides funding to design and construct a new 1.36 acre park at the corner of Spartan Keyes and South 3rd Street. Project elements may include construction of playgrounds, installation of landscaping, construction of a pollinator garden, construction of a lighted futsal court, and installation of minor park amenities.

Justification This project provides funding to develop a new park at the corner of Spartan Keyes and South 3rd Street, which will increase the recreational opportunities of this park deficient neighborhood.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration		53	93					93		146
Project Feasibility Development	4									4
Design			1,860					1,860		1,860
Bid & Award			490					490		490
Construction			7,400					7,400		7,400
Post Construction			100					100		100
Total	**4**	**53**	**9,943**					**9,943**		**10,000**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	4	53	9,943					9,943		10,000
Total	**4**	**53**	**9,943**					**9,943**		**10,000**
Annual Operating Budget Impact (000s)										
Maintenance					**36**	**73**	**74**	**183**		**183**
Total					**36**	**73**	**74**	**183**		**183**

TRAIL: Guadalupe River Park and Blossom River Drive Connection

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2017
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2018
Location	Guadalupe River Trail at Blossom River Drive	**Revised Start Date**	1st Qtr. 2018
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2027
Council District	9	**Initial Project Budget**	$200,000
Appropriation	A405C	**FY Initiated**	2017-2018

Description This project provides funding to improve the connection at the crossing of Guadalupe River Trail and Blossom River Drive. Project elements include preparation of construction documents, installation of railing, new signage, installation of benches, and construction of a paved ramp.

Justification This project supports direct neighborhood access to the existing trail system and is consistent with the City's General Plan and Greenprint.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	4									4
Design	84									84
Construction			113					113		113
Total	**88**		**113**					**113**		**201**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	88		113					113		201
Total	**88**		**113**					**113**		**201**
Annual Operating Budget Impact (000s)										
Total										

TRAIL: Los Gatos Creek Reach II Rehabilitation

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2024
Location	Meridian Avenue and St. Elizabeth Drive	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	6	**Initial Project Budget**	$170,000
Appropriation	A434V	**FY Initiated**	2023-2024

Description This allocation provides funding for the design and construction of improvements at Los Gatos Trail Reach II. Project elements may include completing design documents, securing permits, installing a retaining wall, installing various plantings for erosion control, and other minor improvements.

Justification Los Gatos Creek Trail sustained storm damage from large storm activity between December 2022 to January 2023. This allocation provides funding for infrastructure improvements at Los Gatos Creek Trail Reach II, which will restore the safety and usefulness of the trail.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $300,000 to align the project budget with the higher than anticipated project costs.
2026-2030 CIP - Increase of $45,000 to align the project budget with the higher than anticipated project costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	2									2
Project Feasibility Development	1									1
Design	149	22								171
Construction		295	45					45		340
Total	**153**	**317**	**45**					**45**		**515**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	153	317	45					45		515
Total	**153**	**317**	**45**					**45**		**515**
Annual Operating Budget Impact (000s)										
Total										

Detail of OneTime Projects

Communications Hill Hillsdale Fitness Staircase Design Review and Inspection

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2016
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2017
Location	Hillsdale Avenue	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	TBD
Council District	7	**Initial Project Budget**	$300,000
Appropriation	A7788	**FY Initiated**	2015-2016

Description This allocation provides funding for design review and inspection costs related to the Communications Hill Hillsdale Fitness Staircase project. Once completed, the vertical fitness park, which is being designed and constructed by a developer, will include fitness equipment, gathering spaces with benches, landscaping, ornamental athletic stairs, and multi-purpose site furnishings.

Justification This project helps to satisfy the parkland obligation of the Communications Hill Hillsdale Fitness Staircase project. The completed park will ensure the residents of Communications Hill will have walkable access to neighborhood parks. This project is also expected to alleviate undesirable impacts to the existing Grand Staircase and residential areas of Communications Hill, by providing users the alternative of a specially designed fitness park. This unique vertical park will also help support more healthy and active lifestyles among the City's residents.

Notes The operating and maintenance cost reflected below assumes the construction phase of the project will be completed by Summer 2027.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	11									11
Design	106		184					184		290
Total	**117**		**184**					**184**		**301**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	117		184					184		301
Total	**117**		**184**					**184**		**301**
Annual Operating Budget Impact (000s)										
Maintenance					**88**	**90**	**92**	**270**		**270**
Total					**88**	**90**	**92**	**270**		**270**

Detail of OneTime Projects

Communications Hill Hillsdale Fitness Staircase Reimbursement

CSA	Neighborhood Services	**Initial Start Date**	3rd Qtr. 2016
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2017
Location	Hillsdale Avenue; east of Vittoria Place	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	TBD
Council District	7	**Initial Project Budget**	$2,100,000
Appropriation	A4298	**FY Initiated**	2014-2015

Description This allocation provides funding to reimburse the developer for construction of the Communications Hill Hillsdale Fitness Staircase project costs incurred above the developer's parkland dedication obligation of $700,000, up to a City maximum of $2.1 million. Project elements of the completed vertical fitness park include shade structures, fitness equipment, gathering spaces with benches, landscaping, ornamental athletic stairs, and other multi-purpose site furnishings. It is currently not determined when the developer will complete the project. Reimbursement funding would not be sent until the project is completed.

Justification The Hillsdale Fitness Staircase is expected to alleviate impacts to the existing Grand Staircase and residential areas of Communications Hill through a specially designed fitness park. This unique vertical park will also help support a more healthy and active lifestyles among the City's residents.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration			1,822		291			2,113		2,113
Total			**1,822**		**291**			**2,113**		**2,113**
Funding Source Schedule (000s)										
Council District 7 Construction and Conveyance Tax Fund (385)					291			291		291
Subdivision Park Trust Fund (375)			1,822					1,822		1,822
Total			**1,822**		**291**			**2,113**		**2,113**
Annual Operating Budget Impact (000s)										
Total										

Winchester Orchard Park Design Review and Inspection

CSA	Neighborhood Services	**Initial Start Date**	2nd Qtr. 2021
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	4th Qtr. 2024
Location	Water Witch Way and Prune Way	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	4th Qtr. 2025
Council District	1	**Initial Project Budget**	$342,000
Appropriation	A427E	**FY Initiated**	2020-2021

Description This project provides funding for a 2.4 acre turnkey park that will be constructed by a residential developer. Park elements include a tot lot, a youth lot, dog park, half court basketball, walking paths, security lighting, benches, picnic tables, landscaping and passive recreational turf. The City will then accept the improvements and previously dedicated parkland property once completed. Developer's contributions support the City's costs related to design development, review of construction documents, project management, coordination, permitting and inspection of the contractor's work.

Justification The construction of a new neighborhood park in this newly developed neighborhood will meet the recreational needs of the nearby community.

Notes The operation and maintenance impact associated with this facility is already captured in the Base Budget for the Parks, Recreation and Neighborhood Services Department.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
General Administration	6									6
Design	102									102
Construction	231	3	15					15		249
Total	**339**	**3**	**15**					**15**		**357**
Funding Source Schedule (000s)										
Subdivision Park Trust Fund (375)	339	3	15					15		357
Total	**339**	**3**	**15**					**15**		**357**
Annual Operating Budget Impact (000s)										
Total										

Park Trust Fund Administration

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A5302

Description This allocation provides ongoing funding for Parks, Recreation and Neighborhood Services Department staff who are administering the Park Trust Fund.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	1,640	1,438	816					816
Total	**1,640**	**1,438**	**816**					**816**
Funding Source Schedule (000s)								
Subdivision Park Trust Fund (375)	1,640	1,438	816					816
Total	**1,640**	**1,438**	**816**					**816**

Parks and Community Facilities Development - Park Trust Fund

2026-2030 Proposed Capital Improvement Program

Detail of Ongoing Projects

Preliminary Studies - Turnkey Parks

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	N/A
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A6027

Description This allocation provides ongoing funding for Public Works Department staff to research and provide design review, cost estimating, and related services prior to implementation of turnkey projects.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	50	50	50					50
Total	**50**	**50**	**50**					**50**
Funding Source Schedule (000s)								
Subdivision Park Trust Fund (375)	50	50	50					50
Total	**50**	**50**	**50**					**50**

Public Works Development Services Staff

CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Council Districts**	City-wide
Department Owner	Parks, Recreation and Neighborhood Services	**Appropriation**	A4458

Description This allocation provides ongoing funding for Public Works Development staff who provide Park Trust Fund related services, including fee collection, ordinance interpretation for developers, and coordination with other departments.

Notes Selected budget information is not provided due to the ongoing nature of this project.

	FY25 Budget	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)								
General Administration	100	100	100					100
Total	**100**	**100**	**100**					**100**
Funding Source Schedule (000s)								
Subdivision Park Trust Fund (375)	100	100	100					100
Total	**100**	**100**	**100**					**100**

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Balbach Area Park Development Reserve
5-Yr CIP Budget	$350,000
Total Budget	$350,000
Council Districts	3
Narrative	This reserve provides partial funding to acquire land and develop a future neighborhood park in the Balbach area of Council District 3. This reserve addresses the needs of this community, which is underserved by parks and other recreational facilities. A feasibility study to expand Parque De Los Pobladores is currently funded in the Park Trust Fund and the reserve funding may be reallocated in a future year to construct the park expansion.

Project Name	Biebrach Pool Reserve
5-Yr CIP Budget	$3,000,000
Total Budget	$3,000,000
Council Districts	6
Narrative	This reserve provides funding for future renovations at Biebrach Pool. The Total Budget includes funding from the Park Trust Fund ($2.9 million) and Council District 6 Construction and Conveyance Tax Fund ($100,000).

Project Name	Council District 6 Future Land Acquisition Reserve
5-Yr CIP Budget	$5,000,000
Total Budget	$5,000,000
Council Districts	6
Narrative	This reserve provides funding for future land acquisitions to support park development in park deficient areas in Council District 6.

Project Name	Del Monte Park Artificial Turf Reserve
5-Yr CIP Budget	$250,000
Total Budget	$250,000
Council Districts	6
Narrative	This reserve provides partial funding for the future turf replacement at Del Monte Sports Field and Dog Park.

Project Name	Del Monte Park Phase III Development Reserve
5-Yr CIP Budget	$6,821,000
Total Budget	$6,821,000
Council Districts	6
Narrative	This reserve provides partial funding for relocation and construction costs for Del Monte Park Phase III. The relocation process related to this park is currently underway. Once completed, a master plan, project scope and cost estimate will be developed. The Total Budget includes funding from the Park Trust Fund ($6.0 million) and the Council District 6 Construction and Conveyance Tax Fund ($820,000).

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Erikson Park Reserve
5-Yr CIP Budget	$1,350,000
Total Budget	$1,350,000
Council Districts	9
Narrative	This reserve provides partial funding for future renovations at Erikson Park. The future project may include renovating the tot lot, replacing the park swings, and other minor improvements. The Total Budget includes funding from Council District 9 Construction and Conveyance Tax Fund ($1.2 million) and Park Trust Fund ($105,000).

Project Name	Future PDO/PIO Projects Reserve
5-Yr CIP Budget	$18,701,124
Total Budget	$18,701,124
Council Districts	City-wide
Narrative	This reserve provides funding for future acquisition, development, repair, improvements, and renovation of parks and recreational facilities.

Project Name	Lake Cunningham Future Water Quality Improvements Reserve
5-Yr CIP Budget	$2,290,000
Total Budget	$2,290,000
Council Districts	8
Narrative	This reserve provides partial funding for future water quality projects at Lake Cunningham. The Total Budget includes funding from the Council District 8 Construction and Conveyance Tax Fund ($1.5 million), Lake Cunningham Fund ($600,000), and Subdivision Park Trust Fund ($223,000). Future projects elements may include geese abatement, shoreline stabilization, habitat improvements, and other projects that will improve water quality and enhance recreational opportunities.

Project Name	North San Pedro Area Parks Reserve
5-Yr CIP Budget	$6,428,000
Total Budget	$6,428,000
Council Districts	3
Narrative	This reserve provides partial funding for the future construction of City Gardens Park and Elizabeth P. Boyer Park. Funding for the master planning process of these two parks are currently funded in the Park Trust Fund (North San Pedro Area Parks Master Plans). When the master planning process is complete, funding will be reallocated from the reserve to design and construct the parks. The Total Budget includes funding from the Park Trust Fund ($5.6 million) and Council District 3 Construction and Conveyance Tax Fund ($786,000).

Project Name	Patty O'Malley Field Turf Replacement Reserve
5-Yr CIP Budget	$1,336,000
Total Budget	$1,336,000
Council Districts	10
Narrative	This reserve provides funding for the future turf replacement at Patty O'Malley Community Sports Field. The total budget includes funding from the Council District 10 Construction and Conveyance Tax Fund ($1.2 million) and Park Trust Fund ($136,000)

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Raleigh Dog Park Reserve
5-Yr CIP Budget	$80,000
Total Budget	$80,000
Council Districts	9
Narrative	This reserve provides partial funding for future improvements at Raleigh Dog Park.

Project Name	Santana Park Development Reserve
5-Yr CIP Budget	$4,038,000
Total Budget	$4,038,000
Council Districts	1
Narrative	This reserve provides partial funding for future renovations at Santana Park, a 5.3 acre neighborhood park in Council District 1. Additional funding of $250,000 is allocated elsewhere in the Park Trust Fund for master planning efforts related to renovations at Santana Park.

Project Name	Soccer Facility Reserve
5-Yr CIP Budget	$22,732,565
Total Budget	$22,732,565
Council Districts	City-wide
Narrative	This reserve provides funding for the future construction of a regional soccer facility at Columbus Park. The Total Budget includes funding from the Parks and Recreation Bond Projects Fund ($17.1 million), Park Trust Fund ($4.7 million), and Parks City-Wide Construction and Conveyance Tax Fund ($970,000).

Project Name	St. James Park Phase I Reserve
5-Yr CIP Budget	$15,000,050
Total Budget	$15,000,050
Council Districts	3
Narrative	This reserve provides partial funding for the future redevelopment of St. James Park, a 7.6 acre neighborhood park in Council District 3. The growing residential population desire a park space that can transform to better serve the needs of the community. A complete redevelopment of this park is estimated to be approximately $77 million. Project funding opportunities are being explored through non-profit organizations, fundraising, and grants.

Project Name	TRAIL: Coyote Creek (Brokaw Road to Union Pacific Railroad Corridor) Reserve
5-Yr CIP Budget	$1,821,000
Total Budget	$1,821,000
Council Districts	3
Narrative	This reserve provides funding for the future construction of a 0.23 mile paved trail with under-crossing at the Union Pacific Railroad (UPRR) tracks, which would travel south and connect to an existing developer-built trail.

Project Name	TRAIL: Los Gatos Creek Reserve
5-Yr CIP Budget	$1,000,000
Total Budget	$1,000,000
Council Districts	6
Narrative	This reserve provides partial funding for the future construction of the Los Gatos Creek Class 1 Trail undercrossing at San Carlos Street and connection to Barack Obama Parkway (previously South Montgomery Street).

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	TRAIL: Lower Silver Creek (Peter Pan Avenue to Bredford Way) Reserve
5-Yr CIP Budget	$41,000
Total Budget	$41,000
Council Districts	5
Narrative	This reserve provides funding for future landscaping, as well as other minor improvements at the Peter Pan Avenue and Bredford Way intersection of the Lower Silver Creek Trail.

Project Name	TRAIL: Lower Silver Creek Design Reserve
5-Yr CIP Budget	$250,000
Total Budget	$250,000
Council Districts	5
Narrative	This project provides partial funding for development of Lower Silver Creek Trail Reach 9, between East San Antonio Avenue and Kammerer Avenue.

Project Name	TRAIL: Three Creek Lonus Extension Reserve
5-Yr CIP Budget	$1,675,000
Total Budget	$1,675,000
Council Districts	6
Narrative	This reserve provides partial funding for the future construction of a trail segment that will connect the Three Creeks Trail to the Los Gatos Creek Trail. The Total Budget includes funding from the Park Trust Fund ($1.2 million) and Council District 6 Construction and Conveyance Tax Fund ($475,000).

Project Name	Vietnamese Cultural Heritage Garden Reserve
5-Yr CIP Budget	$118,000
Total Budget	$118,000
Council Districts	7
Narrative	This reserve provides partial funding for future park improvements at the Vietnamese Heritage Garden.

Project Name	Wallenberg Park Playground Renovation Reserve
5-Yr CIP Budget	$255,000
Total Budget	$255,000
Council Districts	8
Narrative	This reserve provides funding for future renovations to the existing youth and tot lot playgrounds at Wallenberg Park.

Project Name	Welch Park Reserve
5-Yr CIP Budget	$150,000
Total Budget	$150,000
Council Districts	8
Narrative	This reserve provides funding for improvements to the dog park area at Welch Park. Project elements may include upgrades to the dog park surfacing, storm water capture, and other minor improvements. The Total Budget includes funding from the Council District 8 Construction and Conveyance Tax Fund ($130,000) and Park Trust Fund ($20,000).

Parks and Community Facilities Development - Park Trust Fund
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Yerba Buena Bridge Reserve
5-Yr CIP Budget	$500,000
Total Budget	$500,000
Council Districts	8
Narrative	This reserve provides partial funding for securing permits, development, design, construction and/or identifying bridge alternatives for the Yerba Buena Bridge. Additional funding of $200,000 is allocated in the Council District 8 Construction and Conveyance Tax Fund for the demolition of the existing bridge.

Parks and Recreation Bond Projects Fund (471)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks and Recreation Bond Projects Fund (471)							
Beginning Balance	17,021,565	16,762,565					16,762,565
Reserve for Encumbrance	846,530						
Revenue from the Use of Money/Property							
Interest Income	693,000	300,000					300,000
TOTAL Revenue from the Use of Money/Property	**693,000**	**300,000**					**300,000**
Total Parks and Recreation Bond Projects Fund (471)	**18,561,095**	**17,062,565**					**17,062,565**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Parks and Recreation Bond Projects Fund (471)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Parks and Recreation Bond Projects Fund (471)							
Columbus Park Soccer Facility	1,796,530						
Sports Fields	**1,796,530**						
Parks - Construction	**1,796,530**						
Public Art - Parks and Recreation Bond Projects	2,000						
Public Art Projects	**2,000**						
Soccer Facility Reserve		17,062,565					17,062,565
Expense Reserves - Non-Construction		**17,062,565**					**17,062,565**
Total Expenditures	**1,798,530**	**17,062,565**					**17,062,565**
Ending Fund Balance	16,762,565						
TOTAL Parks and Recreation Bond Projects Fund (471)	**18,561,095**	**17,062,565**					**17,062,565**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parks and Community Facilities Development - Parks Bond Projects
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Soccer Facility Reserve
5-Yr CIP Budget	$22,732,565
Total Budget	$22,732,565
Council Districts	City-wide
Narrative	This reserve provides funding for the future construction of a regional soccer facility at Columbus Park. The Total Budget includes funding from the Parks and Recreation Bond Projects Fund ($17.1 million), Park Trust Fund ($4.7 million), and Parks City-Wide Construction and Conveyance Tax Fund ($970,000).

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Public Safety and Infrastructure Bond Fund - Parks (498)
2026-2030 Proposed Capital Improvement Program
Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Public Safety and Infrastructure Bond Fund - Parks (498)							
Beginning Balance	1,729,797	-4,345,203					-4,345,203
Reserve for Encumbrance	1,840,525						
Financing Proceeds							
Measure T Bond Proceeds		6,000,000					6,000,000
TOTAL Financing Proceeds		**6,000,000**					**6,000,000**
Total Public Safety and Infrastructure Bond Fund - Parks (498)	**3,570,322**	**1,654,797**					**1,654,797**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Public Safety and Infrastructure Bond Fund - Parks (498)

2026-2030 Proposed Capital Improvement Program
Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total*
Public Safety and Infrastructure Bond Fund - Parks (498)							
Measure T - Community Centers / Emergency Centers	7,797,525	1,581,797					1,581,797
Measure T Bond Projects - Parks	**7,797,525**	**1,581,797**					**1,581,797**
Parks - Construction	**7,797,525**	**1,581,797**					**1,581,797**
Measure T - Public Art Parks	89,000						
Public Art Projects	**89,000**						
Measure T - Admin Parks	29,000	36,000					36,000
Allocations	**29,000**	**36,000**					**36,000**
Measure T - Admin Reserve Parks		37,000					37,000
Expense Reserves - Non-Construction		**37,000**					**37,000**
Total Expenditures	**7,915,525**	**1,654,797**					**1,654,797**
Ending Fund Balance	-4,345,203						
TOTAL Public Safety and Infrastructure Bond Fund - Parks (498)	**3,570,322**	**1,654,797**					**1,654,797**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Measure T - Community Centers / Emergency Centers

CSA	Neighborhood Services	**Initial Start Date**	1st Qtr. 2020
CSA Outcome	Safe and Clean Neighborhoods and Public Spaces	**Initial End Date**	2nd Qtr. 2025
Location	City-wide	**Revised Start Date**	
Dept Owner	Parks, Recreation and Neighborhood Services	**Revised End Date**	2nd Qtr. 2026
Council District	City-wide	**Initial Project Budget**	$12,950,000
Appropriation	A418K	**FY Initiated**	2019-2020

Description This project provides funding for the design and construction of improvements at existing community centers that will enable the spaces to be utilized as emergency shelters. The eight community centers included in this project funded by Measure T include, Roosevelt, Mayfair, Bascom, Seven Trees, Camden, Berryessa, Almaden, and Evergreen. The improvements to the community centers satisfy the minimum American Red Cross and Federal Emergency Management Agency (FEMA) requirements to serve as temporary emergency shelters.

Justification This project provides funding to modify existing community centers to provide space for storage of equipment and materials that would be needed in the case of an emergency. In addition, facility upgrades are necessary to enable the centers to be used as emergency shelters.

Notes Improvements at Cypress Community Center are on hold pending finalization of available Measure T funding and final determination of the project cost for the Cypress Community Center improvements. In addition, a public-private partnership program for improvements at the community center are currently being explored. In addition, the Southside Community Center is not anticipated to use Measure T funding for improvements as the project is being funded by a public-private partnership program.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total	BEYOND 5 YEARS	Project Total
Expenditure Schedule (000s)										
Project Feasibility Development	122									122
Design	1,412	3								1,415
Bid & Award	54									54
Construction	1,664	7,795	1,582					1,582		11,041
Total	**3,252**	**7,798**	**1,582**					**1,582**		**12,631**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Parks (498)	3,252	7,798	1,582					1,582		12,631
Total	**3,252**	**7,798**	**1,582**					**1,582**		**12,631**
Annual Operating Budget Impact (000s)										
Total										

Parks and Community Facilities Development - Measure T Bond Projects
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Measure T - Admin Reserve Parks
5-Yr CIP Budget	$37,000
Total Budget	$37,000
Council Districts	N/A
Narrative	This reserve sets aside funding for the administrative costs associated with the oversight and management of Measure T Public Safety and Infrastructure Bond Program.

CITY SERVICE AREA
PUBLIC SAFETY

Mission: Engage the community to partner on public safety and emergency prevention, mitigation, preparedness, response, and recovery.



Measure T – Police Air Support Hangar

The Public Safety Capital Improvement Program, included in the Public Safety City Service Area, supports infrastructure improvements necessary to provide effective emergency response services. Although this program is predominantly funded through Measure T bond proceeds, the General Fund provides ongoing resources specifically earmarked for apparatus replacement and the Construction and Conveyance (C&C) Tax revenue, of which 8.4% of the total C&C receipts are allocated to the Fire Department, provides for ongoing fire safety equipment, furniture, fixtures, and equipment requirements for new fire facilities, and some emergency fleet apparatus needs.



San José Fire Department Recruit Academy 2024 – Straight Stick Ladder Truck Training

On November 6, 2018, 70.95% of the voters in San José approved Measure T, Disaster Preparedness, Public Safety and Infrastructure Bond, which authorized the City to issue General Obligation Bonds totaling $650 million. Approximately $220 million is intended for Public Safety and programmed in the Public Safety and Infrastructure Bond Fund for emergency management and capital improvements, significantly increasing the resources available to add, relocate, and renovate public safety facilities.



Fire Station 8

C&C Tax Fund is used for fire facilities improvements; the replacement of emergency medical services such as defibrillators and chest compression devices; the Fire Department's technology infrastructure components; and Mobile Data Computers that have reached the end of life. The Measure T Bond sets aside funds for two new fire stations: Fire Station 32, designed as a dual-company facility but initially opening in May 2026 as a single engine company, with the addition of a fire truck to be evaluated annually based on the City's General Fund condition and other City Council priorities; and Fire Station 36, scheduled for beneficial use in December 2028. Additionally, Measure T also funds the purchase of land for the future relocation of Fire Station 23, the relocation of the Police Training Center set to open in March 2026, and upgrades to the Police Administration Building and the Police 911 Call Center.

CSA CAPITAL PROGRAM

- Public Safety

PROGRAM HIGHLIGHTS

Public Safety Capital Program

2026-2030 Proposed CIP: $113.2 million

- Public Safety and Infrastructure Bond Fund provides $65.2 million in this CIP for Public Safety Capital projects including:
  - New Fire Stations 32 and 36
  - Fire Stations 8 and 23 Relocations (Land Acquisition only for Fire Station 23)
  - Police Air Support Hangar Relocation
  - Police Administration Building Upgrades
  - 911 Call Center Upgrades
  - Police Training Center Relocation
- Fire Apparatus Replacement
- Facilities Improvements
- Fire Station 32 Furniture, Fixtures, and Equipment
- Emergency Medical Services Equipment
- Emergency Response Data Analysis
- Fire IT Hardware Replacement
- Mobile Data Computer Replacement
- Self-Contained Breathing Apparatus (SCBA) Equipment
- Personal Protective Equipment Program
- Tools and Equipment
- Turnout Cleaning

Recent Accomplishments

◊ Replacement of 7 apparatuses including: 4 Type I Engines; 2 Tiller Trucks; 1 Emergency Utility Vehicle

◊ Procurement of Fire Station 32 Engine and Tiller Truck

◊ Fire Station Improvements
- FS 14 Roof Replacement
- FS 1 Boiler Replacement
- FS 25 HVAC Replacement

◊ Replacement of remaining outstanding turnout ensembles

◊ Various replacements of tools and equipment
- Map Plotter
- Rescue Tool
- Fire Hoses
- Automated External Defibrillator (AED)

CSA OUTCOME

(Supported by the Capital Program)

✓ A Safer San José With Effective Emergency Response Services
✓ Resilient Communities That Are Prepared for Emergencies

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements, along with targets and goals, has been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and project delivery cost. Please see the Budget Guide section narrative for additional information on capital performance measurements.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Public Safety CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1. % of CIP projects delivered within 2 months of approved baseline schedule[2]	100% (2/2)	85%	N/A[4]	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget[3]	100% (1/1)	90%	100% (1/1)	90%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

4 No projects are estimated to be delivered in 2024-2025.

There are no projects estimated to be delivered in the Public Safety CSA in 2024-2025. The Fire Station 24 Tenant Improvement project reached beneficial use in April 2024, and the Fire Training Center relocation project was delivered 5 months ahead of schedule in April 2024. The relocation projects for Fire Station 8, the Police Air Support Unit Hangar, Police Training Center, and Fire Station 32 are on the horizon to reach beneficial use in 2025-2026.

In 2024-2025, 1 of 1 (100%) project, the Fire Station 24 Tenant Improvements project, has been completed within its baseline budget, above the one-year performance target of 90%. The New Generator installation project at the Central Service Yard and Fire Training Center is estimated to be completed in 2025-2026; Fire Station 32 is under construction and is estimated to reach project acceptance with the County of Santa Clara in 2026-2027. The CSA continues to strengthen the alignment of project scopes, schedules, and budgets, while also accounting for external market conditions that may affect the delivery of capital projects. There is a heavy reliance on the cost estimating and tracking tools that are available through the City's Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels.

Capital Program Summary by City Service Area

Public Safety

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Public Safety						
911 Call Center Upgrades FF&E (FIRE)	1,000,000	-	1,000,000	1,629,535	3rd Qtr. 2023	4th Qtr. 2025
Capital Program and Public Works Department Support Service Costs	23,000	23,000	116,000	*	Ongoing	Ongoing
Capital Project Management	1,115,000	1,149,000	5,920,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	10,000	11,000	54,000	*	Ongoing	Ongoing
City-Building Energy Projects Program	10,000	10,000	50,000	*	Ongoing	Ongoing
Emergency Medical Services Equipment	-	42,000	1,002,000	3,173,663	3rd Qtr. 2017	4nd Qtr. 2030
Emergency Response Data Analysis	126,000	131,000	685,000	*	Ongoing	Ongoing
Emergency Response Maps	96,000	100,000	519,000	*	Ongoing	Ongoing
Facilities Improvements	375,000	375,000	1,875,000	*	Ongoing	Ongoing
Fire Apparatus Replacement	2,400,000	3,400,000	19,500,000	*	Ongoing	Ongoing
Fire Data System	42,000	42,000	210,000	*	Ongoing	Ongoing
Fire Facilities Remediation	1,000,000	-	1,000,000	7,903,571	3rd Qtr. 2013	2nd Qtr. 2026
Fire IT Hardware Replacement	497,000	399,000	1,308,000	*	Ongoing	Ongoing
Fire Station 32 FF&E	1,257,000	-	1,257,000	5,326,808	3rd Qtr. 2023	1st Qrt. 2026
General Fund - Interest Income	300,000	300,000	1,500,000	*	Ongoing	Ongoing
Handheld Radios	9,000	9,000	45,000	*	Ongoing	Ongoing
Heavy Rescue Airbags	15,000	15,000	75,000	*	Ongoing	Ongoing
Hose Replacement	36,000	36,000	180,000	*	Ongoing	Ongoing
Infrastructure Management System - Public Safety	137,000	141,000	725,000	*	Ongoing	Ongoing
Measure T - Admin Public Safety	355,000	-	355,000	*	Ongoing	Ongoing
Measure T - Admin Reserve Public Safety	355,000	-	355,000	355,000	N/A	N/A
Measure T - Arbitrage Rebate Reserve	4,376,194	-	4,376,194	4,376,194	N/A	N/A
Measure T - Fire Station 23 Relocation (Land Acquisition)	3,539,000	-	3,539,000	4,147,631	3rd Qtr. 2019	4th Qtr. 2025
Measure T - Fire Station 8 Relocation	200,000	-	200,000	20,390,543	3rd Qtr. 2019	3nd Qtr. 2025
Measure T - New Fire Station 32	2,483,000	-	2,483,000	22,092,910	3rd Qtr. 2019	2nd Qtr. 2026

Capital Program Summary by City Service Area

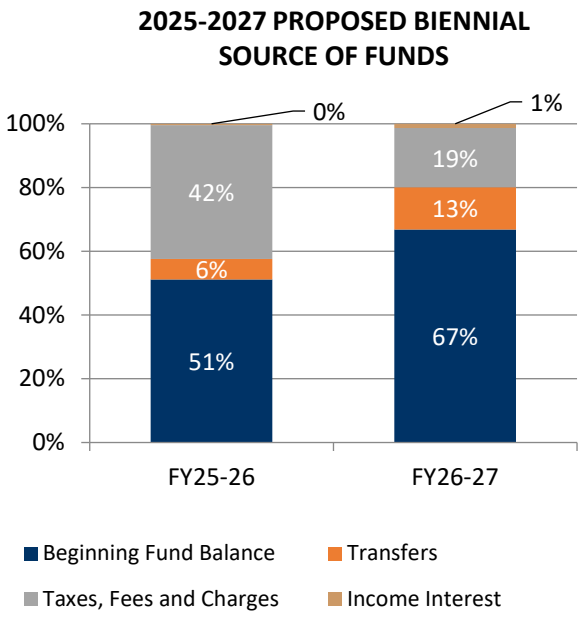
Public Safety

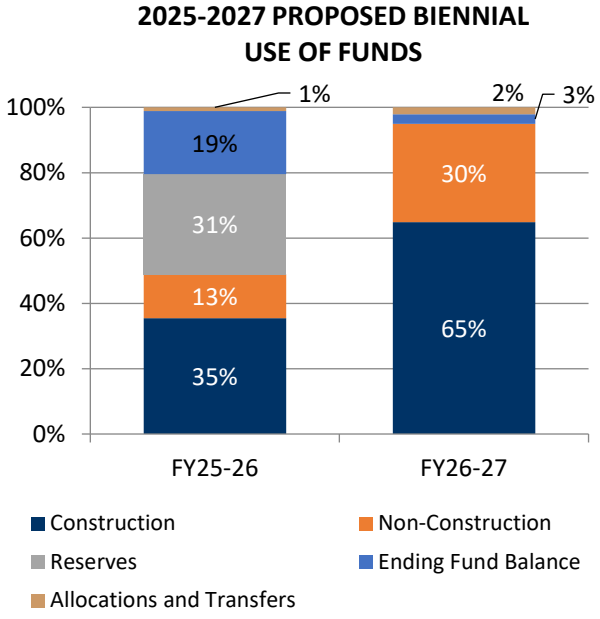
	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
Measure T - New Fire Station 36	2,040,000	14,000,000	16,343,000		18,036,779	3rd Qtr. 2019	3rd Qtr. 2028
Measure T - Police 911 Call Center Upgrades	4,308,000	200,000	4,508,000		6,181,432	2nd Qtr. 2025	4th Qtr. 2026
Measure T - Police Administration Building Upgrades	4,984,000	100,000	5,084,000		6,250,356	4th Qtr. 2019	2nd Qtr. 2027
Measure T - Police Air Support Hangar	100,000	-	100,000		17,742,356	3rd Qtr. 2019	3rd Qtr. 2025
Measure T - Police Training Center Relocation	8,657,000	-	8,657,000		59,041,665	3rd Qtr. 2019	1st Qtr. 2026
Measure T - Program Reserve (Public Safety)	19,153,914	-	19,153,914		19,153,914	N/A	N/A
Measure T - Public Art Public Safety	31,659	-	31,659		*	3rd Qtr. 2020	2nd Qtr. 2026
Mobile Data Computer Replacements	-	-	1,204,000		2,354,627	1st Qtr. 2016	4th Qtr. 2029
Personal Protective Equipment Program	310,000	315,000	1,601,000		*	Ongoing	Ongoing
Police Training Facility FF&E	3,000,000	-	3,000,000		3,000,000	3rd Qrt. 2025	1st Qrt. 2026
Self-Contained Breathing Apparatus (SCBA) Equipment	32,000	626,000	1,139,000		*	Ongoing	Ongoing
Telecommunications Equipment	14,000	14,000	70,000		*	Ongoing	Ongoing
Tools and Equipment	289,000	289,000	1,445,000		*	Ongoing	Ongoing
Turnout Cleaning	220,000	220,000	1,100,000		*	Ongoing	Ongoing
Underground Fuel Tank Compliance	9,000	9,000	45,000		*	Ongoing	Ongoing
Vintage Apparatus and Equipment Maintenance	5,000	5,000	25,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**62,909,767**	**21,961,000**	**111,835,767**				
Ending Fund Balance	15,131,000	670,000	1,385,000	**			
Total: Public Safety	**78,040,767**	**22,631,000**	**113,220,767**	**			
CSA Total: Construction/Non-Construction	62,909,767	21,961,000	111,835,767	**			
Ending Fund Balance	15,131,000	670,000	1,385,000	**			
CSA Total:	78,040,767	22,631,000	113,220,767	**			

* Total Budget information is not provided due to the ongoing nature of this project.
** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

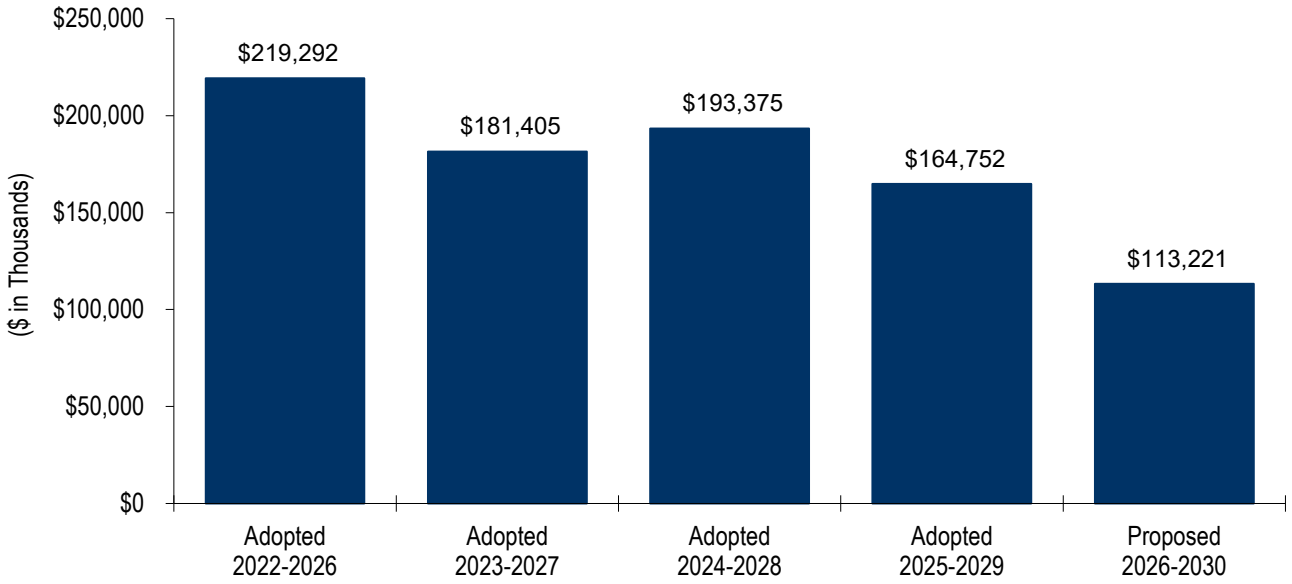
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PUBLIC SAFETY
2026-2030 Capital Improvement Program

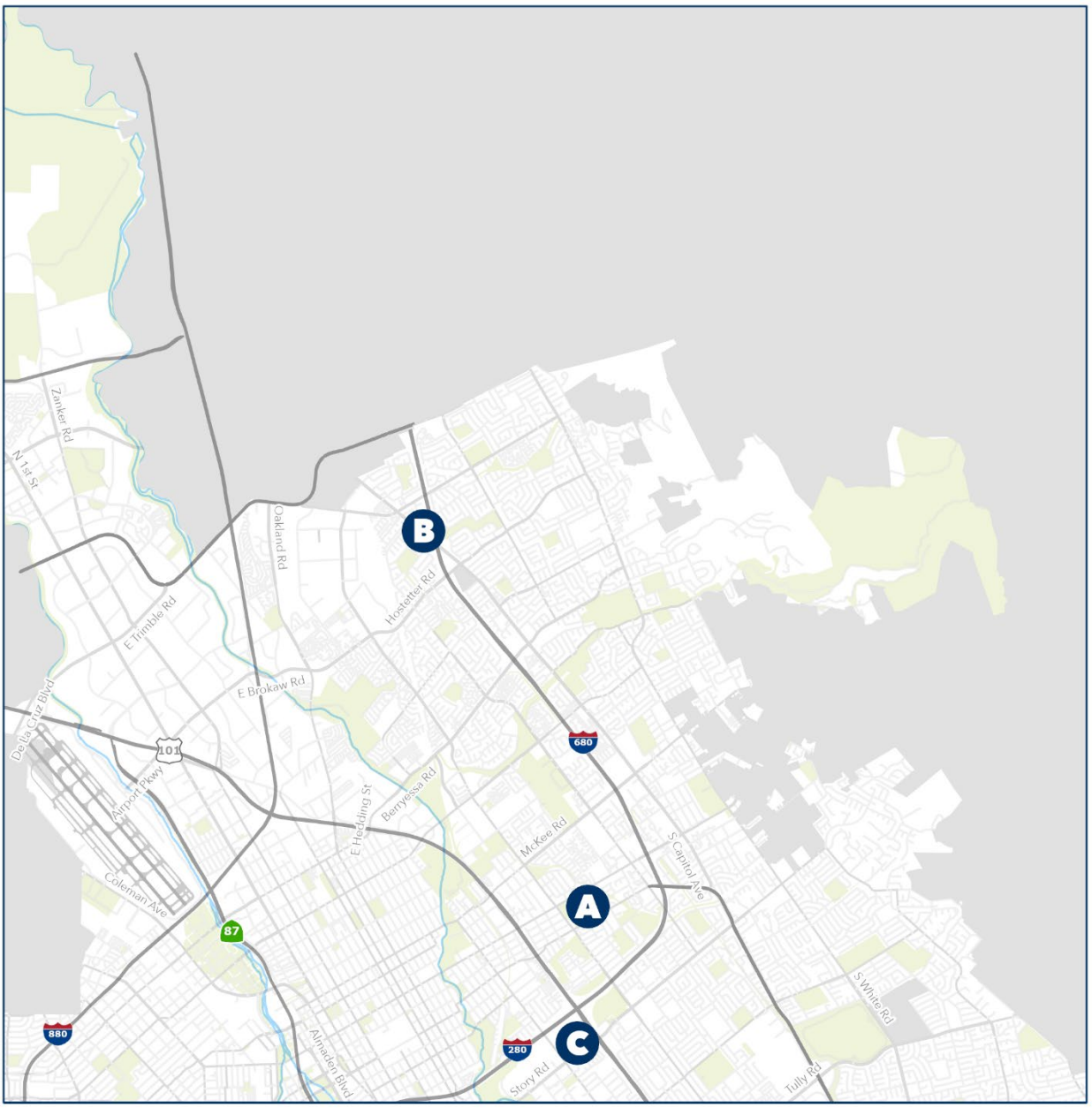




CIP History

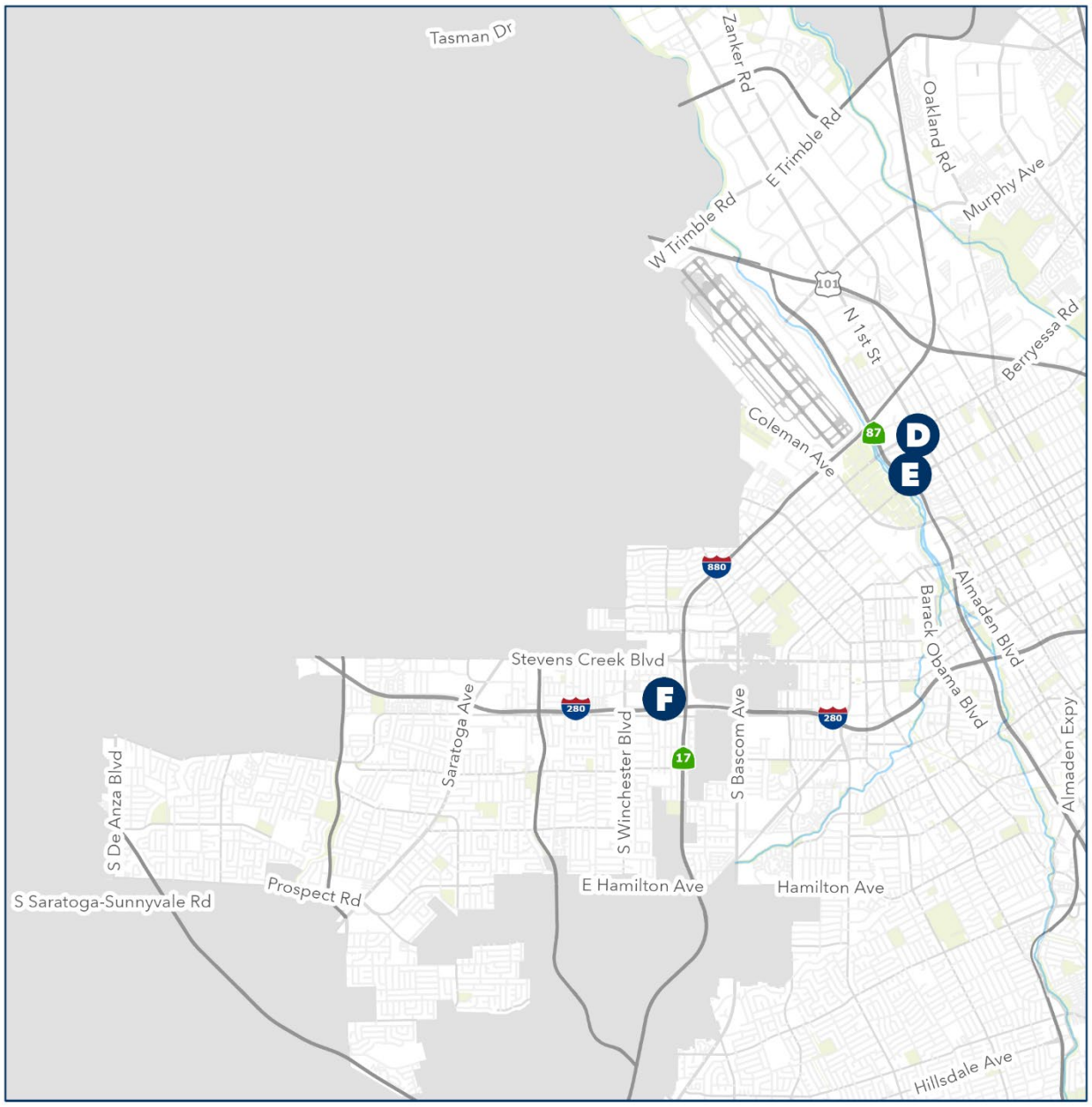


North East



A Fire Station 8 Relocation
B Fire Station 23 Relocation (Land Acquisition)
C New Fire Station 32

North West

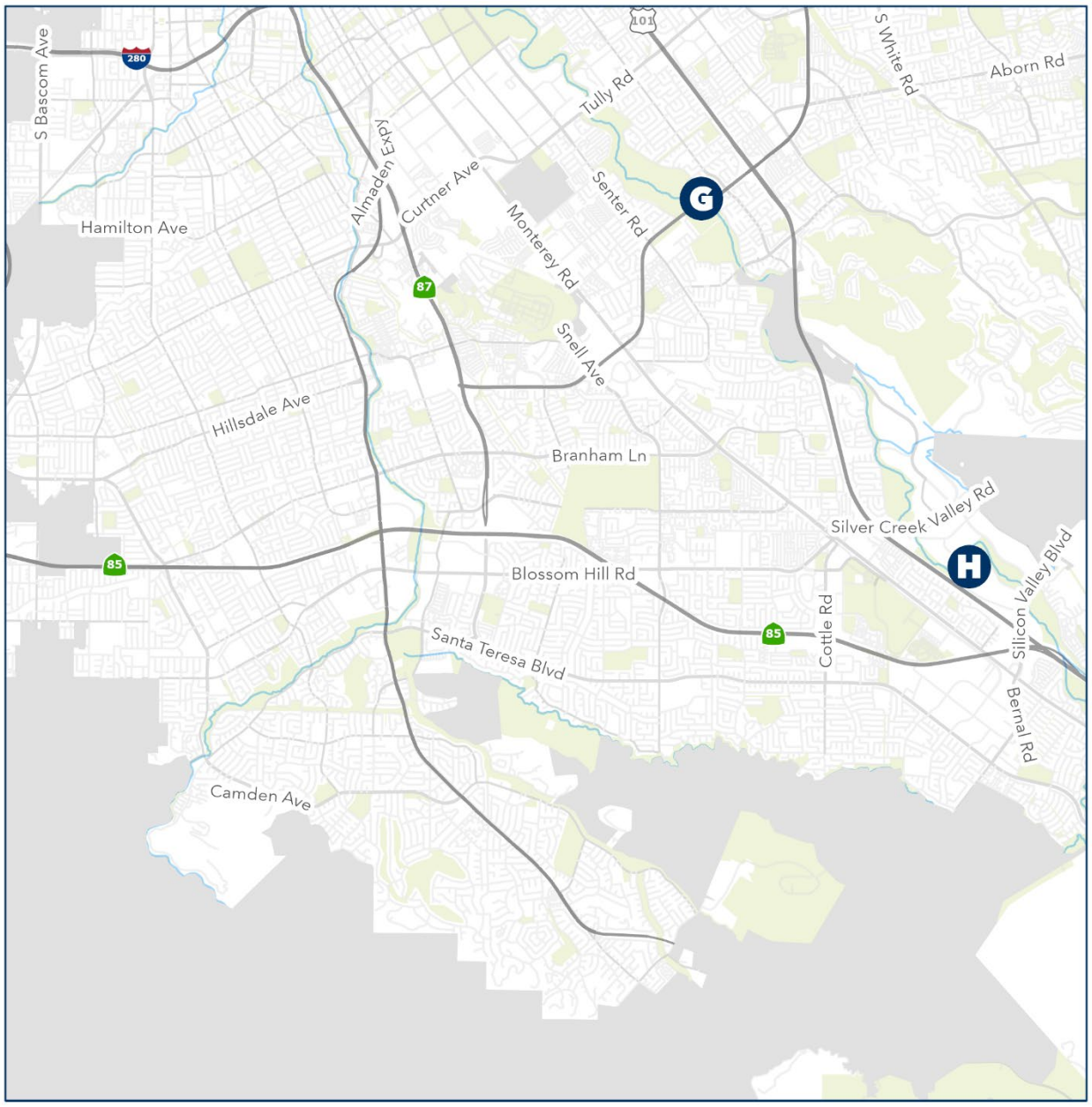


D Police 911 Call Center Upgrades

E Police Administration Building Upgrades

F Fire Station 10 Remediation

South West



G New Fire Station 36

H Police Training Center Relocation

OVERVIEW

INTRODUCTION

The mission of the Public Safety Capital Improvement Program (CIP) is to provide, maintain, and improve facilities and equipment that support the delivery of effective emergency services to City of San José residents and visitors. The Public Safety Capital Program funds capital improvements for the Fire and Police departments and the Office of Emergency Management.

PUBLIC SAFETY CAPITAL ASSETS	
Fire Stations	34
Fire Apparatus	216

The 2026-2030 Proposed Public Safety Capital Improvement Program (CIP) provides funding of $113.2 million, of which $78.0 million is allocated in 2025-2026 and $22.6 million is allocated in 2026-2027. This program is part of the Public Safety City Service Area and supports the following outcomes: *A Safer San José With Effective Emergency Response Services*, and *Resilient Communities That Are Prepared for Emergencies*.

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Public Safety CIP supports the strategic goals of the Public Safety CSA by focusing and aligning resources to the following strategic priorities:

- Investments in new Public Safety facilities, adding locations to improve emergency response times, and addressing aging infrastructure for Police and Fire departments and the Office of Emergency Management;
- Investments in public safety facilities that address infrastructure repairs and backlog issues and improve functionality;
- Investments in Fire apparatus and equipment that ensure Fire personnel are equipped to respond to emergencies in an effective and timely manner;
- Investments in emergency medical equipment; and
- Investments in technology that improve emergency response.

SOURCES OF FUNDING

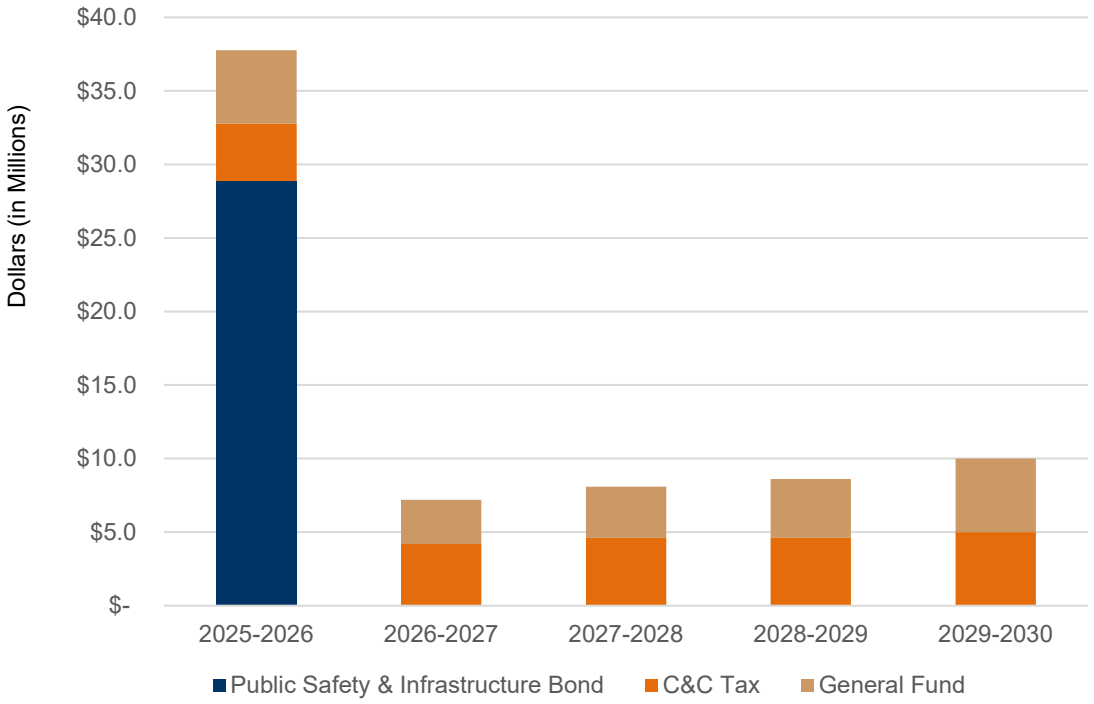
The 2026-2030 Proposed CIP provides funding of $113.2 million. This funding level is $51.6 million (31.3%) below the 2025-2029 Adopted CIP funding of $164.8 million. Excluding beginning fund balance, Public Safety revenues consist of financing proceeds from the Measure T: Public Safety and Infrastructure Bond Fund ($28.9 million); Fire Construction and Conveyance (C&C) Tax Proceeds ($22.4 million); and transfers from the General Fund ($20.5 million).

OVERVIEW

SOURCES OF FUNDING

On November 6, 2018, voters approved Measure T, the $650 million Disaster Preparedness, Public Safety and Infrastructure Bond. Assessments on the property taxes of San José residents are used to support these obligations. Of this amount, $220 million is allocated to Public Safety projects from bond proceeds and interest earnings, reallocations from other Measure T projects, and miscellaneous revenue. Funds will be used to build new facilities, relocation of existing facilities, and rehabilitation of aging facilities. Measure T Bond Proceeds revenue of $164.1 million has been previously received in the Public Safety Capital Program, with the remaining $28.9 million scheduled for issuance in 2025-2026.

Summary of Revenues



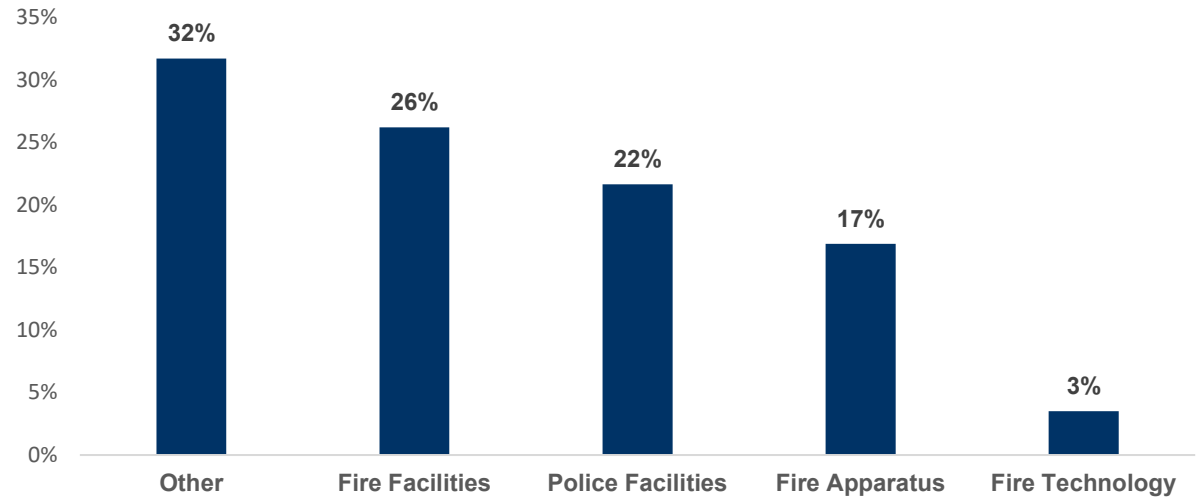
The 2025-2026 Proposed Capital Budget estimate for C&C taxes is $47.0 million, of which 8.4% ($3.9 million) is allocated to the Public Safety (Fire) Capital Program. Approximately 99% of the C&C tax is derived from a transfer tax imposed upon each transfer of real property, with the remaining 1% generated from a construction tax levied on most types of construction. After record-setting collections of $64.5 million in 2021-2022, local real estate market activity declined substantially, resulting in collections of $37.9 million and $38.3 million in 2022-2023 and 2023-2024. With property values remaining steady and a moderate increase in real estate activity, 2024-2025 collections are anticipated to be $43.0 million. The CIP anticipates collections growing to $47.0 million in 2025-2026, followed by gradual increases over the remainder of the CIP, reaching $60.0 million in 2029-2030. As a result, the Public Safety CIP includes C&C tax revenue estimates ranging from $3.9 million to $5.0 million annually throughout the CIP.

OVERVIEW

PROGRAM HIGHLIGHTS

The Public Safety Capital Program's expenditures are organized to show the use of funds in several categories. Further information on the program's individual projects is included in the Detail Pages.

2026-2030 Public Safety Capital Program Expenditures
$111.8 million
(excludes Ending Fund Balance)



While the Public Safety CIP targets its limited resources to small and medium scale repair and renovation projects at various fire stations, Fire Department tools and equipment replacement, and turnout cleaning, the most significant projects are funded by the Measure T: Public Safety and Infrastructure Bond Fund, as highlighted below.

The Police Training Center will be relocated from its current location at the South San José Police Substation to the new site acquired in March 2021 and slated for beneficial use in March 2026. This relocation is intended to enhance community presence and develop the needed space to accommodate two full concurrent academies and training spaces. The operating and maintenance costs for the new Police Training Center have been included in the 2025-2026 Proposed Operating Budget. The opening of the Police Training Facility was to trigger the activation of the South San José Police Substation a year later once the Police Academy and Training units vacate the Police Substation. However, as discussed further in the 2025-2026 Proposed Operating Budget, the Police Substation Activation is recommended to be delayed indefinitely as a budget balancing measure due to the anticipated General Fund shortfall. Activation of the Substation will be considered during future budget cycles.

OVERVIEW

PROGRAM HIGHLIGHTS

New and relocated fire stations comprise a large allocation of Public Safety Measure T funds. Per City Council approval, the Fire Station 23 project was rescoped and funds will be focused solely on the purchase of property for the future build of this relocated fire station. Fire Station 32, designed as a dual company facility, is instead to open in May 2026 as a single company station due to the anticipated General Fund shortfall. As discussed further in the 2025-2026 Proposed Operating Budget, the modified plan includes deploying a new fire engine while indefinitely deferring the activation of the truck company. However, it is important to note that funds have previously been appropriated for the acquisition of the new truck; activation of the truck company will be considered during future budget cycles. Meanwhile, Fire Station 36 is being constructed to address service gaps and improve emergency response performance in underserved areas and expected to come online in 2028-2029.

Aside from the operating and maintenance costs, future funding is required to outfit the new facilities with the necessary furnishings, fixtures, and equipment (FF&E) – including new fire apparatus, which are ineligible to be paid with Measure T general obligation bonds. The 2025-2026 budget allocates an additional $527,000, from $4.8 million to $5.4 million, for Fire Station 32 FF&E due to higher costs than initially projected. Additionally, $3.0 million has been allocated in the General Fund for the procurement of FF&E for the Police Training Facility. According to a preliminary assessment, FF&E for Fire Station 36 is projected to cost $3.2 million and is currently not included in the 2026-2030 Proposed Public Safety CIP. Consequently, funding strategies to address this gap will need to be developed during the 2026-2027 budget development process.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Public Safety CIP has decreased by $51.6 million, from $164.8 million in the 2025-2029 Adopted CIP to $113.2 million in the 2026-2030 Proposed CIP. The changes to the size of the CIP are attributable to projects being completed and are therefore no longer funded in the future, or to projects that have been otherwise shifted out of the five-year planning horizon.

Major Changes to Project Budgets

The following table outlines the most significant new projects or changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Police Training Facility FF&E	$3.0 million
Measure T – New Fire Station 32	$3.0 million
Emergency Medical Services Equipment	$0.7 million

OVERVIEW

OPERATING BUDGET IMPACT

The 2026-2030 Proposed CIP includes projects that will impact the General Fund upon completion. There are two remaining facilities funded by Measure T anticipated to come online in the coming years. Their operations will place pressure on the General Fund. Fire Station 32 (Single Company) and the Police Training Center are expected to become operational in the latter part of 2025-2026, with their combined annual operating and maintenance costs at $2.2 million in 2025-2026 and projected at $6.6 million in 2026-2027. This estimate is inclusive of the savings due to the indefinite deferral of Truck 32, which is estimated to save $826,000 for the last two months of 2025-2026 and $5.6 million annually beginning in 2026-2027. The 911 Call Center Expansion is also projected to be completed in 2026-2027, with operating costs of $183,000 projected in 2026-2027 and growing to $278,000 in 2029-2030. Finally, Fire Station 36 is slated for completion in 2028-2029 with projected annual operating and maintenance costs of $3.0 million during its initial year and annualized to $5.3 million in 2029-2030.

As discussed above, the planned activation of the South San José Police Substation is being delayed indefinitely as a budget balancing measure due to the anticipated General Fund shortfall. The operating and maintenance costs for activating the South San José Police Substation are estimated at $1.0 million beginning in 2026-2027 and $4.6 million in 2029-2030.

A listing of the individual projects with operating budget impacts beginning in 2026-2027 through 2029-2030 is provided in Attachment A.

Public Safety
2026-2030 Proposed Capital Improvement Program
Attachment A - Operating Budget Impact

	2026-2027	2027-2028	2028-2029	2029-2030
Public Safety				
Measure T - New Fire Station 36			$2,976,000	$5,306,000
Measure T - Police 911 Call Center Upgrades	$183,000	$254,000	$266,000	$278,000
Total Public Safety	**$183,000**	**$254,000**	**$3,242,000**	**$5,584,000**

Public Safety

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Fire Construction and Conveyance Tax Fund (392)							
Beginning Balance	7,831,000	3,607,000	528,000	367,000	280,000	761,000	3,607,000
Reserve for Encumbrance	3,201,414						
Revenue from the Use of Money/Property							
Interest Income	350,000	300,000	300,000	300,000	300,000	300,000	1,500,000
TOTAL Revenue from the Use of Money/Property	**350,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Construction & Conveyance Tax							
C&C Tax Proceeds	3,612,000	3,948,000	4,200,000	4,620,000	4,620,000	5,040,000	22,428,000
TOTAL Construction & Conveyance Tax	**3,612,000**	**3,948,000**	**4,200,000**	**4,620,000**	**4,620,000**	**5,040,000**	**22,428,000**
Total Fire Construction and Conveyance Tax Fund (392)	**14,994,414**	**7,855,000**	**5,028,000**	**5,287,000**	**5,200,000**	**6,101,000**	**27,535,000**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Safety and Infrastructure Bond Fund - Public Safety (498)							
Beginning Balance	80,140,108	36,315,767	14,603,000	303,000			36,315,767
Reserve for Encumbrance	21,414,662						
Financing Proceeds							
Measure T Bond Proceeds		28,870,000					28,870,000
TOTAL Financing Proceeds		**28,870,000**					**28,870,000**
Total Public Safety and Infrastructure Bond Fund - Public Safety (498)	**101,554,770**	**65,185,767**	**14,603,000**	**303,000**			**65,185,767**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Fund							
Transfers from the General Fund							
Emergency Operations Center Relocation Capital Contributions	265,000						
Fire Training Center Relocation	1,087,459						
911 Call Center Upgrades FF&E (PD)	3,665,000						
Fire Apparatus Replacement	19,592,486	2,000,000	3,000,000	3,500,000	4,000,000	5,000,000	17,500,000
Fire IT Hardware Replacement							
Fire Station 8 FF&E	205,000						
Fire Station 32 FF&E	2,890,000						
Mobile Data Computer Replacements							
Police Training Facility FF&E		3,000,000					3,000,000
Self-Contained Breathing Apparatus (SCBA) Equipment							
Total General Fund	**27,704,945**	**5,000,000**	**3,000,000**	**3,500,000**	**4,000,000**	**5,000,000**	**20,500,000**
TOTAL SOURCES	**144,254,129**	**78,040,767**	**22,631,000**	**9,090,000**	**9,200,000**	**11,101,000**	**113,220,767**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Safety							
City-Building Energy Projects Program	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Emergency Operations Center Relocation Capital Contributions	265,000						
Facilities Improvements	382,000	375,000	375,000	375,000	375,000	375,000	1,875,000
Fire Facilities Remediation	542,217	1,000,000					1,000,000
Fire Training Center Relocation	1,087,459						
Fire Training Center Repair	55,000						
Construction Projects	**2,341,676**	**1,385,000**	**385,000**	**385,000**	**385,000**	**385,000**	**2,925,000**
Measure T - Emergency Operations Center Relocation	2,495,401						
Measure T - Fire Station 37	8,000						
Measure T - Fire Station 8 Relocation	9,730,938	200,000					200,000
Measure T - Fire Station 23 Relocation (Land Acquisition)	466,500	3,539,000					3,539,000
Measure T - New Fire Station 32	13,930,970	2,483,000					2,483,000
Measure T - New Fire Station 36	1,259,000	2,040,000	14,000,000	303,000			16,343,000
Measure T - Police 911 Call Center Upgrades	700,514	4,308,000	200,000				4,508,000
Measure T - Police Administration Building Upgrades	816,800	4,984,000	100,000				5,084,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Measure T - Police Air Support Hangar	11,195,132	100,000					100,000
Measure T - Police Training Center Relocation	23,409,780	8,657,000					8,657,000
Measure T Bond Projects - Public Safety	**64,013,033**	**26,311,000**	**14,300,000**	**303,000**			**40,914,000**
Public Safety - Construction	**66,354,709**	**27,696,000**	**14,685,000**	**688,000**	**385,000**	**385,000**	**43,839,000**
911 Call Center Upgrades FF&E (FIRE)	559,000	1,000,000					1,000,000
911 Call Center Upgrades FF&E (PD)	3,665,000						
Capital Project Management	1,085,680	1,115,000	1,149,000	1,183,000	1,218,000	1,255,000	5,920,000
Emergency Medical Services Equipment	1,748,380		42,000	45,000	105,000	810,000	1,002,000
Emergency Response Data Analysis	121,000	126,000	131,000	137,000	143,000	148,000	685,000
Emergency Response Maps	93,000	96,000	100,000	104,000	108,000	111,000	519,000
Fire Apparatus Replacement	24,184,906	2,400,000	3,400,000	3,900,000	4,400,000	5,400,000	19,500,000
Fire Data System	53,745	42,000	42,000	42,000	42,000	42,000	210,000
Fire IT Hardware Replacement	86,000	497,000	399,000	144,000	144,000	124,000	1,308,000
Fire Station Alert System	8,867						
Fire Station 8 FF&E	205,000						
Fire Station 37 FF&E	3,954						
Fire Station 32 FF&E	2,890,000	1,257,000					1,257,000
Handheld Radios	9,000	9,000	9,000	9,000	9,000	9,000	45,000
Heavy Rescue Airbags	16,972	15,000	15,000	15,000	15,000	15,000	75,000
Hose Replacement	38,113	36,000	36,000	36,000	36,000	36,000	180,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Mobile Data Computer Replacements				1,042,000	162,000		1,204,000
Personal Protective Equipment Program	601,683	310,000	315,000	320,000	326,000	330,000	1,601,000
Police Training Facility FF&E		3,000,000					3,000,000
Self-Contained Breathing Apparatus (SCBA) Equipment	60,124	32,000	626,000	127,000	327,000	27,000	1,139,000
Telecommunications Equipment	14,000	14,000	14,000	14,000	14,000	14,000	70,000
Tools and Equipment	379,938	289,000	289,000	289,000	289,000	289,000	1,445,000
Turnout Cleaning	349,674	220,000	220,000	220,000	220,000	220,000	1,100,000
Underground Fuel Tank Compliance	9,000	9,000	9,000	9,000	9,000	9,000	45,000
Vintage Apparatus and Equipment Maintenance	5,000	5,000	5,000	5,000	5,000	5,000	25,000
General Non-Construction - Public Safety	**36,188,036**	**10,472,000**	**6,801,000**	**7,641,000**	**7,572,000**	**8,844,000**	**41,330,000**
Public Safety - Non-Construction	**36,188,036**	**10,472,000**	**6,801,000**	**7,641,000**	**7,572,000**	**8,844,000**	**41,330,000**
Measure T - Public Art Public Safety	853,970	31,659					31,659
Public Art Projects	**853,970**	**31,659**					**31,659**
Capital Program and Public Works Department Support Service Costs	20,000	23,000	23,000	25,000	22,000	23,000	116,000
Infrastructure Management System - Public Safety	181,648	137,000	141,000	145,000	149,000	153,000	725,000
Measure T - Admin Public Safety	372,000	355,000					355,000
Allocations	**573,648**	**515,000**	**164,000**	**170,000**	**171,000**	**176,000**	**1,196,000**
City Hall Debt Service Fund	11,000	10,000	11,000	11,000	11,000	11,000	54,000
Transfers to Special Funds	**11,000**	**10,000**	**11,000**	**11,000**	**11,000**	**11,000**	**54,000**
General Fund - Interest Income	350,000	300,000	300,000	300,000	300,000	300,000	1,500,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Public Safety

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Transfers to the General Fund	**350,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Transfers Expense	**361,000**	**310,000**	**311,000**	**311,000**	**311,000**	**311,000**	**1,554,000**
Measure T - Admin Reserve Public Safety		355,000					355,000
Measure T - Arbitrage Rebate Reserve		4,376,194					4,376,194
Measure T - Program Reserve (Public Safety)		19,153,914					19,153,914
Expense Reserves - Non-Construction		**23,885,108**					**23,885,108**
Total Expenditures	**104,331,363**	**62,909,767**	**21,961,000**	**8,810,000**	**8,439,000**	**9,716,000**	**111,835,767**
Ending Fund Balance	39,922,767	15,131,000	670,000	280,000	761,000	1,385,000	1,385,000
TOTAL	**144,254,129**	**78,040,767**	**22,631,000**	**9,090,000**	**9,200,000**	**11,101,000**	**113,220,767**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

911 Call Center Upgrades FF&E (FIRE)

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	4th Qtr. 2024
Location	201 W. Mission Street	**Revised Start Date**	
Dept Owner	Fire	**Revised End Date**	4th Qtr. 2025
Council Districts	3	**Initial Project Budget**	$1,630,000
Appropriation	A434M	**FY Initiated**	2023-2024

Description This project provides funding for furniture, fixtures, and equipment (FF&E) for the renovation and expansion of the 911 Call Center for the Fire Department, located on the 4th floor of the existing Police Communication Building. The expansion will increase the number of working stations from 9 to 18 to better align with existing public safety needs.

Justification The existing 911 Call Center is inadequate to handle the increasing call volume. The current facility is too small to accommodate the number of staff, training, and event operations. The outdated furniture, fixtures, and equipment does not allow for the staff to collaborate effectively with City departments and other response partners. This project provides new furniture, fixtures, equipment to the newly renovated and expanded Call Center, an expansion into spaces previously occupied by the Office of Emergency Management.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies	71		1,000					1,000		1,071
Maintenance, Repairs, Other		559								559
Total	**71**	**559**	**1,000**					**1,000**		**1,630**
Funding Source Schedule (000s)										
Fire Construction and Conveyance Tax Fund (392)	71	559	1,000					1,000		1,630
Total	**71**	**559**	**1,000**					**1,000**		**1,630**

Annual Operating Budget Impact (000s)
Total

Emergency Medical Services Equipment

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2017
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	4th Qtr. 2017
Location	City-wide	**Revised Start Date**	
Dept Owner	Fire	**Revised End Date**	4nd Qtr. 2030
Council Districts	City-wide	**Initial Project Budget**	$100,000
Appropriation	A402I	**FY Initiated**	2017-2018

Description This allocation provides one-time incremental funding to support the scheduled replacement of critical, life-saving equipment, including defibrillator and chest compression systems that have reached the end of their serviceable life.

Justification Funding to purchase the emergency medical equipment will ensure Fire personnel are equipped to respond to emergencies in an effective and timely manner and meet Santa Clara County requirements for the cardiac monitors.

Notes

Major Cost Changes
2024-2028 CIP - Increase of $387,000 to complete the replacement of the emergency medical equipment.
2025-2029 CIP - Increase of $2.0 million to complete the replacement of the emergency medical equipment.
2026-2030 CIP - Increase of $734,000 to complete the replacement of the emergency medical equipment.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	368	1,425								1,793
Equipment, Materials and Supplies	56	323		42	45	105	810	1,002		1,381
Total	**423**	**1,748**		**42**	**45**	**105**	**810**	**1,002**		**3,174**
Funding Source Schedule (000s)										
Fire Construction and Conveyance Tax Fund (392)	423	1,748		42	45	105	810	1,002		3,174
Total	**423**	**1,748**		**42**	**45**	**105**	**810**	**1,002**		**3,174**

Annual Operating Budget Impact (000s)

Total

Public Safety
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Fire Facilities Remediation

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2013
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2014
Location	City-wide	**Revised Start Date**	
Dept Owner	Fire	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$1,631,000
Appropriation	A7574	**FY Initiated**	2013-2014

Description This project provides funding for necessary capital improvements, repairs, and maintenance at various fire stations. Fire Station 10 is scheduled for various renovations that will address outdated fixtures, equipment, lighting, and electrical components within the kitchen area. There will be a focus on remediation work in sleeping quarters, with a particular emphasis on enhancing privacy through targeted improvements.

Justification This allocation addresses critical capital repairs and maintenance needs at fire facilities.

Notes In 2013, life-cycle assessments for five Fire Stations (3, 4, 13, 16, and 30) provided estimates for the scope of repair required. Further assessments have identified Fire Stations 9, 18, and 23 as additional projects for remediation. Facility improvements were completed at Fire Station 16 in 2015, at Fire Stations 18 and 23 in 2016-2017, at Fire Stations 22 in 2017-2018, and at Fire Station 13 in 2018-2019. In 2019-2020, Fire Stations 14 and 30 were repainted and Fire Station 4 received a roof replacement. In 2020-2021, Fire Station 3 bathroom and kitchen remodel project completed. In 2021-2022, Fire Station 10 completed minor remediation and designs for the bathroom and kitchen. In 2023-2024, Fire Station 24 completed unfinished rooms to accommodate additional sworn staff. In 2024-2025, the following projects were completed: Fire Station 14 roof replaced, Fire Station 1 boiler replaced, and Fire Station 25 HVAC unit replaced.

Major Cost Changes 2015-2019 CIP - Increase of $1.0 million for Fire Stations 3 and 30. 2016-2020 CIP - Increase of $173,000 for Fire Station 16. 2017-2021 CIP - Decrease of $363,000 to reflect projected remediation in 2016-2017. 2018-2022 CIP - Increase of $4.6 million for Fire Stations 3, 4, 30, 13.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	2,237									2,237
Project Feasibility Development	98									98
Design	564									564
Bid & Award	46									46
Construction	2,756	102	1,000					1,000		3,858
Equipment, Materials and Supplies	661	440								1,101
Total	**6,361**	**542**	**1,000**					**1,000**		**7,904**
Funding Source Schedule (000s)										
Neighborhood Security Bond Fund (475)	1,871									1,871
Fire Construction and Conveyance Tax Fund (392)	3,897	542	1,000					1,000		5,439
General Fund	594									594
Total	**6,361**	**542**	**1,000**					**1,000**		**7,904**
Annual Operating Budget Impact (000s)										
Total										

Fire Station 32 FF&E

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2024
Location	1138 Olinder Court	**Revised Start Date**	
Dept Owner	Fire	**Revised End Date**	1st Qrt. 2026
Council Districts	7	**Initial Project Budget**	$2,030,000
Appropriation	A434G	**FY Initiated**	2023-2024

Description This project provides funding for furniture, fixtures, and equipment (FF&E) for the new Fire Station 32, a two company station that is expected to come online in May 2026. Funding is allocated for a Type 1 Engine, a Tiller Truck, emergency medical equipment, personal protective equipment, and other miscellaneous FF&E.

Justification Equip the new fire station with furniture, fixtures, and equipment to allow the staff to collaborate effectively with City departments and other response partners.

Notes The Tiller Truck, a crucial piece of equipment, will cost $2.8 million. Funding for this truck will come from a combined investment of $2.3 million from the General Fund and $500,000 from the Construction and Conveyance Tax Fund. To ensure Fire Station 32 is operational on its opening day, the Fire Department may need to temporarily reassign a truck from its existing fleet inventory due to supply chain constraints.

Major Cost Changes 2025-2029 CIP - Increase of $2.8 million for the procurement of a Tiller Truck.
2026-2030 CIP - Increase of $527,000 due to higher than initially projected costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies	1,180	2,890	1,257					1,257		5,327
Total	**1,180**	**2,890**	**1,257**					**1,257**		**5,327**
Funding Source Schedule (000s)										
Fire Construction and Conveyance Tax Fund (392)			1,257					1,257		1,257
General Fund	1,180	2,890								4,070
Total	**1,180**	**2,890**	**1,257**					**1,257**		**5,327**
Annual Operating Budget Impact (000s)										
Total										

Measure T - Fire Station 23 Relocation (Land Acquisition)

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2023
Location	TBD	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	4th Qtr. 2025
Council Districts	4	**Initial Project Budget**	$16,500,000
Appropriation	A414Y	**FY Initiated**	2019-2020

Description This project provides funding for the purchase of a property for the future build of the relocated Fire Station 23.

Justification The existing Fire Station is located in a residential building and was purchased over 30 years ago and designated as a temporary location until a new site was found. The relocation of this Fire Station will improve facility quality and response time performance.

Notes In the March 2023, City Council approved reducing the scope of this project to include land purchase only. A total of $19.2 million remains in the Measure T - Program Reserve (Public Safety) with the goal of allocating some of this funding for the design and construction of Fire Station 23; however, these funds could potentially be used for Measure T priority projects pending bid results.

Major Cost Changes 2024-2028 CIP - Decrease of $12.4 million due to scope reduction.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	45									45
Property & Land	96	467	3,539					3,539		4,101
Design	2									2
Total	**142**	**467**	**3,539**					**3,539**		**4,148**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	142	467	3,539					3,539		4,148
Total	**142**	**467**	**3,539**					**3,539**		**4,148**
Annual Operating Budget Impact (000s)										
Total										

Measure T - Fire Station 8 Relocation

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2023
Location	601 East Santa Clara Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	3nd Qtr. 2025
Council Districts	3	**Initial Project Budget**	$16,500,000
Appropriation	A414Z	**FY Initiated**	2019-2020

Description This project provides funding for the relocation of Fire Station No. 8. The project consists of construction of an approximately 5,562 square foot, two-story single company Fire Station, with one apparatus bay, associated building amenities and staff parking.

Justification Fire Station 8 must be relocated from the current site, adjacent to Coyote Creek and Santa Clara Street, due to its proximity to the creek. Relocation is also needed to improve facility quality and meet current Fire Station standards.

Notes In March 2021, the City Council approved swapping the original site for the Fire Station 8 relocation (575 E. Santa Clara Street) for a property at 601 E. Santa Clara Street. Proceeds of $2.5 million from selling the original site and $300,000 provided for environmental mitigation at the new site was recognized in the Measure T Bond Fund and appropriated to this project.

Major Cost Changes 2022-2026 CIP - Increase of $2.8 million due to the purchase of 601 E. Santa Clara street and required environmental mitigation activities (as described above in notes section)

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	375	98								473
Property & Land	4,637									4,637
Design	1,190	31								1,220
Bid & Award	69									69
Construction	4,186	9,414								13,600
Post Construction	3	188	200					200		391
Total	**10,460**	**9,731**	**200**					**200**		**20,391**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	10,460	9,731	200					200		20,391
Total	**10,460**	**9,731**	**200**					**200**		**20,391**

Annual Operating Budget Impact (000s)

Total

Measure T - New Fire Station 32

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2024
Location	1138 Olinder Court	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	7	**Initial Project Budget**	$17,000,000
Appropriation	A415A	**FY Initiated**	2019-2020

Description This project provides funding for the construction of a new Fire Station (No. 32). The project consists of the construction of an approximately 7,700 square foot, one story dual company Fire Station, with two apparatus bays, associated building amenities, and staff parking.

Justification This new fire station will improve area coverage and response time performance.

Notes

Major Cost Changes 2024-2028 CIP - As approved by the City Council in March 2023, increase of $3.0 million to facilitate a second company to be located at this location and due to escalating construction costs.
2026-2030 CIP - Increase of $3.0 million to accommodate full build out of a dual company station. Initial funding was only sufficient to support a single engine company.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	322	73								395
Property & Land	3,252									3,252
Design	1,348	42								1,390
Bid & Award	129									129
Construction	625	13,816	2,112					2,112		16,554
Post Construction	3		371					371		374
Total	**5,679**	**13,931**	**2,483**					**2,483**		**22,093**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	5,679	13,931	2,483					2,483		22,093
Total	**5,679**	**13,931**	**2,483**					**2,483**		**22,093**
Annual Operating Budget Impact (000s)										
Total										

Measure T - New Fire Station 36

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2024
Location	Intersection of Capitol Expressway and Tuers Road	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	3rd Qtr. 2028
Council Districts	7	**Initial Project Budget**	$17,000,000
Appropriation	A415B	**FY Initiated**	2019-2020

Description This project provides funding for the construction of a new Fire Station (No. 36). The project consists of the construction of an approximately 7,000 square foot, single story company Fire Station, two apparatus bays, associated building amenities, and staff parking.

Justification This new fire station will improve area coverage and response time performance.

Notes

Major Cost Changes 2024-2028 CIP - Increase of $1.5 million due to escalating construction costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	84									84
Property & Land	340									340
Design	10	1,209								1,219
Bid & Award		50								50
Construction			2,040	14,000				16,040		16,040
Post Construction					303			303		303
Total	**435**	**1,259**	**2,040**	**14,000**	**303**			**16,343**		**18,037**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	435	1,259	2,040	14,000	303			16,343		18,037
Total	**435**	**1,259**	**2,040**	**14,000**	**303**			**16,343**		**18,037**

Annual Operating Budget Impact (000s)					
Operating				2,940	5,241
Maintenance				36	65
Total				**2,976**	**5,306**

Public Safety
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Measure T - Police 911 Call Center Upgrades

CSA	Public Safety	**Initial Start Date**	4th Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2021
Location	Police Communications Center, 885 N. San Pedro St.	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Public Works	**Revised End Date**	4th Qtr. 2026
Council Districts	3	**Initial Project Budget**	$50,000
Appropriation	A417P	**FY Initiated**	2019-2020

Description This project provides funding for the expansion of the current 911 Call Center area on the 4th floor of the Police Communications Center and redesign of the adjacent affected offices as a result of the 911 Call Center expansion.

Justification The Police 911 Call Center will expand into the space previously occupied by the relocated Emergency Operations Center, resulting an improved emergency response times.

Notes Due to design delays, the project construction is estimated to start in late 2025.

Major Cost Changes
2021-2025 CIP - Increase of $250,000 to continue scoping the project and to hire a consultant to start on design work.
2022-2026 CIP - Increase of $2.6 million to complete design work and to fund the construction for project completion.
2024-2028 CIP - Increase of $3.3 million to facilitate the full build out of the facility.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	68									68
Design	897	22								919
Bid & Award	8									8
Construction		678	4,200	200				4,400		5,078
Post Construction			108					108		108
Total	**973**	**701**	**4,308**	**200**				**4,508**		**6,181**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	973	701	4,308	200				4,508		6,181
Total	**973**	**701**	**4,308**	**200**				**4,508**		**6,181**

Annual Operating Budget Impact (000s)						
Operating	98	137	143	149		
Maintenance	85	117	123	129		
Total	**183**	**254**	**266**	**278**		

Public Safety
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Measure T - Police Administration Building Upgrades

CSA	Public Safety	**Initial Start Date**	4th Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2021
Location	201 West Mission Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2027
Council Districts	3	**Initial Project Budget**	$30,000
Appropriation	A417Q	**FY Initiated**	2019-2020

Description This project provides funding for infrastructure upgrades at the Police Administration Building (PAB). The highest priority projects at the PAB are plumbing improvements throughout the facility and improvements at the existing gun range.

Justification Infrastructure improvements are required at this aging facility to meet current building and safety standards.

Notes

Major Cost Changes
2022-2026 CIP - Increase of $320,000 to continue with preparation work for project and gun range improvements at PAB.
2023-2027 CIP - Increase of $1.0 million to upgrade the ventilation and HVAC system at the gun range.
2024-2028 CIP - Increase of $4.9 million to replace the plumbing infrastructure.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	131									131
Design	71	212								282
Bid & Award		10								10
Construction	148	595	4,984					4,984		5,727
Post Construction				100				100		100
Total	**350**	**817**	**4,984**	**100**				**5,084**		**6,250**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	350	817	4,984	100				5,084		6,250
Total	**350**	**817**	**4,984**	**100**				**5,084**		**6,250**
Annual Operating Budget Impact (000s)										
Total										

Measure T - Police Air Support Hangar

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2023
Location	Southwest area of Mineta San José Airport	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	3rd Qtr. 2025
Council Districts	3	**Initial Project Budget**	$8,400,000
Appropriation	A415C	**FY Initiated**	2019-2020

Description This project provides funding for the construction of a 7,500 square-foot one-story Support Unit Hangar for the Police Department (SJPD) at the San Jose Mineta International Airport (SJC). The new facility will be strategically located adjacent to the recently relocated Aircraft Rescue and Firefighting (ARFF) – Fire Station 20.
The new hangar will replace an aging SJPD Air Support Unit Hangar that has been in service for approximately 65 years. The original project was planned for a single aircraft bay; however, it has been upgraded to a dual-bay configuration to accommodate the department's increasing demands better, allowing for the existing SJPD helicopter and additional future aircraft. The new building will include a conference room, workstations, private offices, restrooms, lockers, showers, bunk rooms, and a break room. Site work includes parking for staff with one accessible parking stall, electric vehicles (EV) charging station stalls, and an onsite generator with a diesel fuel tank. Site work also includes a new fence to separate the Air Operations Area (AOA) from the non-AOA, and the landscaping with bio-retention areas, approximately 16,950 square feet.

Justification The existing hangar will need to be demolished to accommodate expansion of the Airport terminal building.

Notes

Major Cost Changes 2021-2025 CIP – Increase of $1.7 million due to increased construction costs.
2024-2028 CIP - Increase of $6.4 million to accommodate the construction of a second bay and increased construction costs due to inflation.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	95									95
Design	1,432									1,432
Bid & Award	126									126
Construction	4,794	11,195								15,990
Post Construction			100					100		100
Total	**6,447**	**11,195**	**100**					**100**		**17,742**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	6,447	11,195	100					100		17,742
Total	**6,447**	**11,195**	**100**					**100**		**17,742**
Annual Operating Budget Impact (000s)										
Total										

Measure T - Police Training Center Relocation

CSA	Public Safety	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	2nd Qtr. 2023
Location	300 Enzo Drive	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	1st Qtr. 2026
Council Districts	2	**Initial Project Budget**	$45,000,000
Appropriation	A415D	**FY Initiated**	2019-2020

Description This project provides funding for the relocation of the Police Training Center from the existing location at the South San José Police Substation on Great Oaks Avenue to a new location. The new center will meet all Police Officer Standards and Training (POST) requirements.

Justification The existing training and academy center is too small to meet POST requirements, and it does not have all the necessary amenities and separation of POST requirements to train the recruits and on-duty officers. The relocation of the training facilities from the Police Substation will also someday allow the full activation of the Substation.

Notes Operations and maintenance costs reflect an early look of the activation of the Police Training Center and the South San José Police Substation. The maintenance and operations costs will be refined based on community and department needs balanced against the available resources.

Major Cost Changes 2022-2026 CIP - Increase of $5.9 million due to increased scope and construction costs to meet POST requirements.
2024-2028 CIP - Increase of $18.6 million for increased project scope and escalating construction costs.
2025-2029 CIP - Decrease of $9.3 million due lower than anticipated construction costs. Funds reallocated to the Measure T - Program Reserve (Public Safety).

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	254									254
Property & Land	18,639	11								18,650
Design	2,376	10								2,386
Bid & Award	62									62
Construction	5,644	23,389	8,272					8,272		37,305
Post Construction			385					385		385
Total	**26,975**	**23,410**	**8,657**					**8,657**		**59,042**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Public Safety (498)	26,975	23,410	8,657					8,657		59,042
Total	**26,975**	**23,410**	**8,657**					**8,657**		**59,042**
Annual Operating Budget Impact (000s)										
Total										

Public Safety
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Police Training Facility FF&E

CSA	Public Safety	**Initial Start Date**	3rd Qrt. 2025
CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Initial End Date**	1st Qrt. 2026
Location	300 Enzo Drive	**Revised Start Date**	
Dept Owner	Police	**Revised End Date**	
Council Districts	2	**Initial Project Budget**	$3,000,000
Appropriation	TEMP_1220	**FY Initiated**	2025-2026

Description This project provides funding for furniture, fixtures, and equipment (FF&E) for the relocated Police Training Facility. The new center will meet all Police Officer Standards and Training (POST) requirements.

Justification The existing training and academy center is too small to meet POST requirements, and it does not have all the necessary amenities and separation of POST requirements to train the recruits and on-duty officers. The relocation of the training facilities from the Police Substation will also allow full activation of the Substation

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies			3,000					3,000		3,000
Total			**3,000**					**3,000**		**3,000**
Funding Source Schedule (000s)										
General Fund			3,000					3,000		3,000
Total			**3,000**					**3,000**		**3,000**
Annual Operating Budget Impact (000s)										
Total										

Capital Project Management

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6951

Description This allocation provides funding for the Fire Department to adequately manage and complete Fire capital projects. These funds will be used for capital program staff, contractual/temporary personnel, and for staff overtime associated with heavy workload for the capital projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	1,086	1,115	1,149	1,183	1,218	1,255	5,920
Total	**1,086**	**1,115**	**1,149**	**1,183**	**1,218**	**1,255**	**5,920**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	1,086	1,115	1,149	1,183	1,218	1,255	5,920
Total	**1,086**	**1,115**	**1,149**	**1,183**	**1,218**	**1,255**	**5,920**

City-Building Energy Projects Program

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A5002

Description This allocation provides ongoing funding for Fire facility upgrades identified by Pacific Gas and Electric (PG&E) energy audits on City facilities that would generate energy savings. Projects are prioritized by the pay-back of energy savings, most of which occur in less than five years.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	10	10	10	10	10	10	50
Total	**10**	**10**	**10**	**10**	**10**	**10**	**50**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	10	10	10	10	10	10	50
Total	**10**	**10**	**10**	**10**	**10**	**10**	**50**

Emergency Response Data Analysis

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4876

Description

This allocation provides funding for data analysis and analytical studies related to fire protection planning and emergency response performance. This allocation also supports the ongoing implementation of the Fire Department's Information Technology master plan, notably data collection/automation. Work towards data collection/automation will provide dashboard information to program managers for monitoring response time performance and refining deployment of resources.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	121	126	131	137	143	148	685
Total	**121**	**126**	**131**	**137**	**143**	**148**	**685**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	121	126	131	137	143	148	685
Total	**121**	**126**	**131**	**137**	**143**	**148**	**685**

Emergency Response Maps

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4036

Description This allocation provides funding for annual updates to emergency response maps used by the Fire Department, which are necessary for responding to calls. The Fire Department is implementing a new continuous updating strategy to help produce better response times through more frequent map updates.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	79	82	86	90	94	97	449
Equipment, Materials and Supplies	14	14	14	14	14	14	70
Total	**93**	**96**	**100**	**104**	**108**	**111**	**519**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	93	96	100	104	108	111	519
Total	**93**	**96**	**100**	**104**	**108**	**111**	**519**

Facilities Improvements

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4075

Description This allocation provides funding for the repair and replacement of major fire station facility components and other capital maintenance needs, including emergency repairs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	382	375	375	375	375	375	1,875
Total	**382**	**375**	**375**	**375**	**375**	**375**	**1,875**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	382	375	375	375	375	375	1,875
Total	**382**	**375**	**375**	**375**	**375**	**375**	**1,875**

Fire Apparatus Replacement

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6363

Description This allocation provides funding for scheduled fire apparatus replacement based on the following replacement intervals: overhead vehicles (formerly battalion chief vehicles), 10 years; brush patrols, 12 years; engines, light units, rescue units, USARs, and other special equipment, 20 years; and trucks, 25 years.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	14,433						
Property & Land	33						
Equipment, Materials and Supplies	9,719	2,400	3,400	3,900	4,400	5,400	19,500
Total	**24,185**	**2,400**	**3,400**	**3,900**	**4,400**	**5,400**	**19,500**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	4,592	400	400	400	400	400	2,000
General Fund	19,592	2,000	3,000	3,500	4,000	5,000	17,500
Total	**24,185**	**2,400**	**3,400**	**3,900**	**4,400**	**5,400**	**19,500**

Fire Data System

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A5855

Description This allocation provides funding for the purchase of additional response data analysis software and ongoing system maintenance costs related to the Computer Aided Dispatch (CAD) system.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	32	32	32	32	32	32	160
Maintenance, Repairs, Other	22	10	10	10	10	10	50
Total	**54**	**42**	**42**	**42**	**42**	**42**	**210**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	54	42	42	42	42	42	210
Total	**54**	**42**	**42**	**42**	**42**	**42**	**210**

Fire IT Hardware Replacement

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6487

Description This allocation provides funding to the Fire Department for the systematic replacement of outdated computers and peripherals. It includes ongoing financial support, with additional one-time increments allocated as needed when scheduled replacements exceed the regular funding provisions.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	86	497	399	144	144	124	1,308
Total	**86**	**497**	**399**	**144**	**144**	**124**	**1,308**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	86	497	399	144	144	124	1,308
Total	**86**	**497**	**399**	**144**	**144**	**124**	**1,308**

Handheld Radios

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6492

Description This allocation provides funding for the replacement of portable emergency response radios that become broken, lost, or stolen.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	9	9	9	9	9	9	45
Total	**9**	**9**	**9**	**9**	**9**	**9**	**45**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	9	9	9	9	9	9	45
Total	**9**	**9**	**9**	**9**	**9**	**9**	**45**

Heavy Rescue Airbags

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6493
Description	This allocation provides funding for the replacement of heavy rescue airbags.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	2						
Equipment, Materials and Supplies	15	15	15	15	15	15	75
Total	**17**	**15**	**15**	**15**	**15**	**15**	**75**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	17	15	15	15	15	15	75
Total	**17**	**15**	**15**	**15**	**15**	**15**	**75**

Hose Replacement

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6063
Description	This allocation provides ongoing funding for the hose replacement program.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	0						
Equipment, Materials and Supplies	38	36	36	36	36	36	180
Total	**38**	**36**	**36**	**36**	**36**	**36**	**180**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	38	36	36	36	36	36	180
Total	**38**	**36**	**36**	**36**	**36**	**36**	**180**

Personal Protective Equipment Program

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A6420

Description This allocation provides funding for the management of the Personal Protective Equipment Program. This program also manages the repair and maintenance of nozzles, small tools, hoses, and ordering supplies needed to stock company stores.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	99		109	114	120	124	467
Equipment, Materials and Supplies	206	310	206	206	206	206	1,134
Maintenance, Repairs, Other	297						
Total	**602**	**310**	**315**	**320**	**326**	**330**	**1,601**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	602	310	315	320	326	330	1,601
Total	**602**	**310**	**315**	**320**	**326**	**330**	**1,601**

Self-Contained Breathing Apparatus (SCBA) Equipment

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4308

Description This allocation funds the testing of Self-Contained Breathing Apparatus (SCBA) equipment. It also includes one-time incremental funding to support scheduled replacements of SCBA cylinders as required.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	0						
Equipment, Materials and Supplies	60	32	626	127	327	27	1,139
Total	**60**	**32**	**626**	**127**	**327**	**27**	**1,139**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	60	32	626	127	327	27	1,139
Total	**60**	**32**	**626**	**127**	**327**	**27**	**1,139**

Telecommunications Equipment

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4504

Description This allocation provides funding for the replacement of outdated telecommunications equipment.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	14	14	14	14	14	14	70
Total	**14**	**14**	**14**	**14**	**14**	**14**	**70**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	14	14	14	14	14	14	70
Total	**14**	**14**	**14**	**14**	**14**	**14**	**70**

Tools and Equipment

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A4073

Description This allocation provides funding to purchase necessary equipment for emergency response, support services, arson investigation, and hazardous materials management.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	91						
Equipment, Materials and Supplies	289	289	289	289	289	289	1,445
Total	**380**	**289**	**289**	**289**	**289**	**289**	**1,445**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	380	289	289	289	289	289	1,445
Total	**380**	**289**	**289**	**289**	**289**	**289**	**1,445**

Turnout Cleaning

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A5856

Description This allocation provides funding for cleaning, repairs, and preventive maintenance of the Fire Department's turnout equipment.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	130						
Maintenance, Repairs, Other	220	220	220	220	220	220	1,100
Total	**350**	**220**	**220**	**220**	**220**	**220**	**1,100**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	350	220	220	220	220	220	1,100
Total	**350**	**220**	**220**	**220**	**220**	**220**	**1,100**

Underground Fuel Tank Compliance

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A405H

Description This allocation provides funding for the monitoring and soil clean-up, when necessary, at City fire stations where fuel tanks have been removed.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	9	9	9	9	9	9	45
Total	**9**	**9**	**9**	**9**	**9**	**9**	**45**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	9	9	9	9	9	9	45
Total	**9**	**9**	**9**	**9**	**9**	**9**	**45**

Vintage Apparatus and Equipment Maintenance

CSA Outcome	Resilient Communities That Are Prepared for Emergencies	**Council Districts**	City-wide
Department Owner	Fire	**Appropriation**	A5631

Description This allocation provides funding for repairs and preventive maintenance for vintage San José Fire Department apparatus and equipment. The San José Fire Department Muster Team formed a 501c3, nonprofit organization.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	5	5	5	5	5	5	25
Total	**5**	**5**	**5**	**5**	**5**	**5**	**25**
Funding Source Schedule (000s)							
Fire Construction and Conveyance Tax Fund (392)	5	5	5	5	5	5	25
Total	**5**	**5**	**5**	**5**	**5**	**5**	**25**

Public Safety
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Mobile Data Computer Replacements
5-Yr CIP Budget	$1,204,000
Total Budget	$2,354,627
Council Districts	City-wide
Initial Start Date	1st Qtr. 2016
Initial End Date	2nd Qtr. 2018
Revised End Date	4th Qtr. 2029
Description	This allocation provides funding to procure Mobile Data Computers (MDCs) to be placed in every fire apparatus for direct access to the Department's Computer Aided Dispatch (CAD) system and other technology tools. The 2026-2030 CIP allocates $1.2 million for a one-time procurement and replacement of MDCs that are nearing the end of their serviceable life. The majority of the replacements, estimated to cost $1.0 million, is slated for 2027-2028, with additional replacements taking place in 2028-2029.

Public Safety
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name Measure T - Admin Reserve Public Safety
5-Yr CIP Budget $ 355,000
Total Budget $ 355,000
Council Districts N/A
Description This reserve sets aside funding for the administrative costs associated with the oversight and management of the Measure T Public Safety and Infrastructure Bond Program.

Project Name Measure T - Arbitrage Rebate Reserve
5-Yr CIP Budget $ 4,376,194
Total Budget $ 4,376,194
Council Districts N/A
Description Investment earnings in excess of the arbitrage yield on tax-exempt bond proceeds are to be rebated to the IRS at the end of every fifth bond year.

For the bond year ending September 1, 2024, the cumulative interest earnings for the tax-exempt 2021A Bonds is estimated to exceed the arbitrage yield by $4.4 million, which will be subject to rebate to the IRS in 2026. The excess interest earnings are a result of rising interest rates and slower spending of the bond proceeds than anticipated.

Funding is set aside for the payments to the IRS. In the event that payback is not required or less than estimated, the remaining funding will be used for Measure T projects.

Project Name Measure T - Program Reserve (Public Safety)
5-Yr CIP Budget $ 19,153,914
Total Budget $ 19,153,914
Council Districts City-wide
Description Initially, $36.42 million of the Measure T Public Safety and Infrastructure Bond funds were set aside in the reserve for various projects, including: Police Administration Building Upgrades, 9-1-1 Call Center Upgrades, rehabilitation of various Fire Stations, as well as a contingency for Public Safety projects.

A total of $29.5 million of the reserve has been allocated to fund the following projects: Emergency Operations Center Relocation ($8.3 million), 9-1-1 Call Center Upgrades ($6.2 million), Police Air Support Unit Hangar ($2.8 million), Fire Station 37 ($0.9 million), Admin for Public Safety ($0.5 million), Police Administration Building Upgrades ($3.8 million), Police Training Center ($5.9 million), and Fire Station 36 ($1.1 million).

Subsequently, in 2023-2024 the reserve was used to offset higher construction awards for the Police Air Support Hangar ($1.2 million) and Fire Station 8 Relocation ($1.7 million) projects. Offsetting the use of the reserve was $9.3 million of savings from the Police Training Center construction bids coming in lower than anticipated and prior year's interest earnings of $4.5 million and project savings ($231,000). A total of $11.1 million was added to the reserve, bringing it to $18.1 million.

In 2024-2025, $3.0 million from the reserve was allocated to Fire Station 32 to offset higher construction costs for the site.

In 2025-2026, $4.0 million from interest earnings and project savings ($110,000) was added to the reserve bringing the total to $19.2 million.

The goal of the reserve will be allocated for the design and construction of Fire Station 23; however, these funds could potentially be used for Measure T priority projects pending bid results.

Mission: To provide the community with safe, secure, and efficient surface and air transportation systems that support San José's livability and economic vitality.



New Airport Facilities Division Building and Maintenance Garages

The Transportation and Aviation Services (TAS) City Service Area (CSA) provides a safe and efficient transportation system that is dedicated to improving freeways, transit, streets, bikeways, parking facilities, sidewalks, the Airport, and its supporting facilities. The City works with other agencies, including the state and federal governments, to provide these services. Transportation and aviation infrastructure and services provide an important resource to support the community's livability and economy, and as such, support the City's economic development efforts. This CSA is dedicated to ensuring that the transportation system supports the economic competitiveness of San José and provides residents with safe, attractive, and efficient systems and facilities.



Tully Road Corridor Safety Improvements

Over the next five years, the TAS CSA includes investments of $1.35 billion, representing a net decrease of $359.9 million from the 2025-2029 Adopted Capital Improvement Program ($1.71 billion). The Airport Capital Program decreased by $244.7 million, primarily attributable to the completion of the Facilities Division Relocation Project ($40.0 million) and decreases to the Terminal A Ramp Rehabilitation project ($8.8 million) and the Terminal B Ramp Rehabilitation project ($52.9 million). The Traffic Capital Program decreased by $106.3 million, driven by several factors: the completion of multiple projects such as 101/Zanker environmental phase ($11.1 million) and Tully Road Corridor Safety Improvements ($2.6 million); projects moving into construction in 2024-2025, including Quiet Zone ($12.8 million) and W San Carlos Corridor Safety Improvements ($10.3 million); and the conclusion of one-time funding, notably Measure T for pavement maintenance, bridges, and LED streetlight conversion ($44.7 million). The Parking Capital Program decreased by $8.9 million, largely due to the Garage Façade Improvements project being awarded in 2024-2025 ($6.2 million). There are no new major construction project budgets across the 5-year Parking CIP.

CSA CAPITAL PROGRAMS

- Airport
- Parking
- Traffic

PROGRAM HIGHLIGHTS

Airport Capital Program

2026-2030 Proposed CIP: $498.5 million

- Airfield Configuration Updates
- Consolidated Rental Car Facility Accessibility Upgrades
- Garage Sprinkler Replacement
- General Aviation Run Up Reconstruction
- Short-Term Parking Garage

Parking Capital Program

2026-2030 Proposed CIP: $20.5 million

- Garage Elevator Upgrades
- Garage Façade Improvements
- Greater Downtown Parking Inventory

Traffic Capital Program

2026-2030 Proposed CIP: $829.1 million

Safety and Efficiency Projects:

- Balbach Street Transportation Improvements
- Roosevelt Park Transportation Improvements
- San José Safety Improvements at Key Intersections
- Senter Road Bulb-Outs
- Signalized Intersections Pedestrian Safety Improvements
- Speed Safety System Pilot
- Vision Zero: East San José Corridor Safety Improvements at Senter Road
- VTA 2016 Measure B Complete Street Project Improvements (SRTS)

Local Multimodal Projects:

- Julian Street and St. James Couplet Conversion
- Story-Keyes Complete Streets Improvements
- Willow-Keyes Complete Streets Improvements

Regional System Expansion Projects:

- I-280/Winchester Boulevard Interchange
- Route 101/Mabury Road Project Development

Maintenance and Rehabilitation Projects:

- Pavement Maintenance

North San José Improvement Projects:

- Montague Expressway Improvements Phase 2
- Route 101/Trimble/De La Cruz Interchange Improvement

Recent Accomplishments

◊ Completed Phases 1 and 1B of reconstruction of Taxiway V on the north side of the airfield

◊ Completed reconstruction of the two monument signs located on Coleman Avenue and Skyport Drive to reflect the new Airport colors and logo

◊ Completed two corridor safety improvement projects on McKee Road and Tully Road—installed enhanced crosswalks, raised median islands, and modified traffic signals

◊ Installed 5.5 miles of quick-build improvements, completed 58 safety projects and implemented 167 traffic signal safety improvements, 12 major signal modifications and one new traffic signal. Completed deployment of Central Transit Signal Priority at 207 intersections

◊ Completed Mt. Pleasant Schools Bike/Pedestrian Safety Improvements project by constructing enhanced crosswalks and sidewalks with ADA ramps

◊ Completed pavement maintenance on 50.5 miles of major streets and 137 miles of neighborhood streets during the 2024 construction season

◊ Completed 7.4 miles of new on-street bikeways and upgraded 32.8 miles of existing on-street bikeways

◊ Completed elevator modernizations for the Market Street and 4th/San Fernando garages

CSA OUTCOMES

(Supported by the Capital Program)

- ✓ Effective and equitable transportation modes to promote a strong economy
- ✓ Users have a positive, reliable, and efficient experience
- ✓ Safe and secure transportation system to enhance community livability

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements, along with targets and goals, has been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and cost of construction projects. Please see the Budget Guide section narrative for additional information on capital performance measurements.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Transportation and Aviation Services CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1. % of CIP projects delivered within 2 months of approved baseline schedule[2]	95% (38/40)	85%	89% (33/37)	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget[3]	92% (23/25)	90%	93% (43/46)	90%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

For the purpose of reporting performance measures, the Developer Assisted Projects (DAP) in the CIP are captured in the Transportation and Aviation Services (TAS) CSA performance measures rather than in the Community and Economic Development CSA, as the work performed to deliver the DAP is done by the roadway and street lighting engineering staff.

In 2024-2025, the TAS CSA is estimated to deliver 33 of 37 (89%) construction projects within two months of the approved baseline schedule, which is above the performance target of 85%. Notable capital projects delivered in 2024-2025 include San José Mineta International Airport Perimeter Protection Project, Mt. Pleasant Pedestrian & Bike Traffic Safety Improvements, McKee Road Corridor Safety Improvements, Tully Road Corridor Safety Improvements, FEMA – Alum Rock Park Service Road Slide Repair, miscellaneous local street ADA improvements, and many major street resurfacing projects.

In 2024-2025, 43 of 46 (93%) construction projects are expected to be completed within their baseline budgets, above the performance target of 90%. In addition to the above projects, Phase 1 and Phase 1B of the San José Mineta International Airport New Taxiway Victor have reached project completion, Phase 2 of the Story Road Bridge Deck Rehab, and the Stevens Creek Blvd & Winchester Blvd Resurfacing Project were also completed. By using the City's Capital Project Management System (CPMS), staff continues to work to strengthen the alignment of project scopes, schedules, and budgets, while also attempting to account for external market conditions that may affect the cost-effective delivery of capital projects.

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Airport						
Advanced Planning	1,500,000	1,500,000	7,500,000	*	Ongoing	Ongoing
Aircraft Rescue and Fire Fighting Apparatus Replacement			3,001,000	5,202,000	3rd Qtr. 2024	2nd Qtr. 2028
Airfield Configuration Updates		26,435,000	26,435,000	100,195,070	3rd Qtr. 2020	TBD
Airfield Improvements	300,000	300,000	1,500,000	*	Ongoing	Ongoing
Airfield Mowers		420,000	420,000	870,000	3rd Qtr. 2024	2nd Qtr. 2027
Airfield Paint Machinery		100,000	100,000	100,000	3rd Qtr. 2026	2nd Qtr. 2027
Airfield Preventive Pavement Maintenance			401,000	*	Ongoing	Ongoing
Airport Design Standards		675,000	675,000	675,000	3rd Qtr. 2026	2nd Qtr. 2027
Airport Technology Services	366,000	371,000	1,210,000	*	Ongoing	Ongoing
Airside Lighting Replacement	500,000	250,000	750,000	2,150,765	3rd Qtr. 2020	3rd Qtr. 2027
ANOMS System Replacement			2,001,000	2,001,000	3rd Qtr. 2029	2nd Qtr. 2030
Biometric Access Control			850,000	850,000	3rd Qtr. 2029	2nd Qtr. 2030
Camera Infrastructure Upgrade		400,000	2,150,000	2,400,000	3rd Qtr. 2026	2nd Qtr. 2028
Central Plant Refurbishment	100,000	570,000	970,000	*	Ongoing	Ongoing
Consolidated Rental Car Facility Accessibility Upgrades	9,500,000		9,500,000	11,700,000	3rd Qtr. 2024	2nd Qtr. 2026
Customs and Border Protection Process Improvements	25,000		25,000	597,791	3rd Qtr. 2018	2nd Qtr. 2026
Equipment, Operating	40,000	40,000	200,000	*	Ongoing	Ongoing
Garage Sprinkler Replacement	7,900,000	7,900,000	15,800,000	18,000,000	3rd Qtr. 2023	2nd Qtr. 2027
General Aviation Hangar Improvements		200,000	200,000	200,000	3rd Qtr. 2026	2nd Qtr. 2027
General Aviation Run Up Reconstruction			2,139,000	2,139,000	3rd Qtr. 2028	2nd Qtr. 2029
Groundwater Wells and Sampling	100,000	1,500,000	3,100,000	3,840,487	3rd Qtr. 2019	2nd Qtr. 2028
Jet Bridge Refurbishment	975,000	1,786,000	5,909,000	*	Ongoing	Ongoing
Land Improvements	125,000	125,000	625,000	*	Ongoing	Ongoing
Mobile Light Towers		80,000	80,000	160,000	3rd Qtr. 2024	2nd Qtr. 2027
Network Hardware Replacement		475,000	1,893,000	*	Ongoing	Ongoing
Operations System Replacement	400,000	940,000	3,640,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Passenger Processing Equipment		100,000	400,000	400,000	3rd Qtr. 2026	2nd Qtr. 2030
Pavement Maintenance - Airport	400,000	400,000	2,000,000	*	Ongoing	Ongoing
Preconditioned Air Units	1,852,000		1,852,000	3,762,623	3rd Qtr. 2018	2nd Qtr. 2026
Program Management	400,000	6,000,000	18,400,000	*	Ongoing	Ongoing
Project Management Support	400,000	400,000	1,600,000	*	Ongoing	Ongoing
Public Art Funding			2,000,000	*	Ongoing	Ongoing
Recycled Water System Upgrades	250,000		250,000	250,000	3rd Qtr. 2025	2nd Qtr. 2026
Roadway Signage Rehabilitation			750,000	1,529,000	3rd Qtr. 2023	2nd Qtr. 2029
Short-Term Parking Garage			200,000,000	200,150,000	3rd Qtr. 2024	2nd Qtr. 2029
Signage Design and Production	260,000	210,000	1,100,000	*	Ongoing	Ongoing
Skylight Refurbishment		150,000	150,000	*	Ongoing	Ongoing
Tenant Wireless Network	550,000	600,000	1,150,000	1,150,000	3rd Qtr. 2025	2nd Qtr. 2027
Terminal A Baggage Claim Carousels		2,739,000	2,739,000	4,838,488	3rd Qtr. 2018	2nd Qtr. 2027
Terminal Building Modifications	1,769,000	1,810,000	5,894,000	*	Ongoing	Ongoing
Terminal Fire Safety	3,040,000		3,040,000	3,524,510	3rd Qtr. 2022	2nd Qtr. 2026
Transfer to Airport Fiscal Agent Fund (525)	20,316,000	20,175,000	113,520,000	318,165,949	N/A	N/A
Vehicle Replacement Program	550,000	550,000	2,750,000	*	Ongoing	Ongoing
Zero Emissions Buses	2,501,000		2,501,000	16,942,282	2nd Qtr. 2016	2nd Qtr. 2026
Total: Construction/Non-Construction	**54,119,000**	**77,201,000**	**451,170,000**			
Ending Fund Balance	42,840,162	47,962,162	47,324,162 *			
Total: Airport	**96,959,162**	**125,163,162**	**498,494,162** *			
Parking						
Capital Program and Public Works Department Support Service Costs	218,000	60,000	458,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	26,000	29,000	142,000	*	Ongoing	Ongoing
Curb Digitization and Management	200,000	200,000	1,000,000	3,198,941	1st Qtr. 2024	2nd Qtr. 2030

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Garage Elevator Upgrades	674,000	250,000	1,674,000	*	Ongoing	Ongoing
Garage Façade Improvements	2,642,000		2,642,000	10,225,142	4th Qtr. 2019	2nd Qtr. 2026
Greater Downtown Area Multi-Modal/Streetscape Improvements	50,000	50,000	250,000	*	Ongoing	Ongoing
Greater Downtown Parking Inventory	5,039,000		5,039,000	18,586,937	2nd Qtr. 2018	2nd Qtr. 2026
Green Technologies and Innovation	250,000	250,000	1,250,000	*	Ongoing	Ongoing
Minor Parking Facility Improvements	675,000	800,000	4,475,000	*	Ongoing	Ongoing
Revenue Control & Meter Upgrades	250,000	250,000	1,250,000	*	Ongoing	Ongoing
SAP/Diridon Area Parking and Transportation Reserve	1,770,000		1,770,000	1,770,000	N/A	N/A
Security Improvements	75,000	75,000	375,000	*	Ongoing	Ongoing
Total: Construction/Non-Construction	**11,869,000**	**1,964,000**	**20,325,000**			
Ending Fund Balance	4,058,364	3,294,364	202,364 *			
Total: Parking	**15,927,364**	**5,258,364**	**20,527,364** *			
Traffic						
ADA Sidewalk Accessibility Program	500,000	500,000	2,500,000	*	Ongoing	Ongoing
Airport Connector	1,400,000	500,000	1,900,000	6,103,176	4th Qtr. 2021	2nd Qtr. 2027
ATC Traffic Signal Cabinet Upgrades	250,000		250,000	1,918,274	1st Qtr. 2022	2nd Qtr. 2026
Autumn Street Extension	100,000		100,000	19,377,306	2nd Qtr. 2012	2nd Qtr. 2026
Avenues School Safety Improvements	775,000		775,000	1,575,000	1st Qtr. 2025	2nd Qtr. 2026
Avenues School Safety Improvements Reserve	425,000		425,000	425,000	N/A	N/A
Balbach Street Transportation Improvements	2,100,000		2,100,000	6,130,636	2nd Qtr. 2023	2nd Qtr. 2026
BART Policy and Planning Phase 2	236,000	236,000	1,180,000	*	Ongoing	Ongoing
Better Bikeways San Fernando	150,000		150,000	12,826,515	1st Qtr. 2020	2nd Qtr. 2026
Bicycle and Pedestrian Facilities	1,519,000	1,387,000	4,817,000	*	Ongoing	Ongoing
Bikeshare to La Plaza	500,000		500,000	1,000,000	2nd Qtr. 2025	2nd Qtr. 2026
Bridge Maintenance and Repair	200,000	200,000	1,150,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Capital Program and Public Works Department Support Service Costs	3,747,000	2,544,000	12,842,000	*	Ongoing	Ongoing
City Hall Debt Service Fund	873,000	960,000	4,713,000	*	Ongoing	Ongoing
City-Wide Emergency Repairs	100,000		100,000	*	Ongoing	Ongoing
City-Wide Transit Improvements	608,000	609,000	3,044,000	*	Ongoing	Ongoing
Cloud-Based Central TSP	612,000		612,000	1,098,056	2nd Qtr. 2025	2nd Qtr. 2026
Congestion Management Program Dues (Prop. 111)	1,090,000	1,123,000	5,790,000	*	Ongoing	Ongoing
Delivering Zero Emissions Communities	100,000		100,000	100,000	2nd Qtr. 2025	2nd Qtr. 2026
Downtown San José Bikeways	100,000		100,000	6,225,882	4th Qtr. 2021	2nd Qtr. 2026
East San José Equity Mobility Project	3,400,000	383,000	3,783,000	5,283,000	4th Qtr. 2024	2nd Qtr. 2027
East Santa Clara Street Bridge at Coyote Creek	1,517,000		1,517,000	3,084,454	2nd Qtr. 2010	2nd Qtr. 2026
Evergreen Bikeways 2025	494,000		494,000	500,171	4th Qtr. 2023	2nd Qtr. 2026
Evergreen Traffic Impact Fees Reserve	2,540,321		2,540,321	2,540,321	N/A	N/A
Fiber Optics Permit Engineering	210,000	210,000	1,050,000	*	Ongoing	Ongoing
General Fund - General Purpose	1,300,000	1,000,000	5,300,000	23,858,000	N/A	N/A
General Fund - Pavement Maintenance - State Gas Tax	750,000	750,000	3,750,000	15,802,000	N/A	N/A
Guadalupe River Trail Connections and Crossing Climate Adaptation Plan	10,000		10,000	390,000	3rd Qtr. 2024	2nd Qtr. 2026
Highway Soundwalls	499,000		499,000	499,936	1st Qtr. 2022	2nd Qtr. 2026
I-280/Winchester Boulevard Interchange	100,000	100,000	200,000	6,492,824	1st Qtr. 2018	2nd Qtr. 2027
Infrastructure Management System - Traffic	458,000	472,000	2,433,000	*	Ongoing	Ongoing
Inter-Agency Encroachment Permit	100,000	100,000	500,000	*	Ongoing	Ongoing
Jackson Avenue Complete Streets	3,250,000	775,000	4,125,000	4,975,000	3rd Qtr. 2025	2nd Qtr. 2028
Julian Street and St. James Couplet Conversion	9,217,000	10,000,000	19,317,000	20,850,020	3rd Qtr. 2022	2nd Qtr. 2028
Land Management and Weed Abatement	468,000	468,000	2,340,000	*	Ongoing	Ongoing
Left Turn Signal Phasing Modifications	67,000		67,000	202,000	3rd Qtr. 2024	2nd Qtr. 2026
McKee Road Corridor Safety Improvements	100,000		100,000	11,951,327	2nd Qtr. 2018	2nd Qtr. 2026
Measure T - Admin Reserve Traffic	21,000		21,000	21,000	N/A	N/A
Measure T - Admin Traffic	21,000		21,000	160,281	N/A	N/A

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Measure T - Bridges	4,751,000	1,900,000	9,051,000	19,976,996	3rd Qtr. 2019	2nd Qtr. 2029
Measure T - LED Streetlight Conversion	2,500,000	697,000	4,797,000	8,578,206	3rd Qtr. 2019	2nd Qtr. 2028
Miscellaneous Street Improvements	100,000	100,000	500,000	*	Ongoing	Ongoing
Montague Expressway Improvements Phase 2	8,150,000	150,000	8,750,000	11,450,880	4th Qtr. 2020	2nd Qtr. 2030
Montague Expressway Improvements Phase 2 Reserve	1,000,000		1,000,000	1,000,000	N/A	N/A
Monterey Grade Separation	4,175,000		4,175,000	10,000,000	2nd Qtr. 2025	2nd Qtr. 2026
Monterey Grand Boulevard	2,398,000	100,000	2,498,000	2,500,000	2nd Qtr. 2025	2nd Qtr. 2027
Monterey Road Corridor Safety and Transit Improvements	250,000		250,000	500,000	2nd Qtr. 2025	2nd Qtr. 2026
Multi-Corridor Signal Improvements	500,000	325,000	825,000	1,325,000	2nd Qtr. 2025	2nd Qtr. 2027
North San José Improvement - 101/Zanker	150,000	150,000	750,000	17,469,003	4th Qtr. 2014	2nd Qtr. 2030
North San José New Development (BCP) Reserve	540,250		540,250	540,250	N/A	N/A
North San José New Development Reserve	2,722,048		2,722,048	2,722,048	N/A	N/A
North San José Traffic Impact Fees Reserve	14,552,669		14,552,669	14,552,669	N/A	N/A
North San José Transportation Improvements Reserve	8,000,000		8,000,000	8,000,000	N/A	N/A
North San José Transportation Plan	180,000		180,000	1,989,278	2nd Qtr. 2016	2nd Qtr. 2026
Pavement Maintenance - City	602,000	602,000	6,010,000	*	Ongoing	Ongoing
Pavement Maintenance - Complete Street Project Development	671,000	1,571,000	8,105,000	*	Ongoing	Ongoing
Pavement Maintenance - Federal (OBAG2)	959,000		959,000	17,602,902	3rd Qtr. 2020	2nd Qtr. 2026
Pavement Maintenance - Measure T Bond	55,250,307	20,000,000	75,250,307	300,003,490	3rd Qtr. 2019	2nd Qtr. 2027
Pavement Maintenance - SB1 Road Repair & Accountability Act 2017	26,346,986	17,295,500	95,287,486	*	Ongoing	Ongoing
Pavement Maintenance - State Gas Tax	7,357,641	7,916,000	38,784,141	*	Ongoing	Ongoing
Pavement Maintenance – VTA 2016 Measure B	26,860,000	22,418,000	103,348,000	*	Ongoing	Ongoing
Pavement Maintenance – VTA Measure B VRF	5,362,000	5,413,000	26,474,000	*	Ongoing	Ongoing
Planning, Building and Code Enforcement Transportation Support	250,000	250,000	1,250,000	*	Ongoing	Ongoing
Public Art Allocation	207,000	419,000	872,000	*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Public Works Miscellaneous Support	200,000	200,000	1,000,000	*	Ongoing	Ongoing
Regional Rail Planning	1,630,000	1,632,000	8,158,000	*	Ongoing	Ongoing
Roosevelt Park Transportation Improvements	2,100,000		2,100,000	4,041,149	2nd Qtr. 2022	2nd Qtr. 2026
Route 101/Blossom Hill Road Interchange	200,000		200,000	8,689,081	1st Qtr. 2016	2nd Qtr. 2026
Route 101/Mabury Road Project Development	180,000	180,000	900,000	16,355,593	4th Qtr. 2012	2nd Qtr. 2030
Route 101/Oakland/Mabury New Development Reserve	6,555,695		6,555,695	6,555,695	N/A	N/A
Route 101/Oakland/Mabury Traffic Impact Fees Reserve	17,548,703		17,548,703	17,548,703	N/A	N/A
Route 101/Trimble/De La Cruz Interchange Improvement	3,750,000		3,750,000	9,704,810	1st Qtr. 2018	2nd Qtr. 2026
Route 87/Capitol Expressway Interchange Improvements	1,448,000	348,000	2,840,000	8,132,121	2nd Qtr. 2021	2nd Qtr. 2030
Safety - Pedestrian and Roadway Improvements Program	200,000		200,000	1,699,869	4th Qtr. 2021	2nd Qtr. 2026
Safety - Pedestrian Improvements	2,000,000	2,000,000	10,000,000	*	Ongoing	Ongoing
Safety - Project Delivery	2,688,000	2,691,000	13,452,000	*	Ongoing	Ongoing
Safety - Signs & Markings	350,000	50,000	550,000	*	Ongoing	Ongoing
Safety - Traffic Signal Modifications/Construction	1,091,000	1,093,000	5,463,000	*	Ongoing	Ongoing
Safety Program Reserve	1,775,000		1,775,000	1,775,000	N/A	N/A
San Fernando Street Mobility Hubs	983,000		983,000	1,287,000	2nd Qtr. 2025	2nd Qtr. 2026
San José Regional Transportation Hub and Corridor Planning	468,000		468,000	3,999,834	4th Qtr. 2019	2nd Qtr. 2026
San José Safety Improvements at Key Intersections	2,000,000	6,000,000	14,400,000	15,400,000	2nd Qtr. 2025	2nd Qtr. 2029
San José Travel Models Update with Big Data	102,000	80,000	182,000	250,000	2nd Qtr. 2025	2nd Qtr. 2027
Senter Road Bulb-Outs	4,148,000	250,000	4,398,000	6,398,000	2nd Qtr. 2025	2nd Qtr. 2027
Senter Road Traffic Safety Improvements	468,000		468,000	1,000,000	3rd Qtr. 2024	2nd Qtr. 2026
Signal and Lighting Vehicle Replacement	250,000	250,000	1,250,000	*	Ongoing	Ongoing
Signalized Intersections Pedestrian Safety Improvements	6,425,000	600,000	7,125,000	7,875,000	2nd Qtr. 2025	2nd Qtr. 2028
Speed Safety System Pilot	1,700,000	2,085,000	9,900,000	10,500,000	4h Qtr. 2024	2nd Qtr. 2030
Story & Clayton Rd Intersection Improvements	330,000		330,000	330,000	3rd Qtr. 2025	2nd Qtr. 2026
Story-Keyes Complete Streets Improvements	5,636,000	23,997,000	44,733,000	45,483,000	2nd Qtr. 2025	2nd Qtr. 2029

Capital Program Summary by City Service Area

Transportation & Aviation Services

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Streetlight Wire Replacement	1,000,000		1,000,000	6,605,696	1st Qtr. 2012	2nd Qtr. 2026
Tamien Safety Improvements	905,000		905,000	1,255,000	2nd Qtr. 2025	2nd Qtr. 2026
Taylor Street East of 7th Street Railroad Crossing Improvement Project	150,000		150,000	150,000	2nd Qtr. 2025	2nd Qtr. 2026
TFCA - Grant Project Delivery	831,000	214,000	1,045,000	1,236,727	3rd Qtr. 2021	2nd Qtr. 2027
Traffic Capital Support	2,191,000	2,192,000	10,903,000	*	Ongoing	Ongoing
Traffic Project Development and Delivery	2,675,000	2,678,000	13,387,000	*	Ongoing	Ongoing
Traffic Safety Data Collection	328,000	328,000	1,640,000	*	Ongoing	Ongoing
Traffic Signal Cabinet Upgrades (Red-Light Monitoring)	150,000	150,000	750,000	900,000	2nd Qtr. 2025	2nd Qtr. 2030
Traffic Signals, Streetlights & Communications Systems Management	6,804,000	6,813,000	34,056,000	*	Ongoing	Ongoing
Training and Development	75,000	75,000	375,000	*	Ongoing	Ongoing
Transportation Analysis and Development Review	2,556,000	2,558,000	12,788,000	*	Ongoing	Ongoing
Transportation Grants Reserve	3,500,000	3,500,000	20,650,000	20,650,000	N/A	N/A
Transportation Innovation Program	212,000	215,000	1,072,000	*	Ongoing	Ongoing
Transportation Management Center	228,000	228,000	1,140,000	*	Ongoing	Ongoing
Transportation Policy, Planning, and Legislation	781,000	782,000	3,909,000	*	Ongoing	Ongoing
Transportation Sustainability Program	274,000	274,000	1,370,000	*	Ongoing	Ongoing
Transportation System Technology	403,000	403,000	2,015,000	*	Ongoing	Ongoing
Tully Road Corridor Safety Improvements	100,000		100,000	11,218,978	1st Qtr. 2018	2nd Qtr. 2026
Underground Utilities - City Conversions	808,000	100,000	1,208,000	*	Ongoing	Ongoing
Urban Forest Partnership	100,000	100,000	200,000	*	Ongoing	Ongoing
Vision Zero: East San José Safety Improvements for Senter Road	3,935,000	100,000	4,035,000	10,428,325	2nd Qtr. 2023	2nd Qtr. 2027
Vision Zero: Quick Build Improvements	378,000	378,000	1,890,000	*	Ongoing	Ongoing
Vision Zero: Safety Initiatives Reserve	1,771,000		1,771,000	1,771,000	N/A	N/A
Vision Zero: Multimodal Traffic Safety Education	90,000		90,000	823,316	1st Qtr. 2019	2nd Qtr. 2026
VTA Measure B 2016 Complete Street Project Improvements (SRTS)	1,460,000	1,460,000	4,380,000	6,639,718	4th Qtr. 2023	2nd Qtr. 2028

Capital Program Summary by City Service Area

Transportation & Aviation Services

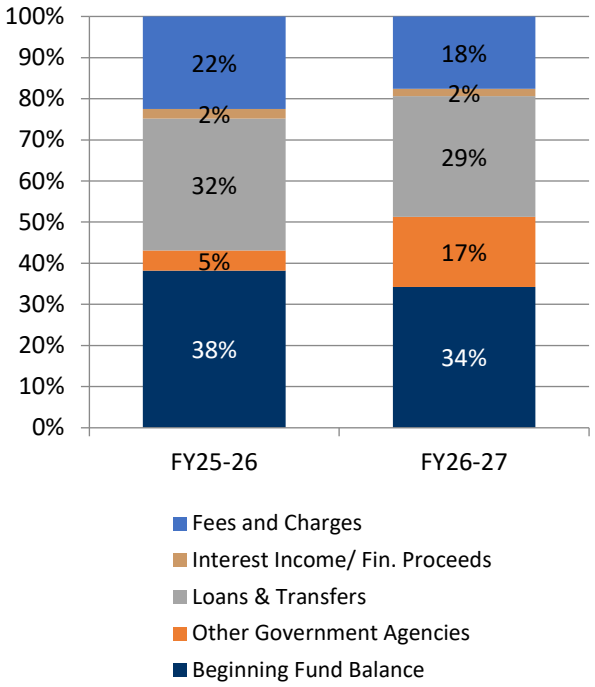
	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
W San Carlos Corridor Safety Improvements (OBAG)	100,000		100,000	13,407,384	1st Qtr. 2020	2nd Qtr. 2026
Walk n' Roll - VTA Measure B 2016	450,000	350,000	1,850,000	*	Ongoing	Ongoing
White Road Pedestrian Safety Improvements	3,628,000	100,000	3,728,000	4,228,000	2nd Qtr. 2025	2nd Qtr. 2027
Willow-Keyes Complete Streets Improvements	17,585,000		17,585,000	19,973,511	3rd Qtr. 2022	2nd Qtr. 2026
Total: Construction/Non-Construction	**331,436,620**	**166,077,500**	**808,967,620**			
Ending Fund Balance	50,554,113	22,388,613	20,146,113 *			
Total: Traffic	**381,990,733**	**188,466,113**	**829,113,733** *			
CSA Total: Construction/Non-Construction	397,424,620	245,242,500	1,280,462,620 *			
Ending Fund Balance	97,452,638	73,645,138	67,672,638 *			
CSA Total:	494,877,258	318,887,638	1,348,135,258 *			

* Total Budget information is not provided due to the ongoing nature of this project.
** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

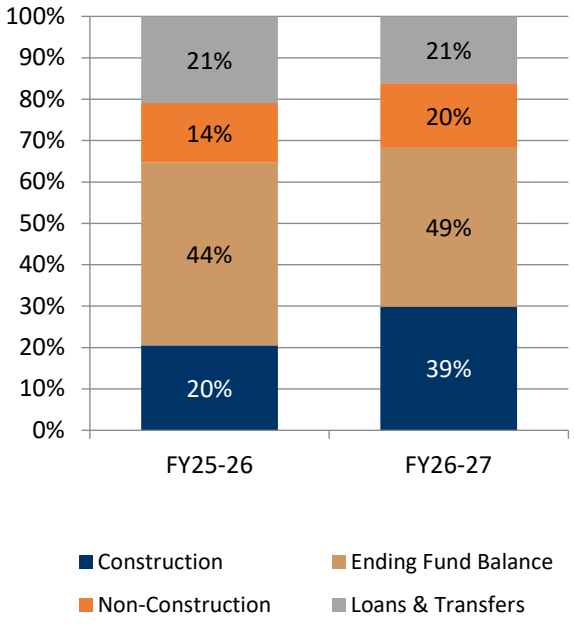
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AIRPORT
2026-2030 Capital Improvement Program

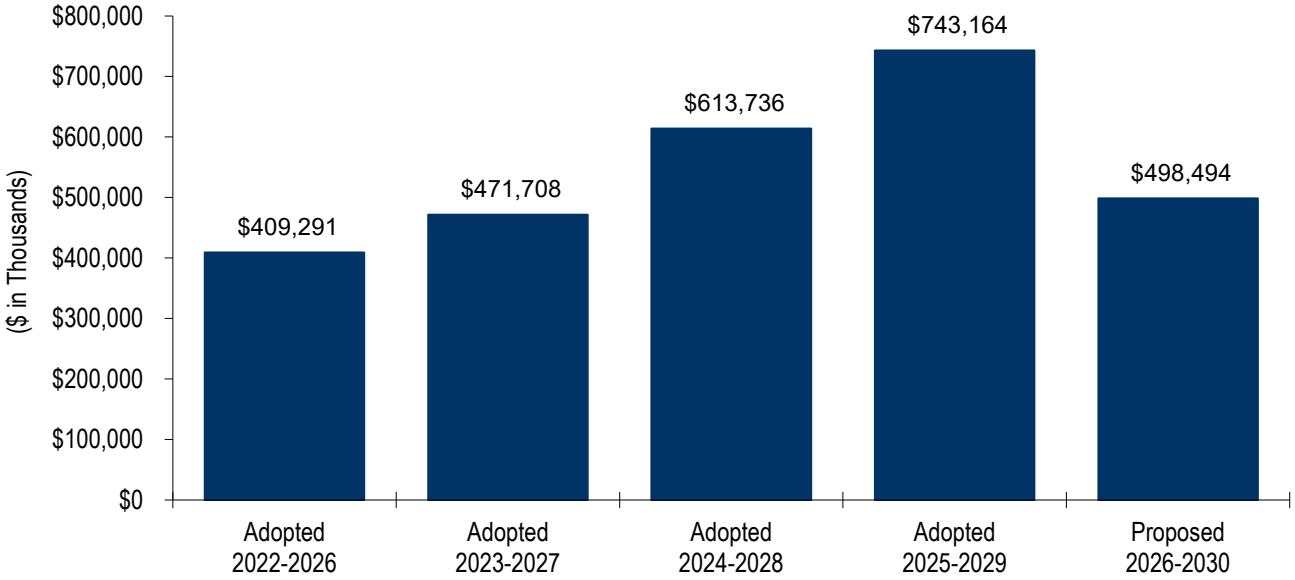
2025-2027 PROPOSED BIENNIAL SOURCE OF FUNDS



2025-2027 PROPOSED BIENNIAL USE OF FUNDS

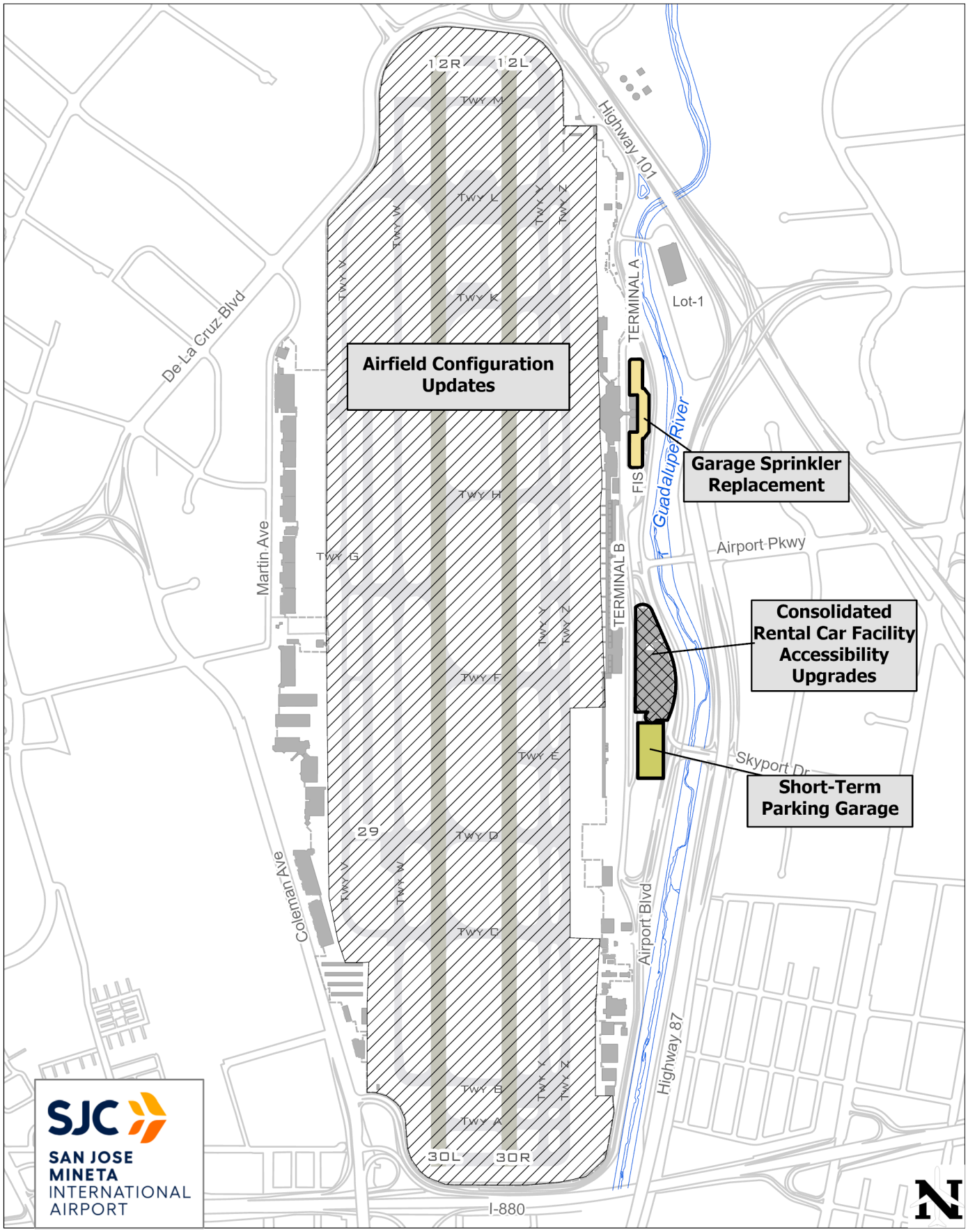


CIP History



Airport

2026-2030 Proposed Capital Improvement Program*



*Includes only a selection of the most significant Airport projects. Please see the Source & Use for a full project listing.

OVERVIEW

INTRODUCTION

The San José Mineta International Airport (SJC) is located four miles north of downtown San José. The primary air service area includes the Silicon Valley, neighboring counties of Monterey, Santa Cruz, and San Benito, as well as portions of adjacent Alameda and San Mateo counties. The Airport is currently classified by the Federal Aviation Administration (FAA) as a medium-hub domestic airport with some international service.

SAN JOSÉ MINETA INTERNATIONAL AIRPORT INFRASTRUCTURE	
SIZE (acres)	1,124
TERMINALS	2
RUNWAYS	2
PUBLIC PARKING SPACES	5,424
PASSENGERS IN 2024-2025 (millions)	11.3*
*Estimated	

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $498.5 million, of which $97.0 million is allocated in 2025-2026 and $125.2 million is allocated in 2026-2027. This program is part of the Transportation and Aviation Services City Service Area (CSA) and supports the following outcomes: *Effective and Equitable Transportation to Promote a Strong Economy*; *Users Have a Positive, Reliable, and Efficient Experience*; and *Safe and Secure Transportation System to Enhance Community Livability*.

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Airport CIP supports the strategic goals of the Transportation and Aviation Services CSA by focusing and aligning resources to the following strategic priorities:

- Drive Growth
- Innovate
- Fund the Future
- Invest in the Organization

The Proposed Airport CIP is primarily guided by the Airport Master Plan. The Airport Master Plan was adopted by the City Council in June 1997 and, as amended, provided the framework for a phased program to adequately serve aviation demand projected out to the year 2027. The Airport Master Plan was later updated with projections out to the year 2037 and the updated plan was approved by City Council on April 28, 2020.

The 2026-2030 Proposed CIP contains projects reflecting all of SJC's strategic priorities. Looking forward, the Airport will continue to implement the projects in the Master Plan as feasible and as financial affordability permits, such as transformative and significant projects like rehabilitating Terminal A and B ramps and the Belly Freight Facility project. The Airport will continue to focus on refurbishment of current facilities to maximize safety, improve efficiency and increase passenger services. Priority Master Plan projects include relocation of the cargo facility and fueling station and rehabilitation of the airfield pavement apron to support additional airline gates.

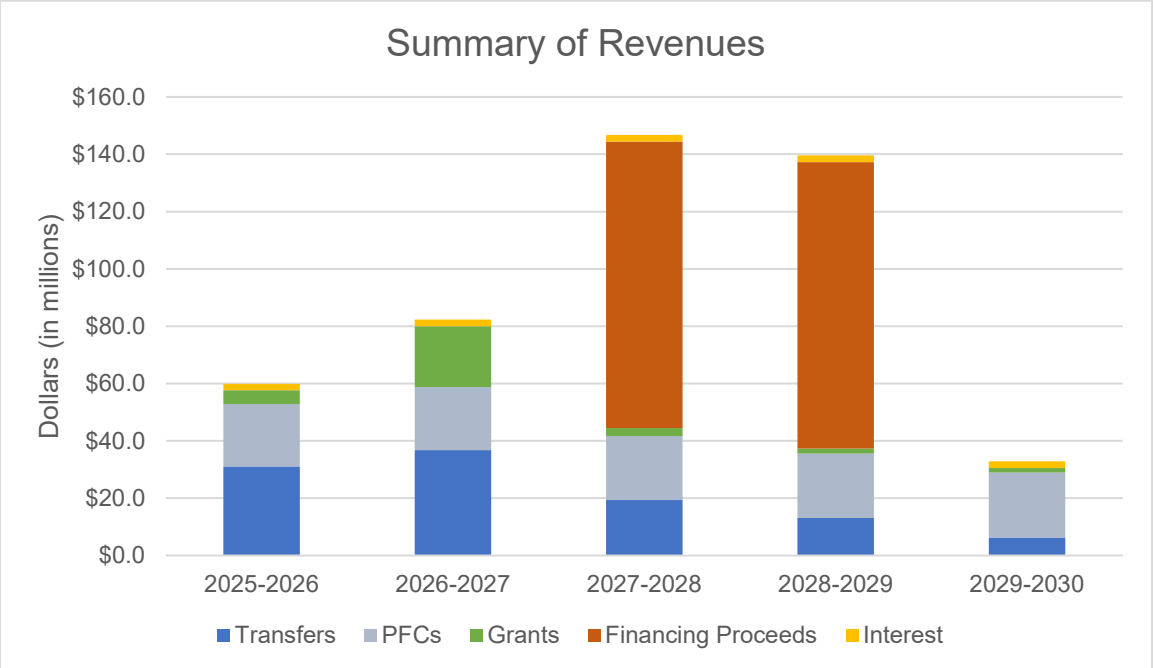
OVERVIEW

PROGRAM PRIORITIES AND OBJECTIVES

The Airport will also look to maximize grant funding opportunities when planning future year projects. Leveraging available federal, state, and local grant funds for eligible projects helps the Airport build and maintain a world-class facility which attracts additional passengers and businesses while remaining competitive with nearby airports offering similar services. It is important that SJC continue to support the airlines and success of the flights by improving safety and security, leveraging technology, maintaining infrastructure and providing a favorable environment for sustained growth.

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $498.5 million. This funding level is $244.7 million (33%) below the 2025-2029 Adopted CIP funding of $743.2 million. Excluding Beginning Fund Balance, Airport CIP revenues consist of financing proceeds ($200.0 million), Passenger Facility Charges (PFCs) ($111.3 million), transfers from Airport operating funds ($106.5 million), Airport Improvement Program (AIP) grants ($32.1 million) and interest ($11.5 million). The CIP assumes a passenger scenario where the Airport reaches 11.7 million passengers by 2029-2030 (estimated passenger totals in 2024-2025 are 11.3 million), with continued low to moderate growth through Fiscal Year 2029-2030. Airport has a $600 million Commercial Paper program capacity and will use approximately a third of it to fund the Short-Term Parking Garage project. The PFC is $4.50 per enplanement that the FAA allows to be used to repay debt or fund FAA-approved projects that enhance safety, security, or capacity. Currently, PFCs are used to pay debt service. Looking forward, excess PFC revenue may be set aside into a future debt service reserve or may be recommended to fund PFC-eligible projects. The Airport will continue to evaluate how best to allocate PFC revenue in future CIPs.



OVERVIEW

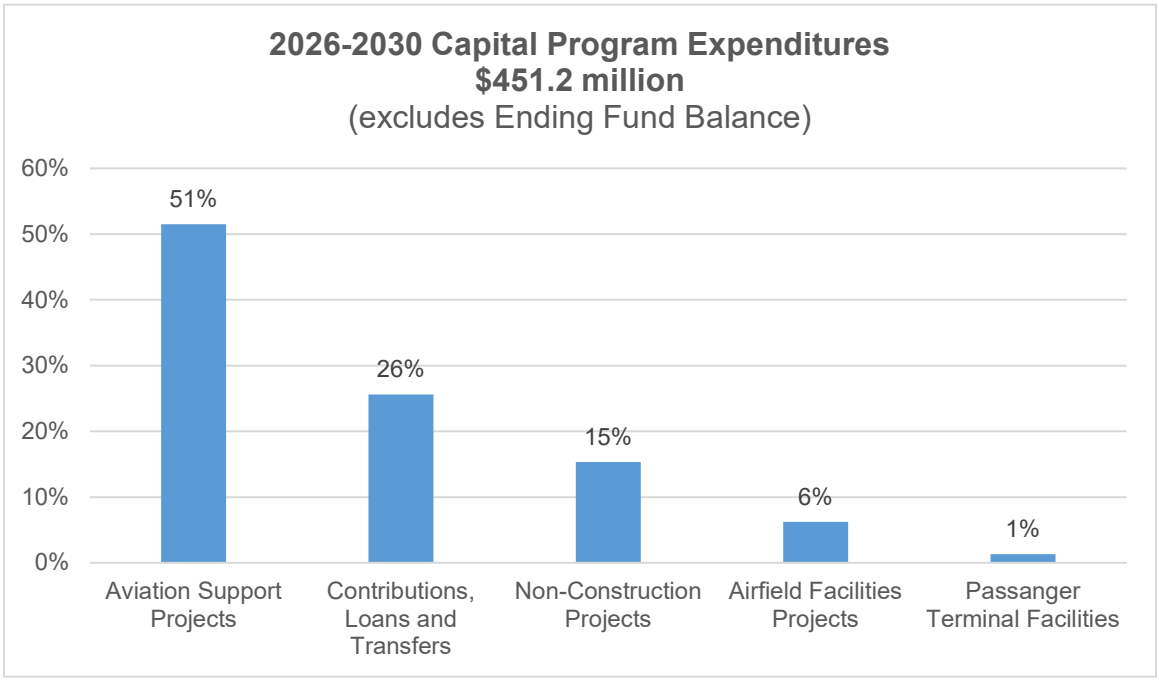
PROGRAM HIGHLIGHTS

Grants programmed in this CIP are contingent upon the availability and award of federal funds. The AIP program, administered by the FAA, typically provides reimbursement for up to 80.59% of eligible project costs. Grant projects included in the CIP are eligible but have not yet been secured. For the purpose of this budget, and due to the high likelihood of award, estimated grant receipt levels have been included. As grant award amounts differ from projected levels, budget adjustments will be brought forward for City Council consideration.

The Airport Capital Program expenditures are organized to show the use of funds in several categories. As demonstrated in the chart below, the Aviation Support Projects category is the largest in the Airport Capital Program and includes the Short-Term Parking Garage project. The second largest category is Contributions, Loans and Transfers and reflects PFC funds used to pay the eligible portion of bond debt service. The Non-Construction Projects category is the third largest and is representative of the multiple years of planned equipment and systems upgrades. Further information on the program's individual projects is included in the Detail Pages.



New Facilities Division Buildings



OVERVIEW

PROGRAM HIGHLIGHTS

Airfield Configuration Updates

The Airfield Configuration Updates project is a multi-year project that is anticipated to receive FAA grant funding. The goal of the project is to implement changes to the airfield configuration to comply with FAA regulations and new design standards identified during the Airfield Geometric Study project. The project includes the reconstruction of Taxiway V, which has been broken into phases, along with many additional distinct airfield subprojects that maximize safety through design and configuration improvements. The timeline for the project has been deferred to match up with available FFA grants funding for Taxiway V.

Consolidated Rent-A-Car (CONRAC) Facility Accessibility Upgrades

This project funds the design and construction of improvements to areas of the CONRAC facility that are accessible to the public to correct code deficiencies and improve accessibility.

Garage Sprinkler Replacement

A recent fire sprinkler inspection determined the fire sprinkler system needs to be replaced due to age and internal corrosion conditions. This multi-year project replaces fire sprinkler piping in the Terminal A Garage to ensure the system functions correctly and provides fire protection for the Terminal A Garage.

Program Management

A large number of subprojects make up the entire second phase of terminal development and construction. The Airport will contract with program management consultants to plan, strategize and prepare for the precursor projects that lead up to the next stage of the terminal area development.

Short-Term Parking Garage

The Short-Term Parking Garage project includes the design and construction of a multi-story parking structure that is needed to replace the parking spaces that will be lost when the New Terminal Project begins. The garage will be designed so that it can be converted into office space if demand for parking sees a decline in the future. Due to lower passenger numbers, the project has been deferred to see if higher passenger numbers can be achieved and sustained in order to proceed with the project.

OVERVIEW

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Airport CIP decreased by $244.7 million from $743.2 million to $498.5 million primarily due to the completion of the Facilities Division Relocation project and a variety of other smaller projects. The Proposed 2026-2030 CIP also pushed out the Terminal A Ramp Rehabilitation and the Terminal B Ramp Rehabilitation projects beyond the five-year plan due to current and projected lower pasanger levels. Project completion, coupled with pushing out the two ramp rehabilitation projects, played a major part in the overall reduction in the size of the Airport CIP.

The following table outlines the most significant changes to project budgets, including new or augmented allocations and reduced or eliminated allocations.

Project	Increase/(Decrease)
Consolidated Rental Car Accessibility Upgrades	$9.5 million
Garage Sprinkler Replacement	$9.2 million
Aircraft Rescue and Fire Fighting Apparatus Replacement	$3.2 million
Zero Emissions Buses	$2.5 million
General Aviation Run Up Reconstruction	$2.1 million
Terminal A Ramp Rehabilitation	($8.8 million)
Terminal B Ramp Rehabilitation	($52.9 million)

OPERATING BUDGET IMPACTS

It is anticipated that there will be no additional operating and maintenance costs associated with projects included in the 2026-2030 Proposed CIP.

Airport

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Airport Renewal and Replacement Fund (527)							
Beginning Balance	92,164,303	7,636,373	10,436,373	13,236,373	14,036,373	14,836,373	7,636,373
Reserve for Encumbrance	13,123,215						
Transfers and Reimbursements							
Transfer from Airport Surplus Revenue Fund (524)	47,776,000	31,054,000	36,722,000	19,414,000	13,084,000	6,246,000	106,520,000
TOTAL Transfers and Reimbursements	**47,776,000**	**31,054,000**	**36,722,000**	**19,414,000**	**13,084,000**	**6,246,000**	**106,520,000**
Revenue from the Use of Money/Property							
Interest Income	174,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	9,000,000
TOTAL Revenue from the Use of Money/Property	**174,000**	**1,800,000**	**1,800,000**	**1,800,000**	**1,800,000**	**1,800,000**	**9,000,000**
Total Airport Renewal and Replacement Fund (527)	**153,237,518**	**40,490,373**	**48,958,373**	**34,450,373**	**28,920,373**	**22,882,373**	**123,156,373**
Airport Passenger Facility Charge Fund (529)							
Beginning Balance	25,918,199	27,379,199	29,292,199	31,546,199	34,367,199	30,691,199	27,379,199
Revenue from the Use of Money/Property							
Interest Income	150,000	429,000	429,000	429,000	429,000	429,000	2,145,000
TOTAL Revenue from the Use of Money/Property	**150,000**	**429,000**	**429,000**	**429,000**	**429,000**	**429,000**	**2,145,000**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Fees, Rates and Charges							
Passenger Facility Charge Proceeds	25,100,000	21,800,000	22,000,000	22,300,000	22,500,000	22,700,000	111,300,000
TOTAL Fees, Rates and Charges	**25,100,000**	**21,800,000**	**22,000,000**	**22,300,000**	**22,500,000**	**22,700,000**	**111,300,000**
Total Airport Passenger Facility Charge Fund (529)	**51,168,199**	**49,608,199**	**51,721,199**	**54,275,199**	**57,296,199**	**53,820,199**	**140,824,199**

Airport Capital Improvement Fund (520)

Beginning Balance	(700,529)	20,174	1,088,174	1,156,174	1,224,174	1,292,174	20,174
Reserve for Encumbrance	6,754,336						
Revenue from the Use of Money/Property							
Interest Income	9,000	68,000	68,000	68,000	68,000	68,000	340,000
TOTAL Revenue from the Use of Money/Property	**9,000**	**68,000**	**68,000**	**68,000**	**68,000**	**68,000**	**340,000**
Revenue from the Federal Government							
Aircraft Rescue and Fire Fighting (ARFF)	1,709,000			2,418,000			2,418,000
Airfield Configuration Updates	19,711,000	1,000,000	21,304,000				22,304,000
Airside Lighting Replacement	1,109,000						
General Aviation Run Up Reconstruction					1,724,000		1,724,000
Perimeter Fence Upgrades	1,612,000						
Preconditioned Air Units		1,734,000					1,734,000
Terminal B CTX Replacement	6,061,000						
Terminal B Environmental Study	331,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Terminal Roofing	3,627,000						
TSA/FAA Grants	17,149,519			323,000		1,612,000	1,935,000
Zero Emissions Buses		2,015,000					2,015,000
TOTAL Revenue from the Federal Government	**51,309,519**	**4,749,000**	**21,304,000**	**2,741,000**	**1,724,000**	**1,612,000**	**32,130,000**
Total Airport Capital Improvement Fund (520)	**57,372,326**	**4,837,174**	**22,460,174**	**3,965,174**	**3,016,174**	**2,972,174**	**32,490,174**

Airport Revenue Bond Improvement Fund (526)

Beginning Balance	484,416	2,023,416	2,023,416	2,023,416	2,023,416	2,023,416	2,023,416
Reserve for Encumbrance	276,898						
Financing Proceeds							
Financing Proceeds-	35,500,000			100,000,000	100,000,000		200,000,000
TOTAL Financing Proceeds	**35,500,000**			**100,000,000**	**100,000,000**		**200,000,000**
Total Airport Revenue Bond Improvement Fund (526)	**36,261,314**	**2,023,416**	**2,023,416**	**102,023,416**	**102,023,416**	**2,023,416**	**202,023,416**
TOTAL SOURCES	**298,039,357**	**96,959,162**	**125,163,162**	**194,714,162**	**191,256,162**	**81,698,162**	**498,494,162**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Airport							
Airfield Configuration Updates	47,878,337		26,435,000				26,435,000
Airfield Electrical Circuit Rehabilitation	11,000						
Airfield Improvements	125,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Bioretention Cell Project	6,778,140						
General Aviation Hangar Improvements			200,000				200,000
GA West Hangars Electrical Rehabilitation	311,000						
Perimeter Security Projects	836,545						
Airfield Facilities	**55,940,022**	**300,000**	**26,935,000**	**300,000**	**300,000**	**300,000**	**28,135,000**
Bio Retention Cells	11,724						
Guadalupe Gardens Fencing	347,000						
Aviation Support - Environmental	**358,724**						
Aircraft Waste Disposal and Fuel Service Relocation	2,461,852						
Belly Freight Facility	64,846,625						
Facilities Division Relocation	10,143,273						
General Aviation Run Up Reconstruction					2,139,000		2,139,000
Office Space Rehabilitation	3,500,000						
Pavement Maintenance - Airport	526,000	400,000	400,000	400,000	400,000	400,000	2,000,000
SJPD Magazine Room Relocation	212,682						
Aviation Support Facilities - General	**81,690,432**	**400,000**	**400,000**	**400,000**	**2,539,000**	**400,000**	**4,139,000**
Camera Infrastructure Upgrade	250,000		400,000	1,750,000			2,150,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Perimeter Fence Line Upgrades	1,806,000						
Aviation Support Facilities - Security	**2,056,000**		**400,000**	**1,750,000**			**2,150,000**
Terminal Accessibility Upgrades	15,263,755						
Terminal A Baggage Claim Escalators	18,797						
Terminal A Exit Lanes	2,000,000						
Terminal A Piping Replacement	400,000						
Terminal Building Modifications	2,565,828	1,769,000	1,810,000	1,055,000	630,000	630,000	5,894,000
Terminal Roofing	5,701,000						
Passenger Terminal Facilities	**25,949,380**	**1,769,000**	**1,810,000**	**1,055,000**	**630,000**	**630,000**	**5,894,000**
Admin Lot Improvements	846,544						
Garage Sprinkler Replacement	2,200,000	7,900,000	7,900,000				15,800,000
Parking Accessibility Upgrades	19,055,266						
Short-Term Parking Garage	150,000			100,000,000	100,000,000		200,000,000
Terminal A Parking Garage Resurfacing	1,280,000						
Aviation Support Facilities - Parking	**23,531,809**	**7,900,000**	**7,900,000**	**100,000,000**	**100,000,000**		**215,800,000**
Airport Monument Signs	175,052						
Consolidated Rental Car Facility Accessibility Upgrades	2,200,000	9,500,000					9,500,000
Roadway Signage Rehabilitation	779,000				750,000		750,000
Aviation Support Facilities - Transportation	**3,154,052**	**9,500,000**			**750,000**		**10,250,000**
Airport - Construction	**192,680,419**	**19,869,000**	**37,445,000**	**103,505,000**	**104,219,000**	**1,330,000**	**266,368,000**
Advanced Planning	3,135,214	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Airfield Mowers	450,000		420,000				420,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Airfield Paint and Rubber Removal Truck	975,000						
Airfield Paint Machinery			100,000				100,000
Airfield Preventive Pavement Maintenance	724,000			401,000			401,000
Airport Design Standards			675,000				675,000
Airport Phone Systems	434,143						
Airport Technology Services	1,399,038	366,000	371,000	211,000	131,000	131,000	1,210,000
Airside Lighting Replacement	1,376,000	500,000	250,000				750,000
ANOMS System Replacement						2,001,000	2,001,000
AOC Equipment Replacement	1,321						
Aircraft Rescue and Fire Fighting Apparatus Replacement	2,201,000			3,001,000			3,001,000
Biometric Access Control						850,000	850,000
Boom Lift	300,000						
Central Plant Refurbishment	684,647	100,000	570,000	100,000	100,000	100,000	970,000
Customs and Border Protection Process Improvements	6,192	25,000					25,000
Electric Vehicle Chargers	1,015,000						
Escalator Replacement	1,640,189						
Equipment, Operating	40,000	40,000	40,000	40,000	40,000	40,000	200,000
Fiber Connectivity Upgrade	304,000						
Groundwater Wells and Sampling		100,000	1,500,000	1,500,000			3,100,000
Hangar 8 IT Replacement	125,000						
Jet Bridge Refurbishment	2,255,001	975,000	1,786,000	1,702,000	925,000	521,000	5,909,000
Land Improvements	218,697	125,000	125,000	125,000	125,000	125,000	625,000
Landscaping Equipment Trailer	13,000						
Mobile Light Towers	80,000		80,000				80,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Network Hardware Replacement	1,449,000		475,000	1,310,000	108,000		1,893,000
OCIP Program	4,000						
Operations System Replacement	810,515	400,000	940,000	1,500,000	400,000	400,000	3,640,000
Parking Revenue Control System Upgrade	571,993						
Passenger Processing Equipment			100,000	100,000	100,000	100,000	400,000
Preconditioned Air Units	300,000	1,852,000					1,852,000
Program Management	1,657,628	400,000	6,000,000	6,000,000	6,000,000		18,400,000
Project Management Application	457,403						
Project Management Support	600,000	400,000	400,000	400,000	400,000		1,600,000
Recycled Water System Upgrades		250,000					250,000
Safety Management Systems Program	434,109						
Signage Design and Production	334,004	260,000	210,000	210,000	210,000	210,000	1,100,000
Skylight Refurbishment	150,000		150,000				150,000
Tag Reader Replacements	650,000						
Tenant Wireless Network		550,000	600,000				1,150,000
Terminal A Baggage Claim Carousels	917,492		2,739,000				2,739,000
Terminal B CTX Replacement	7,521,000						
Terminal B Environmental Study	331,000						
Terminal B Substation Controllers	300,000						
Terminal Fire Safety	73,780	3,040,000					3,040,000
Terminal Paging System	2,868,476						
Vehicle Replacement Program	575,000	550,000	550,000	550,000	550,000	550,000	2,750,000
Zero Emissions Buses	4,735,000	2,501,000					2,501,000
Airport - General Non Construction	**42,117,843**	**13,934,000**	**19,581,000**	**18,650,000**	**10,589,000**	**6,528,000**	**69,282,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airport

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Airport - Non-Construction	**42,117,843**	**13,934,000**	**19,581,000**	**18,650,000**	**10,589,000**	**6,528,000**	**69,282,000**
Public Art Funding	2,392,933			1,000,000	1,000,000		2,000,000
Public Art Projects	**2,392,933**			**1,000,000**	**1,000,000**		**2,000,000**
Transfer to Airport Fiscal Agent Fund (525)	23,789,000	20,316,000	20,175,000	19,908,000	26,605,000	26,516,000	113,520,000
Transfers to Special Funds	**23,789,000**	**20,316,000**	**20,175,000**	**19,908,000**	**26,605,000**	**26,516,000**	**113,520,000**
Transfers Expense	**23,789,000**	**20,316,000**	**20,175,000**	**19,908,000**	**26,605,000**	**26,516,000**	**113,520,000**
Total Expenditures	**260,980,195**	**54,119,000**	**77,201,000**	**143,063,000**	**142,413,000**	**34,374,000**	**451,170,000**
Ending Fund Balance	37,059,162	42,840,162	47,962,162	51,651,162	48,843,162	47,324,162	47,324,162
TOTAL	**298,039,357**	**96,959,162**	**125,163,162**	**194,714,162**	**191,256,162**	**81,698,162**	**498,494,162**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airfield Configuration Updates

CSA	Transportation and Aviation Services	**Initial Start Date**	4th Qtr. 2017
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2021
Location	San José Mineta International Airport	**Revised Start Date**	3rd Qtr. 2020
Dept Owner	Airport	**Revised End Date**	TBD
Council Districts	6	**Initial Project Budget**	$50,000,000
Appropriation	A401F	**FY Initiated**	2018-2019

Description This project funds the design and construction of airfield runway and taxiway improvements that were identified in the recently completed Runway Incursion Mitigation/Design Standards Analysis Study (RIM Study) and incorporated into the Airport Master Plan. The project includes reconstruction of Taxiway V and many additional distinct airfield safety improvement subprojects. The project funding allocations are phased in multi-year stages that are contingent upon grant availability, which determines the timing and progression of each phase.

Justification Reconstruction of runways and taxiways identified in the RIM Study will comply with current FAA design standards to improve airfield safety and facilitate the safe movement of aircraft during operational periods.

Notes This project was previously titled "Airfield Geometric Implementation".

Major Cost Changes
2019-2023 CIP - Increase of $7.1 million to reflect updated information resulting from the Airfield Geometric Study project, which includes a number of solutions or upgrades that may improve operations at the Airport.
2020-2024 CIP - Increase of $29.9 million to reflect updated project information resulting from the completed Airfield Geometric Study and increased construction costs.
2022-2026 CIP - Decrease of $3.8 million to reflect the time frame of anticipated availability of grant funding.
2023-2027 CIP - Increase of $22.6 million to reflect the anticipated availability of grant funding ($17.9 million) and to cover the Environmental Impact Report mitigation work ($1.4 million) for multiple phases of the Taxiway V project and other future projects.
2024-2028 CIP - Increase of $12.3 million to reflect the addition of several projects that were previously programmed further than five years out.
2025-2029 CIP - Decrease of $20.4 million as the project is being evaluated for possible grant funding.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	6,070	374								6,444
Bid & Award	373									373
Construction	19,438	47,504		26,435				26,435		93,378
Total	**25,882**	**47,878**		**26,435**				**26,435**		**100,195**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	13,414	16,309		5,131				5,131		34,855
Airport Capital Improvement Fund (520)	12,467	31,569		21,304				21,304		65,341
Total	**25,882**	**47,878**		**26,435**				**26,435**		**100,195**
Annual Operating Budget Impact (000s)										
Total										

Airfield Mowers

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2026
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2027
Council Districts	6	**Initial Project Budget**	$870,000
Appropriation	A438P	**FY Initiated**	2024-2025

Description This project funds the replacement of two mowers that will be used for airfield maintenance.

Justification The current mowers are starting to fail and replacing mowers will help ensure airfield mowing can be completed.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies		450		420				420		870
Total		**450**		**420**				**420**		**870**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)		450		420				420		870
Total		**450**		**420**				**420**		**870**
Annual Operating Budget Impact (000s)										
Total										

Airfield Paint Machinery

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2027
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$100,000
Appropriation	TEMP_1099	**FY Initiated**	2026-2027

Description This project funds the purchase of two paint sprayers and two paint riders needed for maintenance and repair activities on the airfield.

Justification The Airport's current paint sprayers and paint riders have reached the end of the useful life and must be replaced.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies				100				100		100
Total				**100**				**100**		**100**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)				100				100		100
Total				**100**				**100**		**100**
Annual Operating Budget Impact (000s)										
Total										

Airport Design Standards

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2024
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	3rd Qtr. 2026
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2027
Council Districts	6	**Initial Project Budget**	$675,000
Appropriation	A432X	**FY Initiated**	2026-2027

Description This project's scope includes design guidelines for tenant space organization, exterior finishes, storefronts, signage and infrastructure.

Justification The Airport Design Standard document will help maintain the consistency of future Airport developments, improve flexibility and ease maintenance.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design				675				675		675
Total				**675**				**675**		**675**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)				675				675		675
Total				**675**				**675**		**675**
Annual Operating Budget Impact (000s)										
Total										

Airside Lighting Replacement

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2021
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	3rd Qtr. 2027
Council Districts	6	**Initial Project Budget**	$50,000
Appropriation	A418S	**FY Initiated**	2020-2021

Description This project replaces existing airside lighting with LEDs.

Justification Upgrading to LED lighting will provide more consistent lighting levels, reduce airport labor and waste disposal costs and provide improved lighting conditions to enable safe operations on the ramps.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $1.4 million to fund the replacement of high mast lighting at each terminal.
2026-2030 CIP - Increase of $0.8 million to replace airfield lighting controls that are end of life and outdated equipment such as old sign lighting and guard lights with new LED equipment.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies	25	1,376	500	250				750		2,151
Total	**25**	**1,376**	**500**	**250**				**750**		**2,151**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	25	267	500	250				750		1,042
Airport Capital Improvement Fund (520)		1,109								1,109
Total	**25**	**1,376**	**500**	**250**				**750**		**2,151**
Annual Operating Budget Impact (000s)										
Total										

Camera Infrastructure Upgrade

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2026
Location	San José Mineta International Airport	**Revised Start Date**	3rd Qtr. 2026
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2028
Council Districts	6	**Initial Project Budget**	$2,400,000
Appropriation	A437J	**FY Initiated**	2024-2025

Description This project funds the improvement of network infrastructure that supports security cameras in the Terminal A Parking Garage and Federal Inspection Services building.

Justification The current infrastructure supports over 110 security cameras in those areas. The system is at end of life and should be upgraded to current standards.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		200		400				400		600
Bid & Award		50								50
Construction					750			750		750
Equipment, Materials and Supplies					1,000			1,000		1,000
Total		**250**		**400**	**1,750**			**2,150**		**2,400**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)		250		400	1,750			2,150		2,400
Total		**250**		**400**	**1,750**			**2,150**		**2,400**
Annual Operating Budget Impact (000s)										
Total										

Consolidated Rental Car Facility Accessibility Upgrades

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2026
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$2,200,000
Appropriation	A439D	**FY Initiated**	2024-2025

Description This project funds the design and construction of improvements to the Consolidated Rent-A-Car (CONRAC) facility to improve accessibility and correct code deficiencies. Accessibility upgrades identified in a previous study, examples of which include restrooms, drinking fountains, elevators, exit door openings, paths of travel, and signage (i.e., font size, tactile letters, and braille) are all part of this project.

Justification The areas of the CONRAC facility that are accessible to the public need upgrades to comply with current accessibility requirements.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $9.5 million as the scope of work was finalized and now includes the construction costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		2,200								2,200
Construction			9,500					9,500		9,500
Total		**2,200**	**9,500**					**9,500**		**11,700**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)		2,200	9,500					9,500		11,700
Total		**2,200**	**9,500**					**9,500**		**11,700**
Annual Operating Budget Impact (000s)										
Total										

Garage Sprinkler Replacement

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2027
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$8,800,000
Appropriation	A435O	**FY Initiated**	2023-2024

Description This project replaces all of the fire sprinkler piping in the Terminal A Garage.

Justification The piping in the Terminal A Garage needs to be replaced due to age and internal corrosion conditions identified during the last sprinkler inspection. Replacement will ensure continued performance of the system.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $9.2 million as the scope of work was finalized.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction			7,900	7,900				15,800		15,800
Maintenance, Repairs, Other		2,200								2,200
Total		**2,200**	**7,900**	**7,900**				**15,800**		**18,000**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)		2,200	7,900	7,900				15,800		18,000
Total		**2,200**	**7,900**	**7,900**				**15,800**		**18,000**

Annual Operating Budget Impact (000s)
Total

General Aviation Hangar Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2027
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$200,000
Appropriation	TEMP_1195	**FY Initiated**	2026-2027

Description This project funds improvements to the General Aviation hangars on the west side of the airport. The repairs will include painting and other small repairs and maintenance projects.

Justification Rehabilitaion and improvement of the hangar area on the west side is required to ensure continued operation.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Maintenance, Repairs, Other				200				200		200
Total				**200**				**200**		**200**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)				200				200		200
Total				**200**				**200**		**200**
Annual Operating Budget Impact (000s)										
Total										

Mobile Light Towers

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2024
Location	San José Mineta International Airport	**Revised Start Date**	3rd Qtr. 2024
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2027
Council Districts	6	**Initial Project Budget**	$80,000
Appropriation	A433W	**FY Initiated**	2023-2024

Description This project funds the purchase of a mobile generator with attached light towers. The mobile light towers are used for safety and security purposes when other equipment is unavailable. This equipment is versatile and can be used to light up specific areas or used on roadways to illuminate signage, among other things.

Justification The current equipment is unrepairable and needs to be replaced.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $80,000 due to increased market costs for equipment.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies		80		80				80		160
Total		**80**		**80**				**80**		**160**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)		80		80				80		160
Total		**80**		**80**				**80**		**160**
Annual Operating Budget Impact (000s)										
Total										

Preconditioned Air Units

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2026
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$1,375,000
Appropriation	A408J	**FY Initiated**	2018-2019

Description Provides funding to replace the original 28 boarding bridge preconditioned air units.

Justification These units have a manufacturer's designated life expectancy of 10 years and this equipment has surpassed this timeline. Parts are now obsolete and no longer available on the market and as the equipment starts to malfunction, replacement components are not compatible with the current configuration. Current market components would require rewiring the entire controls.

Notes This project was previously categorized as an ongoing project with funding allocated to replace two to three units annually. A recent federal grant of $1.7 million from the Voluntary Airport Low Emissions Program allows the project to be completed on a shorter schedule than previously anticipated.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction	1,611									1,611
Equipment, Materials and Supplies		300	1,852					1,852		2,152
Total	**1,611**	**300**	**1,852**					**1,852**		**3,763**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	1,611	300	118					118		2,029
Airport Capital Improvement Fund (520)			1,734					1,734		1,734
Total	**1,611**	**300**	**1,852**					**1,852**		**3,763**
Annual Operating Budget Impact (000s)										
Total										

Recycled Water System Upgrades

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2026
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$250,000
Appropriation	TEMP_1103	**FY Initiated**	2025-2026

Description This project funds upgrades to the Airport's recycled water system including water pumps, flood alarm systems, water detection devices, backflows and supply lines.

Justification The system is outdated and at risk of failure. With critical systems like the Baggage Handling System and main electrical substations in the basement, it is critical to prepare for potential flood events.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Maintenance, Repairs, Other			250					250		250
Total			**250**					**250**		**250**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)			250					250		250
Total			**250**					**250**		**250**
Annual Operating Budget Impact (000s)										
Total										

Tenant Wireless Network

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2027
Location	Norman Y. Mineta San Jose International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	
Council Districts	6	**Initial Project Budget**	$1,150,000
Appropriation	TEMP_1194	**FY Initiated**	2025-2026

Description This project builds a wireless network for airline tenants to meet their daily operational needs.

Justification The Airport's existing free public Wi-Fi service was not intended to be enterprise-grade and is not suited to meet the business or operational demands of a commercial enterprise. To fulfill the technical needs of the Airport's airline tenants, alternative Wi-Fi solutions are required.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies			550	600				1,150		1,150
Total			**550**	**600**				**1,150**		**1,150**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)			550	600				1,150		1,150
Total			**550**	**600**				**1,150**		**1,150**
Annual Operating Budget Impact (000s)										
Total										

Airport
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Terminal A Baggage Claim Carousels

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Users Have a Positive, Reliable, and Efficient Experience	**Initial End Date**	2nd Qtr. 2020
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2027
Council Districts	6	**Initial Project Budget**	$1,267,000
Appropriation	A408K	**FY Initiated**	2018-2019

Description This project funds the replacement of the existing four baggage claim carousels in Terminal A Baggage Claim including controllers and other required equipment.

Justification These are original units that were installed in 1989 and have passed their expected life cycle. The manufacturer is no longer in business and replacement parts are no longer available. The equipment is over 30 years old and the energy efficiency and functionality have been surpassed with modern technology.

Notes

Major Cost Changes
2022-2026 CIP - Increase of $0.8 million to fund the replacement of control arms and rollers on the carousels.
2023-2027 CIP - Increase of $0.2 million to match the budget to the anticipated cost of the project and replace one carousel per year over four years.
2024-2028 CIP - Increase of $0.3 million due to the inflationary impacts to labor and equipment costs.
2025-2029 CIP - Increase of $2.6 million to cover increased costs of replacement parts associated with lack of availability.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	94									94
Bid & Award	19									19
Construction	1,070	4								1,074
Equipment, Materials and Supplies		913		2,739				2,739		3,652
Total	**1,182**	**917**		**2,739**				**2,739**		**4,838**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	1,182	917		2,739				2,739		4,838
Total	**1,182**	**917**		**2,739**				**2,739**		**4,838**
Annual Operating Budget Impact (000s)										
Total										

Terminal Fire Safety

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2025
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2026
Council Districts	6	**Initial Project Budget**	$768,000
Appropriation	A428W	**FY Initiated**	2022-2023

Description This project funds replacement of Airport terminal fire safety systems to comply with the latest safety regulations.

Justification The update of Airport terminal fire safety systems is critical to ensuring the safety of Airport passengers and workers.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $2.7 million to include upgrades of the existing fire alarm system computers that are obsolete and implementation of a new positive alarm sequence that allows the Airport to verify whether an alarm is false prior to passengers and employees being required to evacuate the facility.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies	411	74	3,040					3,040		3,525
Total	**411**	**74**	**3,040**					**3,040**		**3,525**

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	411	74	3,040					3,040		3,525
Total	**411**	**74**	**3,040**					**3,040**		**3,525**

Annual Operating Budget Impact (000s)	
Total	

Zero Emissions Buses

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2016
CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Initial End Date**	2nd Qtr. 2021
Location	San José Mineta International Airport	**Revised Start Date**	
Dept Owner	Airport	**Revised End Date**	2nd Qtr. 2026
Council Districts	6	**Initial Project Budget**	$22,880,000
Appropriation	A400G	**FY Initiated**	2016-2017

Description This project funds the purchase of 14 electric buses and associated infrastructure to replace the aging Compressed Natural Gas (CNG) fleet currently in use.

Justification The current CNG bus fleet is aging and federal and State funding is available for upgrading fleets to further improve compliance with clean air initiatives.

Notes

Major Cost Changes
2019-2023 CIP - Decrease of $7.5 million based on refined cost estimates.
2021-2025 CIP - Decrease of $5.7 million based on funding re-prioritization resulting from to the pandemic's impact to passenger levels.
2023-2027 CIP - Increase of $4.0 million to fund replacement of the four remaining CNG buses currently in use with electric buses.
2024-2028 CIP - Increase of $3.8 million to fund the purchase of six buses and reflect an increase in grant funding from 50% to 80.59%.
2025-2029 CIP - Decrease of $3.0 million to align the budget with the grant award to purchase two zero emissions buses.
2026-2030 CIP - Increase of $2.5 million to align the budget with the federal grant award to purchase two additional zero emissions buses.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	18									18
Bid & Award	14									14
Construction	9,089									9,089
Equipment, Materials and Supplies	585	4,735	2,501					2,501		7,821
Total	**9,706**	**4,735**	**2,501**					**2,501**		**16,942**
Funding Source Schedule (000s)										
Airport Renewal and Replacement Fund (527)	4,944	1,400	486					486		6,830
Airport Capital Improvement Fund (520)	4,762	3,335	2,015					2,015		10,112
Total	**9,706**	**4,735**	**2,501**					**2,501**		**16,942**

Annual Operating Budget Impact (000s)

Total

Advanced Planning

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4007

Description This allocation is for the planning, programming, and special studies associated with the implementation of the Airport Master Plan program, ongoing and potential projects related to planning and development of Airport facilities, and associated regulatory compliance. This project encompasses multiple planning studies and development program implementation efforts.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	1,916	1,500	1,500	1,500	1,500	1,500	7,500
Design	1,219						
Total	**3,135**	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**7,500**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	3,135	1,500	1,500	1,500	1,500	1,500	7,500
Total	**3,135**	**1,500**	**1,500**	**1,500**	**1,500**	**1,500**	**7,500**

Airfield Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A5072

Description This allocation funds the award and construction of various improvements to correct deficiencies identified by the Federal Aviation Administration's (FAA) certification inspector or the FAA's Runway Safety Action Team, and to respond to changes in FAA regulatory requirements.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	125	125	125	125	125		500
Equipment, Materials and Supplies		75	75	75	75	200	500
Maintenance, Repairs, Other		100	100	100	100	100	500
Total	**125**	**300**	**300**	**300**	**300**	**300**	**1,500**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	125	300	300	300	300	300	1,500
Total	**125**	**300**	**300**	**300**	**300**	**300**	**1,500**

Airport Technology Services

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A6004
Description	This allocation funds the acquisition of technology equipment, including servers and server infrastructure, computer and radio replacement, and automated systems management tools.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	546						
Equipment, Materials and Supplies	853	366	371	211	131	131	1,210
Total	**1,399**	**366**	**371**	**211**	**131**	**131**	**1,210**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	1,399	366	371	211	131	131	1,210
Total	**1,399**	**366**	**371**	**211**	**131**	**131**	**1,210**

Central Plant Refurbishment

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A418U

Description This allocation provides funding for miscellaneous parts and supplies for the Airport Central Plant.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	327						
Equipment, Materials and Supplies	357	100	570	100	100	100	970
Total	**685**	**100**	**570**	**100**	**100**	**100**	**970**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	685	100	570	100	100	100	970
Total	**685**	**100**	**570**	**100**	**100**	**100**	**970**

Equipment, Operating

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4005
Description	This allocation funds the acquisition of operating equipment required for the maintenance and efficient operation of Airport facilities.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**200**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	40	40	40	40	40	40	200
Total	**40**	**40**	**40**	**40**	**40**	**40**	**200**

Groundwater Wells and Sampling

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A413Y

Description This allocation conducts monitoring and remediation of groundwater contamination to ensure compliance with local and State water regulations.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction		100	1,500	1,500			3,100
Total		**100**	**1,500**	**1,500**			**3,100**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)		100	1,500	1,500			3,100
Total		**100**	**1,500**	**1,500**			**3,100**

Jet Bridge Refurbishment

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A7779
Description	This allocation funds jet bridge refurbishment projects.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	2,255	975	1,786	1,702	925	521	5,909
Total	**2,255**	**975**	**1,786**	**1,702**	**925**	**521**	**5,909**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	2,255	975	1,786	1,702	925	521	5,909
Total	**2,255**	**975**	**1,786**	**1,702**	**925**	**521**	**5,909**

Land Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4004

Description This allocation funds minor land improvements including fencing repairs, land surveys, and sanitary line improvements around the Airport perimeter. It also funds necessary improvements and maintenance to the landscaped areas on the Airport campus including gopher abatement and water line backflow prevention.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	24						
Equipment, Materials and Supplies	70						
Maintenance, Repairs, Other	125	125	125	125	125	125	625
Total	**219**	**125**	**125**	**125**	**125**	**125**	**625**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	219	125	125	125	125	125	625
Total	**219**	**125**	**125**	**125**	**125**	**125**	**625**

Network Hardware Replacement

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A437K

Description This allocation funds the replacement of Airport data center networking hardware appliances and switches that have reached the end of their useful life and are no longer supported.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	1,449		475	1,310	108		1,893
Total	**1,449**		**475**	**1,310**	**108**		**1,893**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	1,449		475	1,310	108		1,893
Total	**1,449**		**475**	**1,310**	**108**		**1,893**

Operations System Replacement

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A7339

Description This allocation funds the procurement of equipment necessary to support Airport operations systems, including, but not limited to: access control, shared use, security camera, parking revenue control, ground transportation, and noise monitoring.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	82						
Equipment, Materials and Supplies	729	400	940	1,500	400	400	3,640
Total	**811**	**400**	**940**	**1,500**	**400**	**400**	**3,640**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	811	400	940	1,500	400	400	3,640
Total	**811**	**400**	**940**	**1,500**	**400**	**400**	**3,640**

Passenger Processing Equipment

CSA Outcome	Users Have a Positive, Reliable, and Efficient Experience	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A428V

Description This project funds the procurement and installation of self service kiosks and other passenger processing equipment in the terminals and other areas where passenger processing can occur.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies			100	100	100	100	400
Total			**100**	**100**	**100**	**100**	**400**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)			100	100	100	100	400
Total			**100**	**100**	**100**	**100**	**400**

Pavement Maintenance - Airport

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4006

Description This allocation funds the urgent repair, replacement, or reconstruction of asphalt, concrete pavement, and joint sealing at various locations throughout the Airport to meet airfield and roadway safety requirements.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	526	400	400	400	400	400	2,000
Total	**526**	**400**	**400**	**400**	**400**	**400**	**2,000**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	526	400	400	400	400	400	2,000
Total	**526**	**400**	**400**	**400**	**400**	**400**	**2,000**

Program Management

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A417E

Description This allocation provides funding to plan, strategize, and prepare for the precursor projects leading up to the next stage of significant development at the Airport. The Airport will contract with program management consultants given the large number of subprojects that make up the entire second phase of development and construction.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	1,577	400	6,000	6,000	6,000		18,400
Design	81						
Total	**1,658**	**400**	**6,000**	**6,000**	**6,000**		**18,400**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	1,658	400	6,000	6,000	6,000		18,400
Total	**1,658**	**400**	**6,000**	**6,000**	**6,000**		**18,400**

Project Management Support

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A408Q

Description

This allocation provides additional project management support during the construction phase of the Food & Beverage and Retail concessions tenant improvement process. This allocation covers project management costs to support new concession tenant construction projects with expected completion in 2025-2026 and 2026-2027, while additional construction may continue as concessions space is converted to hold rooms. Support includes construction oversight and verification that each project is consistent with plans submitted, meets building code, and is in alignment with Airport standards.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	600	400	400	400	400		1,600
Total	**600**	**400**	**400**	**400**	**400**		**1,600**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	600	400	400	400	400		1,600
Total	**600**	**400**	**400**	**400**	**400**		**1,600**

Signage Design and Production

CSA Outcome	Users Have a Positive, Reliable, and Efficient Experience	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4709
Description	This allocation funds the fabrication and installation of signage related to safety, security and passenger wayfinding.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	90			83			83
Equipment, Materials and Supplies	244	260	210	127	210	210	1,017
Total	**334**	**260**	**210**	**210**	**210**	**210**	**1,100**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	334	260	210	210	210	210	1,100
Total	**334**	**260**	**210**	**210**	**210**	**210**	**1,100**

Skylight Refurbishment

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A7900
Description	This allocation funds the replacement of the skylight joint sealant in the terminals, concourse, and baggage claim areas.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	150		150				150
Total	**150**		**150**				**150**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	150		150				150
Total	**150**		**150**				**150**

Terminal Building Modifications

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A4035

Description This allocation funds modifications and alterations to accommodate operational needs, necessary improvements, and functionality within Airport facilities, including capital maintenance and repair projects. These project types are critical in addressing the needs of the Airport to support the aviation business.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	824	525	525	525	525		2,100
Equipment, Materials and Supplies	1,489	1,244	1,285	530	105	630	3,794
Maintenance, Repairs, Other	253						
Total	**2,566**	**1,769**	**1,810**	**1,055**	**630**	**630**	**5,894**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	2,566	1,769	1,810	1,055	630	630	5,894
Total	**2,566**	**1,769**	**1,810**	**1,055**	**630**	**630**	**5,894**

Vehicle Replacement Program

CSA Outcome	Safe and Secure Transportation System to Enhance Community Livability	**Council Districts**	6
Department Owner	Airport	**Appropriation**	A7464

Description

This allocation funds the Airport's replacement program for fleet vehicles and rolling stock. These vehicles supply transportation for Facilities and Maintenance staff, field offices for Engineering and Inspection staff, as well as provide for general transportation serving specialized programs like computer and telephone repair and noise monitoring. The number of vehicles purchased per year is dependent on the need and type of vehicle. The Airport is required by the Master Plan Environmental Impact Report to seek purchase of the lowest emitting vehicles feasible for their intended use. This requirement, and the need to outfit Airport vehicles with specialized equipment, increases the average cost per vehicle.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	575	550	550	550	550	550	2,750
Total	**575**	**550**	**550**	**550**	**550**	**550**	**2,750**
Funding Source Schedule (000s)							
Airport Renewal and Replacement Fund (527)	575	550	550	550	550	550	2,750
Total	**575**	**550**	**550**	**550**	**550**	**550**	**2,750**

Airport

2026-2030 Proposed Capital Improvement Program

Summary of Projects with Close-Out Costs Only in 2025-2026

Project Name	Customs and Border Protection Process Improvements	**Initial Start Date**	3rd Qtr. 2018
5-Yr CIP Budget	$ 25,000	**Initial End Date**	2nd Qtr. 2019
Total Budget	$ 597,791	**Revised Start Date**	
Council Districts	6	**Revised End Date**	2nd Qtr. 2026

Description This project funds improvements to passenger processing in the Customs and Border Protection (CBP) arrival area. In coordination with CBP, the Airport is pursuing the use of biometric equipment for facial recognition, for example, to speed the entry and exit of international passengers. This project will streamline the configuration of walkways, furniture, and other items in CBP in order to enable faster processing of passengers. With the number of international flights, the processing of incoming passengers gets backed up and can take a long time. Additionally, passengers can get delayed in getting off the aircraft because CBP does not have the capacity to quickly process them all.

Airport

2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Aircraft Rescue and Fire Fighting Apparatus Replacement	**Initial Start Date**	2nd Qtr. 2022
5-Yr CIP Budget	$ 3,001,000	**Initial End Date**	3rd Qtr. 2023
Total Budget	$ 5,202,000	**Revised Start Date**	3rd Qtr. 2024
Council Districts	6	**Revised End Date**	2nd Qtr. 2028

Description This project funds replacement of Aircraft Rescue and Fire Fighting (ARFF) vehicles at the Airport. This project is contingent upon the timing and availability of FAA grant funding.

Project Name	Airfield Preventive Pavement Maintenance	**Initial Start Date**	Ongoing
5-Yr CIP Budget	$ 401,000	**Initial End Date**	Ongoing
Total Budget	$ 2,684,803	**Revised Start Date**	
Council Districts	6	**Revised End Date**	

Description This allocation funds a pavement study that is conducted every three years to identify deficient pavement areas. The information collected informs the Airfield's Pavement Condition Index as part of the Pavement Maintenance and Management System and helps determine which pavement areas are a priority to replace in the future.

Project Name	ANOMS System Replacement	**Initial Start Date**	3rd Qtr. 2029
5-Yr CIP Budget	$ 2,001,000	**Initial End Date**	2nd Qtr. 2030
Total Budget	$ 2,001,000	**Revised Start Date**	
Council Districts	6	**Revised End Date**	

Description This project replaces the Airport Noise Monitoring System hardware and associated software. This system includes 13 remote noise monitoring units and an integrated system that collects flight operational and complaint data. In addition, the system provides more technical information for enhanced data analysis and real-time collection of aircraft flight track data used to validate the accuracy of Community Noise Equivalent Level (CNEL) noise contour models.

Project Name	Biometric Access Control	**Initial Start Date**	3rd Qtr. 2029
5-Yr CIP Budget	$ 850,000	**Initial End Date**	2nd Qtr. 2030
Total Budget	$ 850,000	**Revised Start Date**	
Council Districts	6	**Revised End Date**	

Description This project funds the implementation of biometrics for the Airport's access control system to improve security around sensitive areas of the Airport.

Project Name	General Aviation Run Up Reconstruction	**Initial Start Date**	3rd Qtr. 2028
5-Yr CIP Budget	$ 2,139,000	**Initial End Date**	2nd Qtr. 2029
Total Budget	$ 2,139,000	**Revised Start Date**	
Council Districts	6	**Revised End Date**	

Description This project involves demolition of the existing run-up pad between Taxiway D and W and construction of an apron area between Taxiway B and C on the southwestern end of the airport. The scope of work includes pavement and tie-down removal, excavation, sub-grade stabilization, base course installation, surface course application, drainage enhancements, striping, lighting and signage installation.

Airport

2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Roadway Signage Rehabilitation	**Initial Start Date**	3rd Qtr. 2023
5-Yr CIP Budget	$ 750,000	**Initial End Date**	2nd Qtr. 2025
Total Budget	$ 1,529,000	**Revised Start Date**	
Council Districts	6	**Revised End Date**	2nd Qtr. 2029

Description This project funds the rehabilitation of nine monument signs and 13 overhead roadway sign locations that are showing evidence of displacement and do not exhibit a seamless graphic. The signage will be cleaned to remove oxidization and improve legibility. Additionally, the monument signage structural connections will be replaced.

Project Name	Short-Term Parking Garage	**Initial Start Date**	3rd Qtr. 2024
5-Yr CIP Budget	$ 200,000,000	**Initial End Date**	2nd Qtr. 2027
Total Budget	$ 200,150,000	**Revised Start Date**	
Council Districts	6	**Revised End Date**	2nd Qtr. 2029

Description This project funds design and construction of a multi-story parking structure needed to replace the parking spaces that will be lost when the New Terminal Project (Terminal C) begins. The garage will be constructed so that it can be converted into office space if demand for parking sees a decline in the future.

EXPLANATION OF FUNDS

The diagram following this section illustrates the funds and accounts maintained by the Airport, including those established or maintained under the provisions of the July 1, 2001, Master Trust Agreement. The diagram depicts the prioritization for the application of revenues.

Generally, this "Flow and Priority of Funds" is related to the operating budget rather than to the capital budget; however, the Airport's four capital budget funds - Airport Capital Improvement Fund (520), Airport Revenue Bond Improvement Fund (526), Airport Passenger Facility Charge Fund (529), and Airport Renewal and Replacement Fund (527) - have been included in order to illustrate how transfers between these funds can occur.

As revenues are received in the Airport Revenue Fund, they are applied in the following priority for the following purposes:

Airport Maintenance and Operation Fund Amounts are deposited on a monthly basis for maintenance and operation costs.

Airport Fiscal Agent Fund This fund accounts for the activity of the Airport's Trustee who manages the administrative aspects of outstanding bonds issued by the Airport, which include:

- Interest – Deposits are made until the amount in the Interest Fund is sufficient to meet the next semi-annual interest payment.

- Principal – Deposits are made until the amount in the Principal Fund is sufficient to meet the next principal and sinking fund payment.

- Bond Reserve – This fund is maintained at a level equal to the Required Reserve.

Airport Surplus Revenue Fund In the Airport Surplus Revenue Fund, deposits are made for specified purposes, as follows:

- To the Subordinated Debt Account, for the payment of subordinated debt.

- To the Safety Net Account, an amount established at the discretion of the City to reserve funds for unusual or exceptional circumstances to ensure the Airport's continued operation.

- To the Renewal and Replacement Account, amounts as established in the annual budget of the Airport for capital projects such as repair and renovation of capital facilities and Airport equipment purchases.

Any excess funds beyond the Airport Surplus Revenue Fund deposits described above may stay in the Airport Revenue Fund and are credited to airline rentals and fees in the following fiscal year.

Airport Customer Facility and Transportation Fee Fund This fund captures the activity and expenditures associated with collection of the Airport Customer Transportation Fee from customers of rental car companies doing business at the Airport. Funds are used to pay for the busing system between the terminals and the rental car facility and the construction and financing of the consolidated rental car facility.

EXPLANATION OF FUNDS

The Airport utilizes four capital funds:

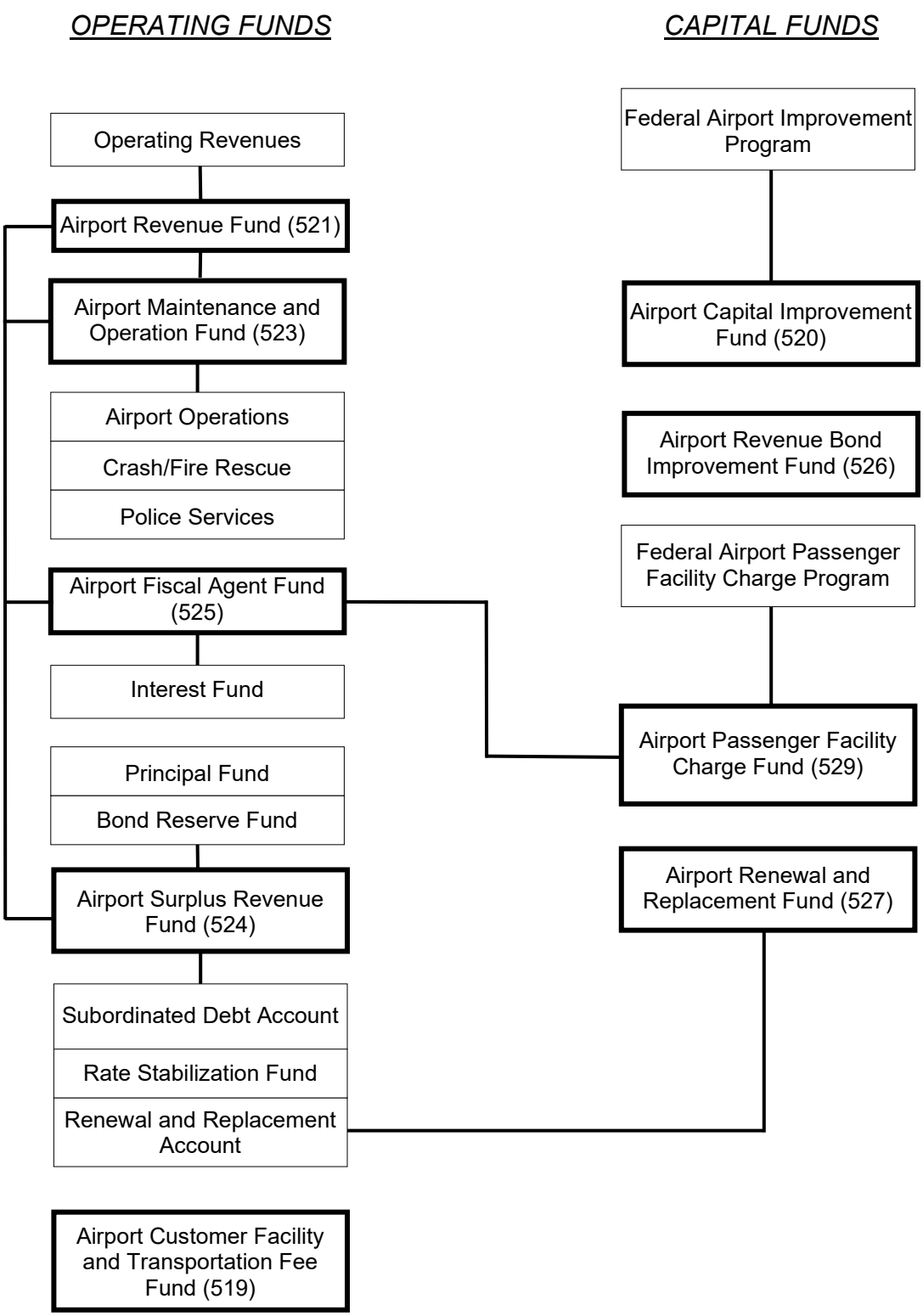
Airport Capital Improvement Fund Grant revenues and expenditures are recorded in the Airport Capital Improvement Fund. Principally, these are federal grants administered by the Federal Aviation Administration (FAA) under its Airport Improvement Program (AIP). For construction AIP grants, the grant must be awarded before the project begins, and the Airport must front the initial partial payments but can immediately apply for reimbursement for costs as they are incurred. Most grants provide an 80% reimbursement. The Airport's 20% share can be funded by the Airport Passenger Facility Charge Fund or the Airport Renewal and Replacement Fund.

Airport Revenue Bond Improvement Fund Major capital projects financed by bond issuances and other debt instruments are funded in the Airport Revenue Bond Improvement Fund.

Airport Passenger Facility Charge Fund Designated amounts of Airport debt service are currently funded from the Airport Passenger Facility Charge Fund, which is derived from a $4.50 fee charged to enplaned passengers. Projects that are determined in conjunction with the airlines and have been approved by the FAA can also be funded from the Airport Passenger Facility Charge Fund.

Airport Renewal and Replacement Fund The sources of this fund are operational revenues budgeted in the annual maintenance and operating budget, included in the calculation of the annual rates and charges, and funneled to this fund via the Airport Surplus Revenue Fund. Projects in this fund include capital maintenance of existing facilities, environmental/planning work, as well as major projects that have not received - or are ineligible for - funding approval under the Airport Improvement Program or Airport Passenger Facility Charge Program.

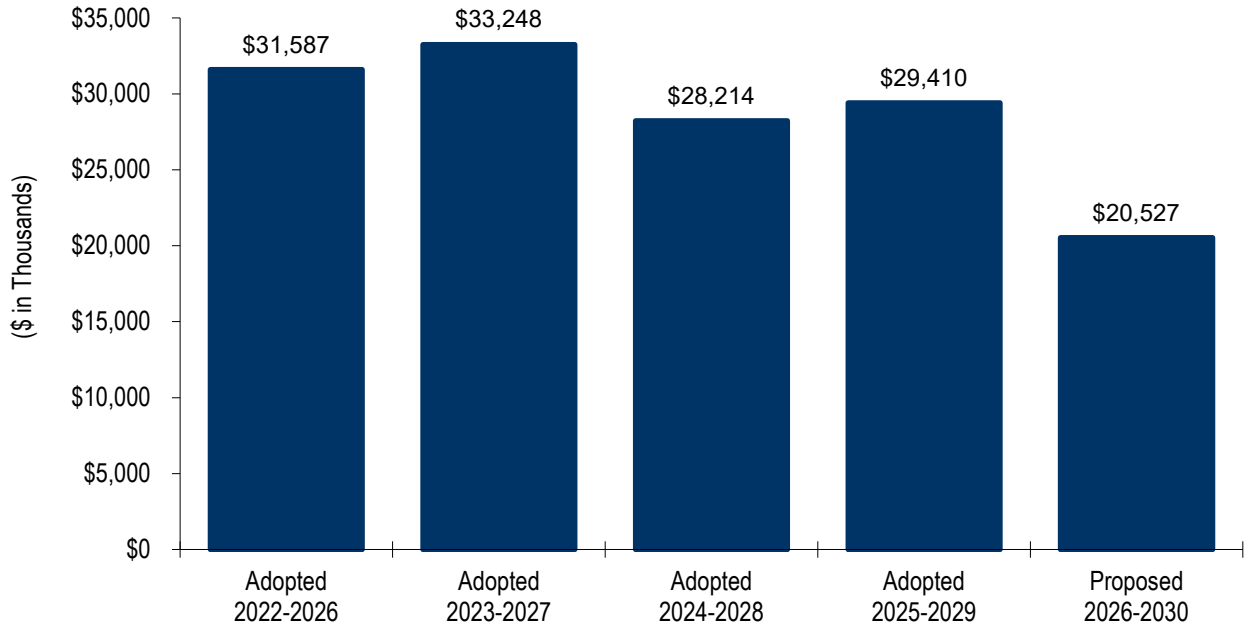
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FLOW AND PRIORITY OF FUNDS



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PARKING
2026-2030 Capital Improvement Program

CIP History



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Parking
2026-2030 Proposed Capital Improvement Program

OVERVIEW

INTRODUCTION

The Parking Capital Program maintains and improves existing parking facilities, upgrades and replaces both off-street and on-street parking equipment, develops new parking facilities, and supports investments in multi-modal transportation facilities in the Greater Downtown area and meter districts. The off-street component of the program consists of eight garages and six surface lots with 7,219 parking spaces, located primarily within the Downtown core. The on-street component consists of 2,504 metered parking spaces in the areas of Downtown, Japantown, Civic Center, and SAP Center/Diridon Station.

PARKING SYSTEM INFRASTRUCTURE	
PARKING METERS	2,504
PARKING LOTS	6
PARKING GARAGES	8

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $20.5 million, of which $15.9 million is allocated in 2025-2026 and $5.3 million is allocated in 2026-2027. This program is part of the Transportation and Aviation Services City Service Area (CSA) and supports the following outcomes: *Effective and Equitable Transportation to Promote a Strong Economy; Users Have a Positive, Reliable, and Efficient Experience; and Safe and Secure Transportation to Enhance Livability.*

PROGRAM PRIORITIES AND OBJECTIVES

This CIP was developed with guidance from the Envision San José 2040 General Plan, focused on providing well-maintained parking infrastructure with the goal of supporting Downtown as a regional job, entertainment, and cultural destination. The 2026-2030 Proposed CIP priorities are focused on the basic repair and maintenance of existing infrastructure, continued replacement of the failing façade at the Market/San Pedro Square Garage, and development of temporary surface parking lots in the SAP Center/Diridon Station area.

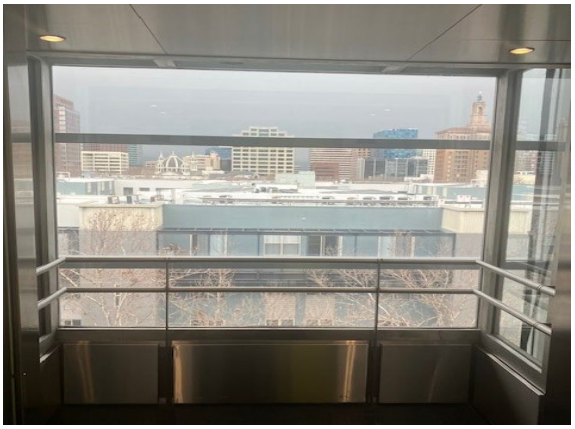


Rendering of the Market Street Garage Façade Improvements

Parking
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM PRIORITIES AND OBJECTIVES



Garage Elevator Modernization Project



LED Lighting Upgrades Lincoln/Minnesota Lot

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $20.5 million which is $8.9 million (30.3%) below the 2025-2029 Adopted CIP funding of $29.4 million. Projects are funded via transfer from the General Purpose Parking Operating Fund from parking meter and facility revenues which exceed the amounts needed for ongoing operations and maintenance.

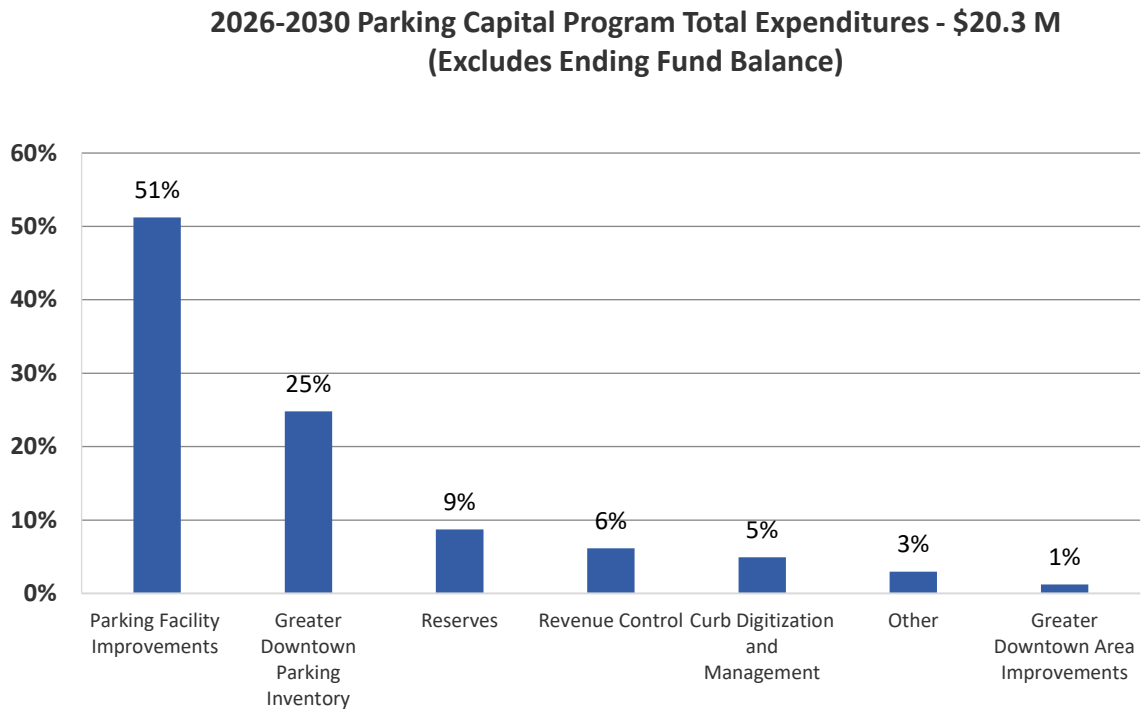
PROGRAM HIGHLIGHTS

The 2026-2030 Proposed CIP focuses on continuing to maintain existing parking facilities portfolio-wide. It also includes additional costs for completing the Garage Façade Improvements project at the Market/San Pedro Garage, which includes installing an illuminated art façade over the existing exterior. The CIP also includes additional costs to develop the Milligan surface parking lot, as part of the Greater Downtown Parking Inventory project. The Parking Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. Further information on the program's individual projects is included in the Detail Pages.

Project Name	Project Description	2026-2030 CIP Cost	Estimated Completion
Greater Downtown Parking Inventory	Development of new parking inventory in Downtown, primarily in the SAP/Diridon Area	$5.0 million	Q2 2026
Minor Parking Facility Improvements	Perform minor repair work that is not part of the annual cleaning and maintenance schedule to prolong the useful life of parking facilities	$4.5 million	Ongoing
Garage Façade Improvements	Remove and replace facility façade on the Market/San Pedro Garage	$2.6 million	Q2 2026
Garage Elevator Upgrades	Repair and maintenance of facility elevators	$1.7 million	Ongoing

Parking
2026-2030 Proposed Capital Improvement Program

OVERVIEW



MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Parking CIP decreased by $8.9 million (30.3%) from $29.4 million in the 2025-2029 Adopted CIP to $20.5 million in this 2026-2030 Proposed CIP. The change to the size of the CIP is primarily due to projects being completed or encumbered and are, therefore, no longer funded in the future.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations.

Project	Increase/(Decrease)
Garage Façade Improvements	$3.1 million
Greater Downtown Parking Inventory	$1.9 million

OPERATING BUDGET IMPACT

It is anticipated that there will be no additional operating and maintenance costs associated with projects included in the 2026-2030 Proposed CIP.

Parking

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Purpose Parking Capital Fund (559)							
Beginning Balance	25,079,931	14,427,364	4,058,364	3,294,364	2,330,364	1,266,364	14,427,364
Reserve for Encumbrance	3,065,847						
Transfers and Reimbursements							
Transfer from the General Purpose Parking Fund (533)	2,500,000	1,500,000	1,200,000	1,200,000	1,100,000	1,100,000	6,100,000
TOTAL Transfers and Reimbursements	**2,500,000**	**1,500,000**	**1,200,000**	**1,200,000**	**1,100,000**	**1,100,000**	**6,100,000**
Revenue from the Federal Government							
SMART: Curb Digitization and Management	1,932,765						
TOTAL Revenue from the Federal Government	**1,932,765**						
Total General Purpose Parking Capital Fund (559)	**32,578,543**	**15,927,364**	**5,258,364**	**4,494,364**	**3,430,364**	**2,366,364**	**20,527,364**
TOTAL SOURCES	**32,578,543**	**15,927,364**	**5,258,364**	**4,494,364**	**3,430,364**	**2,366,364**	**20,527,364**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Parking

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Parking							
Curb Digitization and Management	2,098,971	200,000	200,000	200,000	200,000	200,000	1,000,000
Garage Elevator Upgrades	4,153,717	674,000	250,000	250,000	250,000	250,000	1,674,000
Garage Façade Improvements	6,662,245	2,642,000					2,642,000
Greater Downtown Area Multi-Modal/Streetscape Improvements	65,253	50,000	50,000	50,000	50,000	50,000	250,000
Greater Downtown Parking Inventory	1,041,078	5,039,000					5,039,000
Green Technologies and Innovation	360,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Minor Parking Facility Improvements	1,512,850	675,000	800,000	1,000,000	1,000,000	1,000,000	4,475,000
Revenue Control & Meter Upgrades	474,065	250,000	250,000	250,000	250,000	250,000	1,250,000
Security Improvements	1,340,000	75,000	75,000	75,000	75,000	75,000	375,000
General Construction - Parking	**17,708,179**	**9,855,000**	**1,875,000**	**2,075,000**	**2,075,000**	**2,075,000**	**17,955,000**
Parking - Construction	**17,708,179**	**9,855,000**	**1,875,000**	**2,075,000**	**2,075,000**	**2,075,000**	**17,955,000**
Public Art Allocation	111,000						
Public Art Projects	**111,000**						
Capital Program and Public Works Department Support Service Costs	305,000	218,000	60,000	60,000	60,000	60,000	458,000
Allocations	**305,000**	**218,000**	**60,000**	**60,000**	**60,000**	**60,000**	**458,000**
City Hall Debt Service Fund	27,000	26,000	29,000	29,000	29,000	29,000	142,000
Transfers to Special Funds	**27,000**	**26,000**	**29,000**	**29,000**	**29,000**	**29,000**	**142,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Parking

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Transfers Expense	**27,000**	**26,000**	**29,000**	**29,000**	**29,000**	**29,000**	**142,000**
SAP/Diridon Area Parking and Transportation Reserve		1,770,000					1,770,000
Expense Reserves - Non-Construction		**1,770,000**					**1,770,000**
Total Expenditures	**18,151,179**	**11,869,000**	**1,964,000**	**2,164,000**	**2,164,000**	**2,164,000**	**20,325,000**
Ending Fund Balance	14,427,364	4,058,364	3,294,364	2,330,364	1,266,364	202,364	202,364
TOTAL	**32,578,543**	**15,927,364**	**5,258,364**	**4,494,364**	**3,430,364**	**2,366,364**	**20,527,364**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Curb Digitization and Management

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2029
Location	Primarily in the Downtown San José area	**Revised Start Date**	1st Qtr. 2024
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2030
Council Districts	3	**Initial Project Budget**	$2,999,412
Appropriation	A435X	**FY Initiated**	2023-2024

Description This project provides funding to digitize curb inventory in the City of San José, ultimately rendering curb usage more efficient throughout the city. Grant funding of $2.0 million will create an inventory database of existing curb restrictions and uses, collect information on the quantity and use of curb space in downtown San José, and then use sensor technology to collect data on how curb space is being used and develop a digital platform to visualize historical use and monitor use in real time. This database will help the City pilot and prototype approaches to reallocate curb spaces, monitor curb uses, and share real-time information about how the curbs are used for the general public. The real-time availability of the data will help bicyclists and drivers efficiently navigate the streets to find their destination. This, in turn, will reduce time spent idling or circling the block in search of a parking space. Funding of $1.2 million is allocated for additional infrastructure improvement projects that will incorporate some of the likely technological enhancements to be implemented, such as sensors in the curb and/or street.

Justification The City has ambitious transportation and climate goals and has pledged to achieve net zero carbon emissions by 2030 with at least half of trips made by transit, biking, or on foot by 2040. San José's Downtown Transportation Plan, adopted in November 2022, identified curb management and demand-based parking pricing as strategies needed to reach these climate and other Downtown goals.

Notes This project is funded by a $2.0 million Strengthening Mobility and Revolutionizing Transportation (SMART) grant and additional City funds of $1.2 million.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	100	100								200
Construction		1,999	150	150	150	150	150	750		2,749
Equipment, Materials and Supplies			50	50	50	50	50	250		250
Total	**100**	**2,099**	**200**	**200**	**200**	**200**	**200**	**1,000**		**3,199**
Funding Source Schedule (000s)										
General Purpose Parking Capital Fund (559)	100	2,099	200	200	200	200	200	1,000		3,199
Total	**100**	**2,099**	**200**	**200**	**200**	**200**	**200**	**1,000**		**3,199**
Annual Operating Budget Impact (000s)										
Total										

Garage Façade Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2021
Location	Downtown San José Area	**Revised Start Date**	4th Qtr. 2019
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$2,250,000
Appropriation	A409C	**FY Initiated**	2018-2019

Description This project provides funding to remove and replace the failing Market/San Pedro Garage façade. The existing façade will be removed and replaced with an illuminated art façade over the entire exterior.

Justification This project improves garage façades that are at or nearing the end of their useful life with cost-effective and visually appealing materials, and enhances user experience and the Downtown streetscape.

Notes The Market/San Pedro Garage Improvements project was originally budgeted for existing façade removal and a public art project installing a traditional façade. However, the Transportation and Public Works Departments opted to enhance the public art component. Instead of traditional materials, an illuminated art façade will be installed over the entire exterior after demolishing the existing exterior panels.

Major Cost Changes
2020-2024 CIP - Increase of $750,000 to bring total project budget to amount needed to replace failing Market/San Pedro Garage façade.
2021-2025 CIP - Increase of $2.5 million to bring total project budget based on revised costs to amount needed to replace failing Market/San Pedro Garage façade.
2022-2026 CIP - Decrease of $618,000 to account for revised costs to install the art façade.
2024-2028 CIP - Increase of $2.3 million to account for revised costs to install the art façade.
2026-2030 CIP - Increase of $3.1 million to account for revised costs to the structural component of the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	87									87
Project Feasibility Development	85									85
Design	749	1								750
Bid & Award		14								14
Construction		6,647	742					742		7,389
Post Construction			100					100		100
Public Art			1,800					1,800		1,800
Total	**921**	**6,662**	**2,642**					**2,642**		**10,225**
Funding Source Schedule (000s)										
General Purpose Parking Capital Fund (559)	921	6,662	2,642					2,642		10,225
Total	**921**	**6,662**	**2,642**					**2,642**		**10,225**
Annual Operating Budget Impact (000s)										
Total										

Greater Downtown Parking Inventory

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2016
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2017
Location	Downtown San José Area	**Revised Start Date**	2nd Qtr. 2018
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$2,000,000
Appropriation	A7885	**FY Initiated**	2016-2017

Description This allocation provides funding for the evaluation and development of additional parking supply to serve the cultural facilities in the greater Downtown San José Area, with a priority given to the Diridon Station Area. Initial expenditures will focus on establishing interim parking supply around the SAP Center to address parking needs during the development of the Diridon Area.

Justification Consistent with the Mayor's March Budget Message for Fiscal Year 2016-2017, this allocation provides funding for additional parking supply to serve the cultural facilities in the greater Downtown San José Area.

Notes In the 2020-2024 CIP, this project was retitled from Greater Downtown Parking Garage.

Major Cost Changes
2018-2022 CIP - Increase $5.0 million for revised scope for interim parking facilities.
2020-2024 CIP - Increase $9.5 million, reallocated from the SAP/Diridon Area Parking and Transportation Reserve, for purchase of properties near the SAP Center and the development of surface parking lots.
2021-2025 CIP - Decrease $11.7 million, reallocated to the SAP/Diridon Area Parking and Transportation Reserve.
2023-2027 CIP - Increase $9.1 million to purchase properties and for project management costs needed for construction of Lot E public parking structure close to the Diridon train station and SAP Center arena.
2024-2028 CIP - Increase of $2.5 million for the engineering and Public Works Department costs to develop the Milligan surface lots in the SAP/Diridon Area.
2026-2030 CIP - Increase $1.9 million due to increased costs to develop Milligan surface parking lot.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	5,413	26								5,439
Project Feasibility Development	2,080	37								2,117
Property & Land		900	3,114					3,114		4,014
Design	1,333	60								1,393
Bid & Award	80									80
Construction	560	19	1,825					1,825		2,404
Post Construction	5		100					100		105
Maintenance, Repairs, Other	3,034									3,034
Total	**12,507**	**1,041**	**5,039**					**5,039**		**18,587**
Funding Source Schedule (000s)										
General Purpose Parking Capital Fund (559)	12,507	1,041	5,039					5,039		18,587
Total	**12,507**	**1,041**	**5,039**					**5,039**		**18,587**
Annual Operating Budget Impact (000s)										
Total										

Garage Elevator Upgrades

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A409B

Description This allocation provides funding to upgrade and modernize elevators located at the City's parking garages.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	66						
Bid & Award	12						
Construction	4,075	674	250	250	250	250	1,674
Total	**4,154**	**674**	**250**	**250**	**250**	**250**	**1,674**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	4,154	674	250	250	250	250	1,674
Total	**4,154**	**674**	**250**	**250**	**250**	**250**	**1,674**

Greater Downtown Area Multi-Modal/Streetscape Improvements

CSA Outcome	Users Have a Positive, Reliable, and Efficient Experience	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A7782

Description This ongoing allocation provides City funding to support the implementation of various traffic and pedestrian upgrades within the greater Downtown area. Improvements include LED streetlight upgrades, enhanced crosswalks, and other enhancements for bicycle and pedestrian facilities. These improvements will support the development of a multi-modal environment with a variety of transportation alternatives.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	65	50	50	50	50	50	250
Total	**65**	**50**	**50**	**50**	**50**	**50**	**250**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	65	50	50	50	50	50	250
Total	**65**	**50**	**50**	**50**	**50**	**50**	**250**

Green Technologies and Innovation

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A405P

Description This project provides funding to implement environmentally conscious and innovative improvements at the City's parking garages such as LED lighting, rooftop solar arrays, solar powered electric vehicle charging stations, and dynamic message signage.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	360	250	250	250	250	250	1,250
Total	**360**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	360	250	250	250	250	250	1,250
Total	**360**	**250**	**250**	**250**	**250**	**250**	**1,250**

Minor Parking Facility Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A5992

Description This allocation provides ongoing funding for minor repair work that is not part of the annual cleaning and maintenance of Downtown parking facilities. Projects include concrete deck/structural repairs, waterproofing, expansion joint repairs, cable railing replacement, lighting improvements, staircase replacement, and signage, striping, and painting improvements.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	13						
Construction	50	50	50	50	50	50	250
Maintenance, Repairs, Other	1,450	625	750	950	950	950	4,225
Total	**1,513**	**675**	**800**	**1,000**	**1,000**	**1,000**	**4,475**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	1,513	675	800	1,000	1,000	1,000	4,475
Total	**1,513**	**675**	**800**	**1,000**	**1,000**	**1,000**	**4,475**

Revenue Control & Meter Upgrades

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A6386

Description This allocation provides ongoing funding for replacement meters and upgrades to parking access and revenue control equipment at parking facilities.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	474	250	250	250	250	250	1,250
Total	**474**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	474	250	250	250	250	250	1,250
Total	**474**	**250**	**250**	**250**	**250**	**250**	**1,250**

Security Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A5993

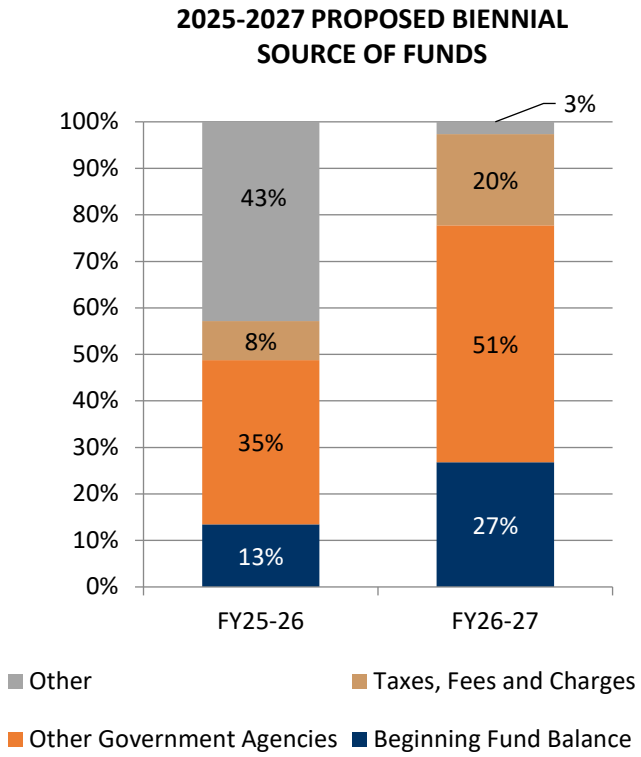
Description This allocation provides ongoing funding to implement various security upgrades in City garages. Security improvements may include roll-up gates, security fencing, video cameras and monitoring systems, lighting, and surveillance equipment located at entry/exit lanes, lobby areas, and stairwells.

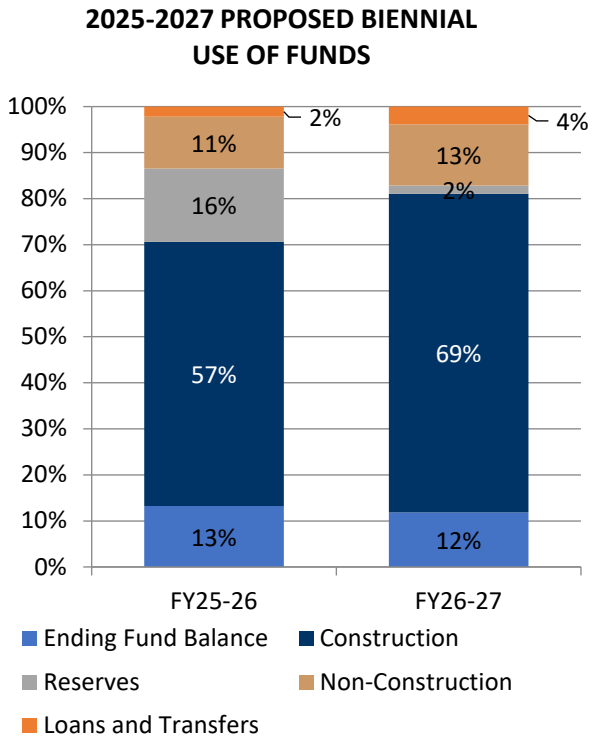
	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	350	50	50	50	50	50	250
Equipment, Materials and Supplies	990	25	25	25	25	25	125
Total	**1,340**	**75**	**75**	**75**	**75**	**75**	**375**
Funding Source Schedule (000s)							
General Purpose Parking Capital Fund (559)	1,340	75	75	75	75	75	375
Total	**1,340**	**75**	**75**	**75**	**75**	**75**	**375**

Parking
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

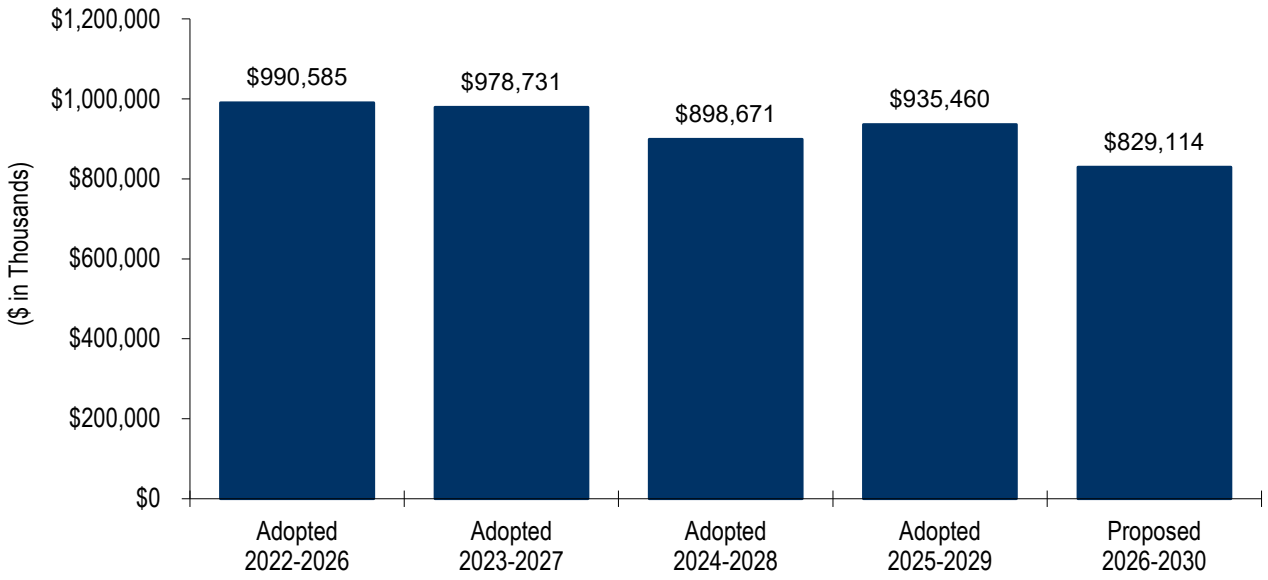
Project Name	SAP/Diridon Area Parking and Transportation Reserve
5-Yr CIP Budget	$ 1,770,000
Total Budget	$ 1,770,000
Council Districts	3
Description	This reserve sets aside funding for future capital projects, investments, and improvements for parking, multi-modal transportation, and streetscapes within the SAP/Diridon Area.

TRAFFIC
2026-2030 Capital Improvement Program



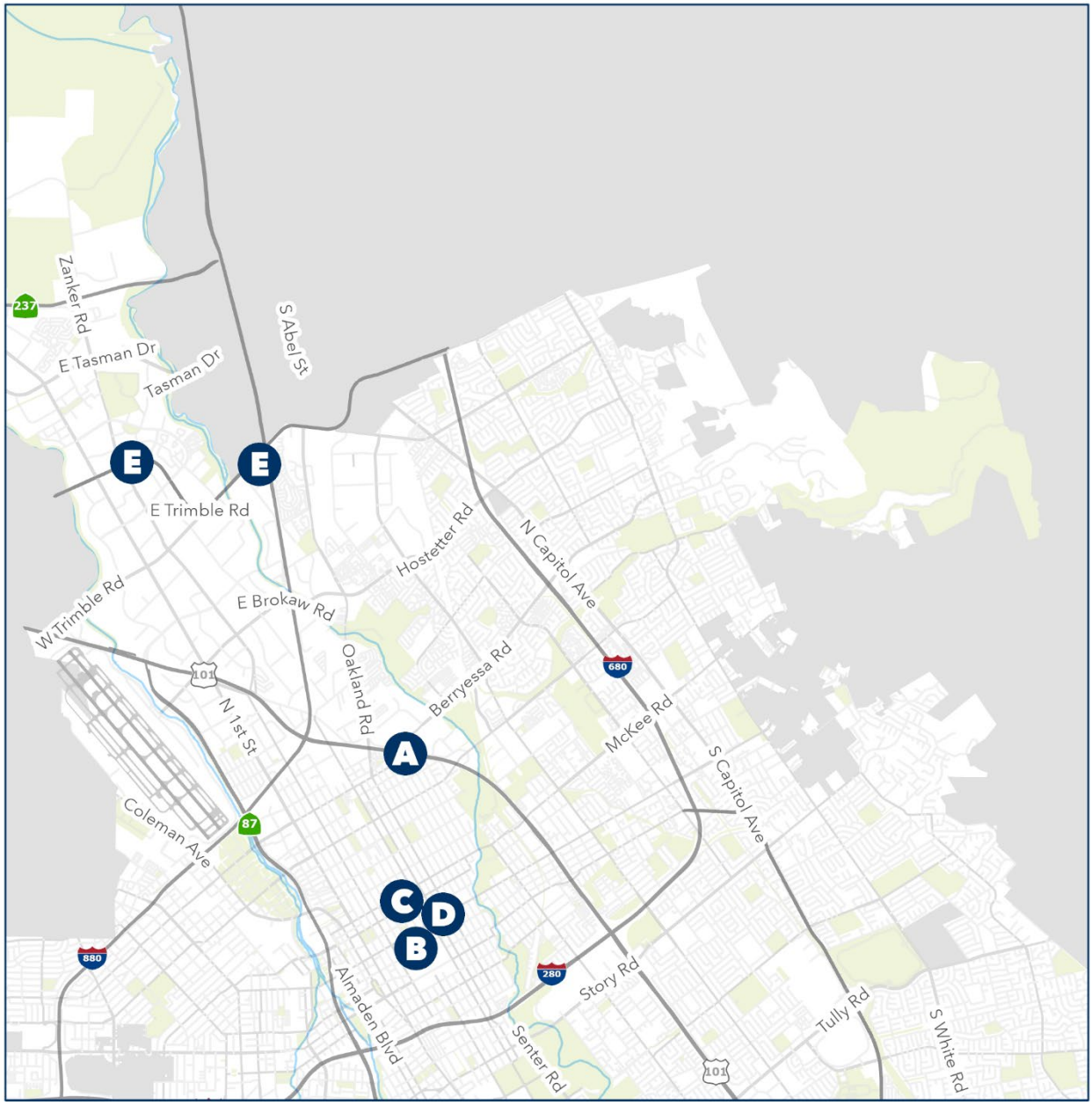


CIP History



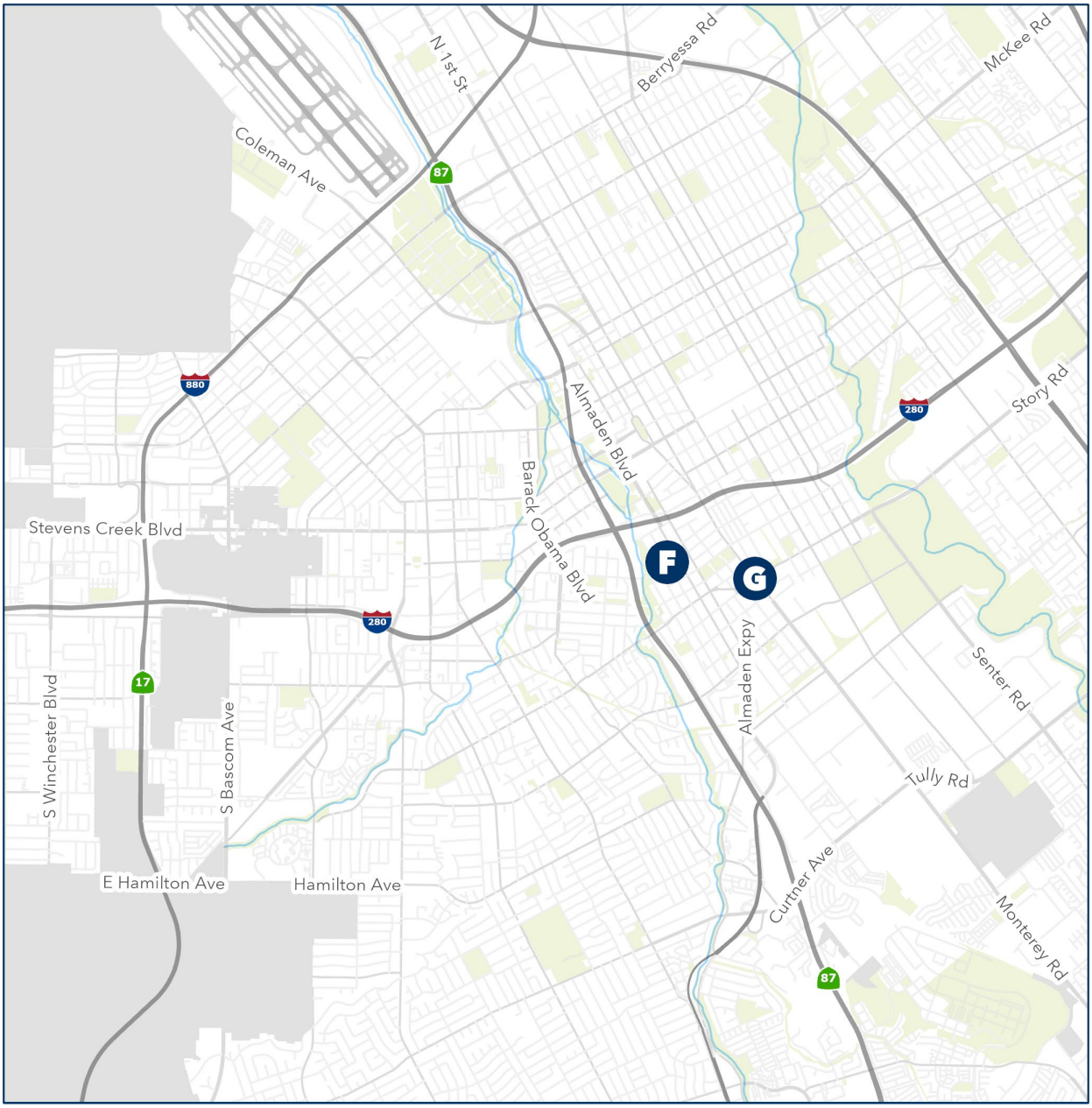
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North East



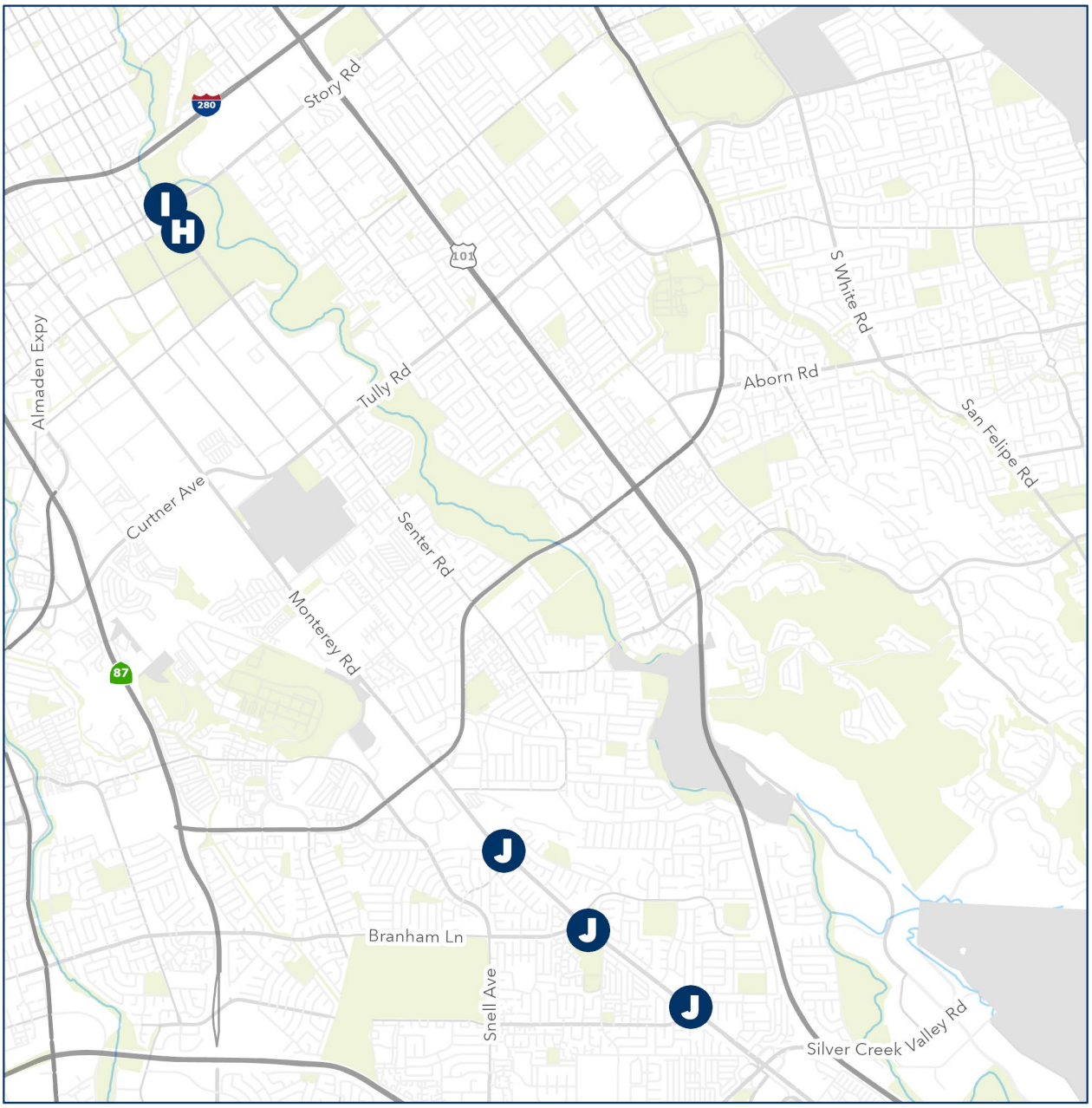
- A Route 101/Mabury Road Project Development
- B Better Bikeways San Fernando
- C Julian Street and St. James Couplet Conversion Project
- D San José Safety Improvements at Key Intersections
- E Montague Expressway Improvements Phase 2

North West



F Willow-Keyes Complete Streets Improvements
G Signalized Intersection Pedestrian Safety Improvements

South East



H Vision Zero: East San José Safety Improvements for Senter Rd.

I Story-Keyes Complete Streets Improvements

J Monterey Grade Separation

South West



D San José Safety Improvements at Key Intersections

OVERVIEW

INTRODUCTION

The mission of the Traffic Capital Improvement Program (CIP) is to implement and manage a multimodal transportation system that is safe, efficient, sustainable, and maintained in the best condition possible in a manner consistent with the goals and policies of the Envision San José 2040 General Plan (General Plan). The General Plan defines a network of major streets, bikeways, pedestrian corridors, and regional transportation facilities needed to support planned land uses within the City of San José. The City's planned transportation system is an important element of economic development and supports a livable community.

TRANSPORTATION SYSTEM PUBLIC INFRASTRUCTURE	
MILES OF PAVED STREETS	2,519
MILES OF BIKEWAYS	550
LANDSCAPED SQUARE YARDS	3,100,000
STREET TREES	351,534
SIGNS	127,975
STREETLIGHTS (LED)	59,353
STREETLIGHTS (SODIUM)	4,307
TRAFFIC SIGNALS	972
BRIDGES	242

The 2026-2030 Proposed CIP provides funding of $829.1 million, of which $382.0 million is allocated in 2025-2026 and $188.5 million is allocated in 2026-2027. The program is part of the Transportation and Aviation Services City Service Area (CSA) and supports the following outcomes: *Effective and Equitable Transportation Modes to Promote a Strong Economy; Users Have a Positive, Reliable, and Efficient Experience; and A Safe and Secure Transportation System to Enhance Community Livability.*

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Traffic CIP supports the strategic goals of the Transportation and Aviation Services CSA by focusing and aligning resources to the following strategic priorities:

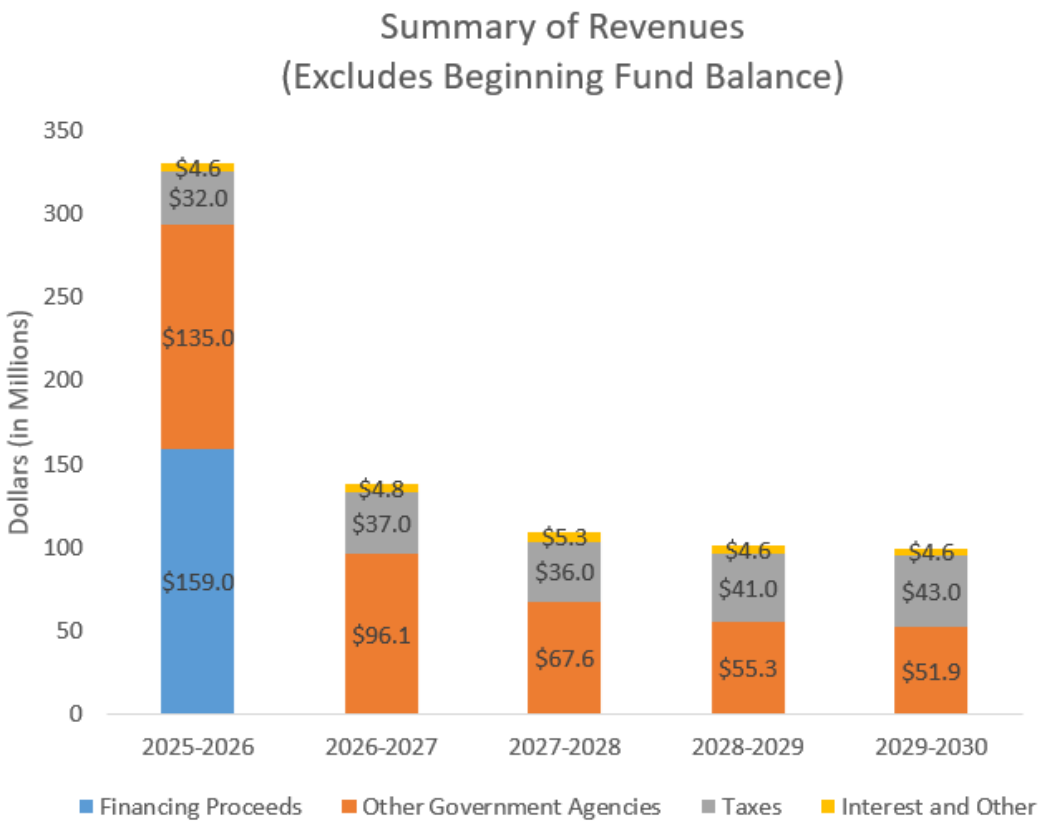
- Implement planned local and regional transportation system projects
- Center equity when planning for future transportation system needs
- Ensure users have a positive transportation experience
- Maintain condition of traffic devices and pavement
- Advance transportation safety
- Preserve and enhance city streetscape
- Leverage grants and funds from other agencies

The Proposed CIP includes programs and projects guided by these priorities to ensure the development and preservation of a reliable transportation network and to plan for the growth envisioned by the General Plan. For example, the Proposed CIP includes continued investment in street and pedestrian safety, pavement maintenance, and traffic management, while also leveraging grant resources to implement local multimodal projects and support the planning and delivery of major regional projects such as BART Phase II, an expanded and redeveloped Diridon Station, and major changes to highway interchanges.

OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $829.1 million. This funding level is $106.4 million (11.4%) below the 2025-2029 Adopted CIP funding of $935.5 million. Excluding beginning fund balance, Traffic revenues consist of federal and state grants and other agency payments ($405.8 million); Building and Structure Construction Taxes and Construction Excise Taxes ($189.0 million); Measure T bond proceeds ($159.0 million); interest earnings ($22.8 million); and developer contributions ($1.1 million). In addition, although not appropriated until actually received, transportation impact fees represent another source of revenue for the Traffic Capital Program.



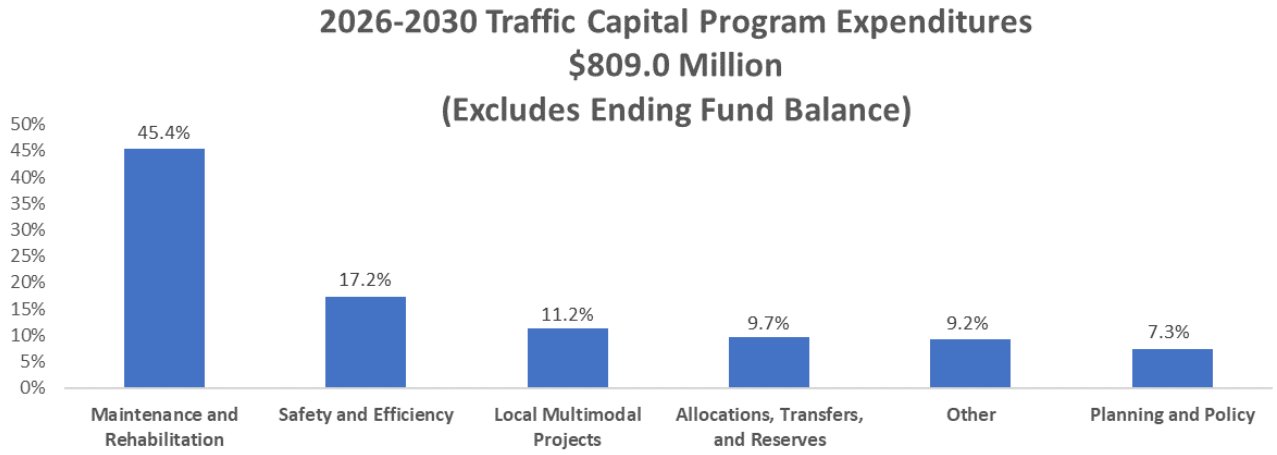
Revenues from federal, state, and local agencies play a significant role for the delivery of transportation infrastructure, especially for pavement maintenance. Pavement maintenance revenues from the State Gas Tax and the State Road Repair and Accountability Act of 2017 (SB1) total $140.8 million and two VTA Measure B ballot initiatives (2010 & 2016) account for $138.6 million. This Proposed CIP includes slight increases to both Construction Excise Tax and Building and Structure Construction Tax revenues. Staff is continuing to seek grants for new funding sources to support the Department of Transportation's (DOT) priority efforts.

Over the past year, DOT was awarded $21.5 million in new grants, which is programmed as part of this CIP. DOT will continue its grant pursuit in focused areas and delivery of grant projects. Further information on grant revenues can be found in the Pavement and Transportation Infrastructure Maintenance, Local Transportation Safety and Multimodal Improvements, and Regional Transportation System Expansion sections of this CIP Overview.

OVERVIEW

PROGRAM HIGHLIGHTS

The Traffic Capital Program's expenditures are organized to show the use of funds in several categories as highlighted in the following chart below. Further information on the program's individual projects is included in the Detail Pages.



Safety and Multimodal Improvements

The 2026-2030 Proposed CIP includes investments aimed at providing safe streets for all modes of travel and supporting balanced transportation by investing approximately $230.2 million for traffic safety and efficiency, and local multimodal improvements. Included in this CIP is $83.5 million from One Bay Area Grant(s) (OBAG3), Active Transportation Program (ATP) grants, and a Safe Streets for all (SS4A) grant to be directed toward priority areas, complete streets, key intersection safety, and Vision Zero projects. Additionally, $10 million in state funding was provided by Senate Bill 129 to deliver the Vision Zero: East San José Corridor Safety Improvements at Senter Road which provides key pedestrian and bicycle safety and transit improvements along 4.7 miles of Senter Road, between Story Road and Monterey Road.

The 2025 Vision Zero Action Plan builds upon the 2020 Vision Zero Action Plan and was adopted by City Council in February 2025. The Plan is aimed at a 30% reduction in traffic fatalities and severe injuries by 2030 with the goal of eliminating fatal and severe injuries on the City's roadways by 2040. The Vision Zero Action Plan is a safety investment strategy of approximately $80 million to eliminate traffic collisions that result in roadway users being killed or severely injured (KSI) through data-driven strategies, community engagement, and alignment with national best practices. Of the $80 million needed to facilitate Vision Zero Action Plan deliverables, $14.5 million has been programmed in the CIP for data analytics, outreach and engagement, and quick-build safety improvements. Major roadway quick-build improvements were implemented on segments of Saratoga Avenue in spring 2024. McKee Road, Moorpark Avenue, and Snell Avenue were completed in fall 2024. Quick-build improvements for roadway segments of Quimby Road, Story Road, and Blossom Hill Road are expected to be completed in spring 2025.

OVERVIEW

PROGRAM HIGHLIGHTS

Safety and Multimodal Improvements (Cont'd.)



McKee Road Pedestrian Improvements

Vision Zero San José recognizes speeding and red light running as the top known causes of fatal and severe injury crashes in San José. Automated technology, such as automated speed enforcement and red-light camera enforcement, are tools that can help the Vision Zero Program achieve its goals. The use of speed safety cameras has proven to reduce speeding along high-injury streets in cities around the country. State law AB 645, which was passed in October 2023, will allow San José and five other California cities to test the use of automated speed enforcement, also called speed safety cameras. The speed safety cameras pilot project is anticipated to begin in summer 2025. This project is funded by a $2.0 million investment from the Traffic CIP, an $8.5 million Safe Streets and Roads for All (SS4A) federal grant, and approximately $1.0 million of General Fund resources from the Operating Budget, which will support the City's effort to install an estimated 33 cameras along roadways with frequent fatal and severe injury crashes related to speeding. The Mayor's June Budget Message for Fiscal Year 2022-2023 allocated $733,000 for the installation of red-light running cameras at up to four intersections with one approach per intersection. These red-light running cameras will be installed and operational in Summer 2025.

The School Safety Program, established in 2023-2024, proactively provides improvements at and around K-12 schools across San José. Improvements include: 1) enhancing school crosswalks to high visibility markings, 2) performing comprehensive school access and circulation assessments, and 3) completing signs and markings work orders. This program enhances existing school crosswalks from standard parallel line striping to high visibility ladder-style striping, which provides more visible crosswalks for students and parents. These enhancements promote multimodal access to schools, with the goal of reducing vehicular traffic at and around school campuses. In 2024-2025, the program enhanced 282 school crosswalks with high visibility markings. Additionally, evaluations of on-site and public street circulation, as well as parking and loading zones, have been conducted to determine improvements that facilitate more efficient circulation at and around the school campuses. Access and circulation studies have been completed and improvements installed at 30 schools.

The Traffic CIP includes an ongoing allocation of funding in the Safety – Pedestrian Improvements project that sets aside $200,000 per Council District for the implementation of small-scale, but impactful, projects with a focus on improving pedestrian and school safety, traffic calming, and addressing neighborhood traffic concerns by planning and delivering enhanced crosswalks with flashing beacons, pedestrian median refuges, curb return treatments, speed radar displays, and speed humps.

OVERVIEW

PROGRAM HIGHLIGHTS

Safety and Multimodal Improvements (Cont'd.)

Staff will also continue to deliver "Quick-Build" Vision Zero projects with existing funding streams while seeking new sources of revenue to support goals set forth in the 2025 Vision Zero Action Plan.

Implementation of projects in the City's *Better Bike Plan 2025* and other on-street bikeways projects will continue with a planned 35 miles of additional bikeways over the next two years. This will include approximately 15 miles of new bikeways and 20 miles of enhancement to existing bikeways. The bikeway types included in this two-year effort include protected bike lanes, buffered bike lanes, and bicycle boulevards. Many of these projects support other ongoing planning initiatives such as Vision Zero, Envision San José 2040, and several specific plans such as En Movimiento.

DOT will focus its efforts on creating equitable "all-ages-and-abilities bikeways" along major north-south and east-west corridors such as Story Road-Keyes Street, Jackson Avenue, San Fernando Street, Taylor Street-Mabury Road, and Bascom Avenue. The table below highlights key safety improvement projects (totaling $174.5 million) programmed over the next five years.

Key Safety Improvement Projects - Five Year Horizon (Total $174.5 million)

Project Name	$ (in Millions)	Project Name	$ (in Millions)
Complete Street/Pedestrian/Bicycle Facilities		***Traffic Signal***	
Story-Keyes Complete Streets Improvements	44.7	Signalized Intersections Pedestrian Safety Improvements	7.1
Willow-Keyes Complete Streets Improvements	17.6	Safety - Traffic Signal Modifications/Construction	5.5
San José Safety Improvements at Key Intersections	14.4	Multi-Corridor Signal Improvements	0.8
Safety - Pedestrian Improvements	10.0	Traffic Signal Cabinet Upgrades (Red-Light Monitoring)	0.8
Speed Safety System Pilot	9.9	Traffic Signal Cabinet Upgrades (ATC)	0.3
Bicycle and Pedestrian Facilities	4.8	Left Turn Signal Phasing	0.1
Senter Road Bulb-Outs	4.4	**Subtotal Traffic Signal**	**$14.5**
VTA Measure B 2016 Complete Street Project Improvements (SRTS)	4.4		
Jackson Avenue Complete Streets	4.1		
White Road Pedestrian Safety Improvements	3.7		
ATP - Better Bikeways San Fernando	3.7	***Neighborhood/Traffic Calming***	
ADA Sidewalk Accessibility Program (Curb Accessibility)	2.5	Safety - Project Delivery	13.5
Pavement Maintenance - VTA 2016 Measure B**	2.5	Traffic Safety Data Collection	1.6
Balbach Street Transportation Improvements	2.1	**Subtotal Neighborhood/Traffic Calming**	**$15.1**
Roosevelt Park Transportation Improvements	2.1		
Tamien Safety Improvements	0.9		
Avenues School Safety Improvements	0.8		
Safety - Signs & Markings	0.6	***Education***	
Evergreen Bikeways 2025	0.5	Walk n' Roll - VTA Measure B 2016	1.9
Senter Road Traffic Safety Improvements	0.5	**Subtotal Education**	**$1.9**
Story and Clayton Road Intersection Improvements	0.3		
Monterey Road Corridor Safety and Transit Improvements	0.3		
Safety - Pedestrian and Roadway Improvements Program	0.2	***Vision Zero Program***	
Downtown San José Bikeways	0.1	Vision Zero: East San José Safety Improvements	4.0
McKee Road Corridor Safety Improvements	0.1	Vision Zero: Quick Build Improvements *	1.9
Tully Road Corridor Safety Improvements	0.1	Vision Zero: Safety Initiatives Reserve	1.8
W San Carlos Corridor Safety Improvements	0.1	Vision Zero: Multimodal Traffic Safety Education	0.1
Subtotal Complete Street/Pedestrian/Bicycle Facilities	**$135.3**	**Subtotal Vision Zero Program**	**$7.8**

*Previously titled Vision Zero: Safety Initiatives
**ADA ramps being implemented with pavement projects

OVERVIEW

PROGRAM HIGHLIGHTS

Land Use and Priority Transportation Plans and Policies

The City of San José has several transportation plans and/or development policies to facilitate planned growth and needed transportation improvements. These include the following adopted plans:

Move San José Plan
Downtown Strategy and Transportation Plan
West San José Transportation Development Policy
En Movimiento: A Transportation Plan for East San José
US-101/Oakland/Mabury Transportation Development Policy
Edenvale Area Development Policy
Communications Hill Area Development Policy
Diridon Station Area Plan
Capital Station Area Plan

The City is also developing new plans including:

Connect North San José
King Road Complete Street Plan
Reimagining Santa Clara Street
Five Wounds Urban Village Plan

Each of these plans and policies are linked to a specific slate of land use changes, with some including transportation fees or developer mitigation revenues to fund transportation improvements. As in recent years, staff continues to place significant focus and emphasis on these priority land use areas, including implementation, refinement, and adopting updated and new land use plans and the associated transportation elements.

Additionally, competitive grant funding available through VTA 2016 Measure B provides an important and significant funding opportunity that will be pursued in the coming years to supplement developer traffic impact fees and local City traffic capital funding sources, especially for North San José, Route 101/Oakland/Mabury, and West San José.

OVERVIEW

PROGRAM HIGHLIGHTS

Regional Transportation System Expansion

The transformation and expansion of the regional transportation system, including the projects collectively described as the San José Regional Rail Transportation Projects, represent the largest public infrastructure investment in the history of San José. These projects will dramatically transform Downtown San José and provide integrated travel choices across the region and state. Effective planning and delivery of these projects over the next decade are essential to the economic and mobility needs of San José to support the growth anticipated in the Envision San José 2040 General Plan. Individual elements of the regional transportation system are in various stages of conceptual planning, environmental clearance, pre-construction, and construction, including BART Silicon Valley Phase II Extension, Airport Connector, the Diridon Integrated Station, and Eastridge to BART Regional Connector Rail (formerly Capitol Expressway Light Rail Extension).

The City is also investing in safety on existing rail and transit lines, including investment to maintain and improve federally recognized "Quiet Zones" along the Vasona and Warm Springs rail corridors. The City previously received $8.0 million in state funding from Senate Bill 129 for the Warm Springs Quiet Zone. Safety improvement projects are currently under design for locations where streets cross the rail corridor, including at 7th Street and Jackson Street, Bascom Avenue and Southwest Expressway, and Race Street and Parkmoor Avenue. These investments will improve safety for people crossing the tracks, as well as reduce train horn noise for surrounding residents.

Numerous regional highway interchange and overcrossing improvement projects that support the City's Area Development Policies are also in various stages of project development and construction. Over the last few years, the City has advanced these regional highway interchange improvement projects to better position the projects for VTA 2016 Measure B grant funding. The next project funded by 2016 Measure B ($47.0 million) in San José, following the completion of US 101/Blossom Hill Road Interchange Improvements project in November 2022, is the US 101/Trimble Road/De La Cruz Boulevard Interchange Improvements. This project began construction in August 2021, and it was substantially completed in August 2024, with a ribbon-cutting ceremony to celebrate. The remaining scope of work consisting of the Seaboard/De La Cruz intersection signal activation, landscaping, and bicycle/pedestrian facility lighting is anticipated to be completed by summer 2025. This will be followed by one year of plant establishment in City right-of-way and three years of plant establishment in Caltrans right-of-way.

In addition, the following projects are currently in the planning/environmental phases (refer to detail pages for project specifics):

- US 101/Mabury-Berryessa-Oakland Road Corridor (2016 Measure B and transportation impact fees)
- I-280/Winchester Boulevard Improvements (2016 Measure B and transportation impact fees)
- US 101/Zanker Road/Skyport Drive/N 4th Street Improvements (2016 Measure B and transportation impact fees)
- SR 87/Capitol Expressway Interchange Improvements (funding to be determined)
- I-880/Montague Expressway Improvements (North San José transportation impact fees and additional funding to be determined)

OVERVIEW

PROGRAM HIGHLIGHTS

Regional Transportation System Expansion (Cont'd.)

In 2022, the City Council approved Settlement Agreements with the City of Santa Clara (in May 2022) and County of Santa Clara (in December 2022) to advance land use and transportation in North San José. As a result of these Settlement Agreements and related actions by the City of San José, new housing and jobs can move forward in North San José. The City of San José agreed to fund and/or complete specific transportation improvements, per the Settlement Agreements[1]. Over the past year, the City and the Santa Clara Valley Transportation Authority entered into a cooperative agreement for the I-880/Montague Expressway Interchange and McCarthy/O'Toole Intersection Improvement Projects. The project is currently in the Project Initiation Document (PID) Phase, with the Draft Project Study Report submitted on December 23, 2024. PID phase is expected to be completed by mid-2025. Another project currently underway is the improvements to the Montague Expressway Bridge over the Guadalupe River. This past year, the City and the Santa Clara Valley Water District (Valley Water) entered into a cost-sharing agreement for the Montague Bridge Improvements Project to be included as part of Valley Water's Lower Guadalupe River Capacity Restoration Project. These works are the first steps in advancing the projects to a state of readiness for environmental clearance and final design while improving competitiveness for regional funding opportunities. At the time of settlement, the City had $22.6 million in North San José transportation impact fee and/or new development reserves within the Traffic Capital Program available to advance the Montague Expressway and Trimble Flyover projects. An additional $10.0 million in reserves has been identified for the Tasman improvements in accordance with the City's agreement with the City of Santa Clara. Additional local funding in the Traffic Capital Program, from such sources as the Building and Structure Construction Tax and Construction Excise Tax revenues and external grant funding will be required to complete all projects, as articulated in the City/County Settlement Agreement.

Pavement and Transportation Infrastructure Maintenance

The 2026-2030 Proposed Traffic CIP includes a variety of infrastructure maintenance and repair activities, such as pavement maintenance, bridge maintenance and projects, street name sign replacement, LED traffic signal lamp replacement, and traffic signal preventative maintenance. Overall, the 2026-2030 Proposed CIP allocates $376.6 million for maintenance activities, of which $358.0 million is earmarked for pavement maintenance, a decrease of $35.8 million over the 2025-2029 Adopted CIP due to Measure T projects completing in 2024-2025 in addition to the funding sunsetting after 2026-2027.

The 2026-2030 Proposed CIP pavement maintenance funding of $358.0 million, including resources for pothole filling that is displayed as a transfer to the General Fund ($3.8 million), amounts to an annual average over the next five years of $71.6 million. As reported in the Pavement Maintenance Conditions and Program Delivery Strategy Report, which was accepted by the Transportation and Environment Committee on February 3, 2025, San José's street system consists of 2,519 miles of pavement and the current average pavement condition index (PCI) for all San José streets is 74, which is a rating of "Good".

[1] A summary of the Settlement Agreement and key City obligations is included in the 2024-2028 Adopted Traffic Capital Improvement Program.

OVERVIEW

PROGRAM HIGHLIGHTS

Pavement and Transportation Infrastructure Maintenance Cont'd.

To sustain the City's current condition overall "Good" condition (70 or above), and significantly reduce the backlog of deferred maintenance, the City would need to invest $63.8 million annually for 10 years. Average funding levels for the next ten years are estimated at approximately $69.3 million per year, which is sufficient to sustain the current condition. As funding levels decrease however, it is expected that the PCI of 74 will also decrease.

Although DOT has tracked equity in paving operations for several years, DOT started considering equity as a prioritization criterion for the Local and Neighborhood Pavement Maintenance program in 2022 and has now implemented a comparative equity measurement for roadway conditions in its core service measurements. DOT cross-referenced the selected zones with census tracts designated by the Metropolitan Transportation Commission as "Equity Priority Communities" (EPC), formerly known as "Communities of Concern". Results confirmed that 240 out of 262 miles (roughly 92%) of local and neighborhood streets designated in EPC areas will be maintained by the end of 2026.

Deferred Maintenance and Infrastructure Backlog

The Status Report on the Deferred Infrastructure Maintenance Backlog published on March 18, 2024 identified a transportation infrastructure backlog of $552.2 million. With the completion of pavement and ADA improvement projects in 2024-2025, the backlog has reduced by $69.0 million since the March 2024 report to approximately $483.2 million, with an additional $12 million needed annually to maintain the City's infrastructure in a sustained functional condition, as identified in the table below. With the expiration of Measure T appropriations expected in 2028-2029, transportation infrastructure funding needs are expected to increase at that time.

Transportation Infrastructure Needs (in Millions)

Transportation Asset	One-Time Funding Need	Annual On-Going Shortfall
Pavement	$313.1	$0[1]
Traffic Signals	$0.6	$4.4
Roadway Markings	$17.0	$4.8
Streetlights	$34.2 [1]	$0
ADA Curb Ramps	85.1	$0
Landscaping	$12.0	$2.6
Bridges	$21.2 [1]	$0.2
Total	**$483.2**	**$12.0**

[1] Includes Measure T investments of $300 million for pavement over 10 years, streetlight conversion through Measure T and PG&E program, and $20 million for bridges.

OVERVIEW

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Traffic CIP has decreased by $106.4 million (11.4%) from $935.5 million in the 2025-2029 Adopted CIP to $829.1 million in the 2026-2030 Proposed CIP. The changes are primarily attributable to adjustments to project budgets, projects being completed and no longer funded in future years, or to projects being shifted out of the five-year planning horizon.

Major Changes to Project Budgets

The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Reserve - Transportation Grants	$16.8 million
Better Bikeways San Fernando	$2.4 million
Streetlight Wire Replacement	$1.0 million
Safety – Pedestrian Improvements	($1.5 million)
ADA Sidewalk Accessibility Program (Curb Accessibility)	($2.5 million)

OPERATING BUDGET IMPACTS

All projects anticipated to be operational in 2025-2026 will have approximately $143,000 in total operating and maintenance costs. This amount has been incorporated in the 2025-2026 Proposed Operating Budget. Details on the individual projects with operating budget impacts beginning in 2026-2027 through 2029-2030 is provided in Attachment A at the conclusion of this overview and in the project detail pages.

Traffic
2026-2030 Proposed Capital Improvement Program
Attachment A - Operating Budget Impact

	2026-2027	2027-2028	2028-2029	2029-2030
Traffic				
Safety - Pedestrian Improvements (Future Years)	$34,000	$68,000	$104,000	$141,000
Safety - Traffic Signal Modifications/Construction (Future Years)	$5,000	$6,000	$6,000	$6,000
Vision Zero: Quick Build Improvements (Future Years)	$25,000	$50,000	$53,000	$54,000
Better Bikeways San Fernando	$29,000	$30,000	$31,000	$32,000
Developer Installations - Traffic Signals (Future Years)	$5,000	$11,000	$17,000	$22,000
Developer Installations - Streetlights (Future Years)	$9,000	$19,000	$19,000	$20,000
Total Traffic	**$107,000**	**$184,000**	**$230,000**	**$275,000**

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Construction Excise Tax Fund (465)							
Beginning Balance	62,122,158	55,970,139	6,678,682	9,318,182	10,445,682	12,376,182	55,970,139
Reserve for Encumbrance	24,611,883						
Licenses and Permits							
Inter-Agency Encroachment Permit Fees	100,000	100,000	100,000	100,000	100,000	100,000	500,000
TOTAL Licenses and Permits	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Revenue from the Use of Money/Property							
Interest Income	3,027,000	2,373,000	2,449,000	2,522,000	2,438,000	2,426,000	12,208,000
TOTAL Revenue from the Use of Money/Property	**3,027,000**	**2,373,000**	**2,449,000**	**2,522,000**	**2,438,000**	**2,426,000**	**12,208,000**
Revenue from Local Agencies							
Pavement Maintenance Cost Share	1,102,000						
Transportation Fund for Clean Air (TFCA) - Bicycle Facilities and Bikeway Impr	386,235						
VTA - Airport Connector	1,722,989						
VTA Measure B 2016 - Walk N Roll	1,923,614	450,000	350,000	350,000	350,000	350,000	1,850,000
VTA Measure B 2016 - Highway Bridge Program	3,000,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
VTA - BART Design and Construction Phase 2	340,952						
Pavement Maintenance - Measure B (VRF)	6,396,270	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	28,000,000
Pavement Maintenance - Measure B (VTA)	61,249,167	29,120,000	24,500,000	19,000,000	19,000,000	19,000,000	110,620,000
Transportation Fund for Clean Air (TFCA) - Public Bike Racks	86,235						
TOTAL Revenue from Local Agencies	**76,207,462**	**35,170,000**	**30,450,000**	**24,950,000**	**24,950,000**	**24,950,000**	**140,470,000**
Revenue from State of California							
Active Transportation Program (ATP) - Quick Build Safety Improvement Projects	568,000						
Sustainable Transportation Equity Project (STEP) - East SJ Mobility Planning	1,221,000	3,600,000	400,000				4,000,000
California Air Resources Board (CARB) - Bikeshare en Mayfair	750,000						
Pavement Maintenance - Road Repair & Accountability Act 2017	25,563,656	26,563,486	17,500,000	17,500,000	17,500,000	17,500,000	96,563,486
Pavement Maintenance - State Gas Tax	9,368,932	9,213,641	8,750,000	8,750,000	8,750,000	8,750,000	44,213,641
STPG - SJ Travel Models Update with Big Data	60,000	90,000	72,000				162,000
Sustainable Transportation Planning Grant (STPG) - GRT Climate Adaptation Plan	305,000	40,000					40,000

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sustainable Transportation Planning Grant (STPG) - San José Decision Support Sys	265,000						
Transportation Development Act (TDA) - Bicycle and Pedestrian Facilities	5,308,000	1,439,000	1,150,000	600,000	600,000	600,000	4,389,000
Affordable Housing and Sustainable Communities (AHSC) - Renascent	98,000						
Affordable Housing and Sustainable Communities (AHSC) - St James	1,221,000						
TOTAL Revenue from State of California	**44,728,588**	**40,946,127**	**27,872,000**	**26,850,000**	**26,850,000**	**26,850,000**	**149,368,127**
Revenue from the Federal Government							
Environmental Protection Agency (EPA) - Bike Share to La Plaza	500,000	500,000					500,000
Office of Traffic Safety - Vision Zero: Multimodal Traffic Safety Education	253,000	90,000					90,000
One Bay Area Grant (OBAG) - Bikeways Program	510,000						
One Bay Area Grant 2 (OBAG2) - Quick Strike	5,331,000	100,000					100,000
Vehicle Emissions Reductions Based at Schools (VERBS) - Mount Pleasant Schools	580,000						
One Bay Area Grant 2 (OBAG2) - Pavement Maintenance Federal	2,380,668	958,736					958,736

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
TOTAL Revenue from the Federal Government	**9,554,668**	**1,648,736**					**1,648,736**
Developer Contributions							
Utility Company Reimbursement - Fiber Optics Permit Fees	540,000	210,000	210,000	210,000	210,000	210,000	1,050,000
TOTAL Developer Contributions	**540,000**	**210,000**	**210,000**	**210,000**	**210,000**	**210,000**	**1,050,000**
Construction Excise Tax							
Construction Excise Tax--	15,000,000	14,000,000	17,000,000	16,000,000	19,000,000	20,000,000	86,000,000
TOTAL Construction Excise Tax	**15,000,000**	**14,000,000**	**17,000,000**	**16,000,000**	**19,000,000**	**20,000,000**	**86,000,000**
Total Construction Excise Tax Fund (465)	**235,891,759**	**150,418,002**	**84,759,682**	**79,950,182**	**83,993,682**	**86,912,182**	**447,215,002**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Major Collectors and Arterials Fund (421)							
Beginning Balance	1,122,664	851,664	879,664	907,664	935,664	963,664	851,664
Revenue from the Use of Money/Property							
Interest Income	29,000	28,000	28,000	28,000	28,000	28,000	140,000
TOTAL Revenue from the Use of Money/Property	**29,000**	**28,000**	**28,000**	**28,000**	**28,000**	**28,000**	**140,000**
Total Major Collectors and Arterials Fund (421)	**1,151,664**	**879,664**	**907,664**	**935,664**	**963,664**	**991,664**	**991,664**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Building and Structure Construction Tax Fund (429)							
Beginning Balance	89,500,220	64,450,760	16,398,767	8,162,767	5,199,767	4,783,767	64,450,760
Reserve for Encumbrance	11,785,627						
Revenue from the Use of Money/Property							
Interest Income	2,886,000	1,973,000	2,124,000	2,490,000	1,943,000	1,963,000	10,493,000
TOTAL Revenue from the Use of Money/Property	**2,886,000**	**1,973,000**	**2,124,000**	**2,490,000**	**1,943,000**	**1,963,000**	**10,493,000**
Revenue from Local Agencies							
Transportation Fund for Clean Air (TFCA) - 23-24 Transit Signal Priority	812,000	813,000					813,000
Transportation Fund for Clean Air (TFCA) - Transit Signal Priority (TSP)		764,000	158,000				922,000
VTA Measure B 2016 - Bicycle and Pedestrian Grant Program	7,349,000						
VTA - VRF ITS Cycle 4	197,000	197,000					197,000
TOTAL Revenue from Local Agencies	**8,358,000**	**1,774,000**	**158,000**				**1,932,000**
Revenue from State of California							
Highway Safety Improvement Program (HSIP) - Left Turn Signal Phasing Mods	90,000	91,000					91,000

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Highway Safety Improvement Program (HSIP) - Multi-Corridor Signal Improvements		596,000	597,000				1,193,000
Active Transportation Program (ATP) - Better Bikeways San Fernando	9,281,395	3,654,000					3,654,000
Active Transportation Program (ATP) - Story-Keyes Complete Streets	156,000	1,000,000	2,000,000	500,000			3,500,000
Active Transportation Program (ATP) - Willow-Keyes Complete Streets Improvements	2,000,000	10,870,000					10,870,000
Affordable Housing and Sustainable Communities (AHSC) - Balbach	5,693,816						
Affordable Housing and Sustainable Communities (AHSC) - Roosevelt	3,807,206						
Affordable Housing and Sustainable Communities (AHSC) - Tamien Safety Impvts	627,000	628,000					628,000
Highway Safety Improvement Program (HSIP) - Ocala Safety Improvements	451,000						
Low Carbon Transit Operations Program (LCTOP) - Senter Road Bus Bulb-Outs		929,000	929,000				1,858,000
Sustainable Transportation Planning Grant (STPG) - King Road	154,484						
Sustainable Transportation Planning Grant (STPG) - North San José MTIP	231,261						
TOTAL Revenue from State of California	**22,492,162**	**17,768,000**	**3,526,000**	**500,000**			**21,794,000**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Revenue from the Federal Government							
Consol Rail Infrast & Safety Impvt (CRISI) - Bascom Avenue Traffic Signal	565,000	655,000					655,000
Consol Rail Infrast & Safety Impvt (CRISI) - Monterey Grade Separation	2,250,000	4,750,000	500,000				5,250,000
Highway Bridge Program (HBP) - East Santa Clara Street Bridge at Coyote Creek	599,000						
Highway Safety Improvement Program (HSIP) - Monterey Road Safety Improvements	116,000						
One Bay Area Grant 2 (OBAG2) - Julian and St. James Couplet Conversion	1,904,000						
One Bay Area Grant 3 (OBAG3) - Julian and St. James Livable Streets Couplet Conv		10,000,000	2,474,000	500,000			12,974,000
One Bay Area Grant 2 (OBAG2) - Quick Strike	1,329,535						
Safe Streets and Roads for All (SS4A) - SJ Safety Imprvts at Key Intersections	500,000	2,500,000	4,000,000	5,000,000	901,000		12,401,000
Safe Streets and Roads for All (SS4A) - San José Speed Camera Safety Project	300,000	2,085,000	2,080,000	2,080,000	1,955,000		8,200,000
Transportation, Housing and Urban Dev (THUD) - Jackson Ave Safety Improvements	850,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Transportation, Housing and Urban Dev (THUD) - Monterey Corridor Safety Impvts	500,000						
U.S. Department of Transportation (USDOT) - Airport Connector		500,000	500,000				1,000,000
U.S. Department of Transportation (USDOT) - Monterey Grand Boulevard	1,000,000	1,000,000					1,000,000
One Bay Area Grant 2 (OBAG2) - W San Carlos Urban Villages	6,788,549						
One Bay Area Grant 2 (OBAG2) - Tully Rd Safety Corridor Improvements	4,272,411						
One Bay Area Grant 2 (OBAG2) - McKee Rd Safety Corridor Improvements	1,493,702						
One Bay Area Grant 3 (OBAG3) - Jackson Ave Complete Streets	400,000	1,800,000	1,000,000	100,000			2,900,000
One Bay Area Grant 3 (OBAG3) - Signalized Intersections Ped Safety Improvements	400,000	2,750,000	2,650,000	500,000			5,900,000
One Bay Area Grant 3 (OBAG3) - Story-Keyes Complete Streets	222,000	5,129,000	20,000,000	6,879,000	500,000		32,508,000
One Bay Area Grant 3 (OBAG3) - White Rd Ped Safety Improvements	400,000	2,091,000	791,000	100,000			2,982,000
Caltrans BusAID 2024-2025 Bulb-Outs	1,000,000	3,028,000					3,028,000
MTC - BusAID 2024-2025 CTSP	243,028	729,000					729,000
Climate Mitigation and Air Quality (CMAQ) - San Fernando Mobility Hubs	569,000	570,000					570,000
TOTAL Revenue from the Federal Government	**25,702,225**	**37,587,000**	**33,995,000**	**15,159,000**	**3,356,000**		**90,097,000**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Building and Structure Construction Tax							
Building and Structure Construction Tax-	20,000,000	18,000,000	20,000,000	20,000,000	22,000,000	23,000,000	103,000,000
TOTAL Building and Structure Construction Tax	**20,000,000**	**18,000,000**	**20,000,000**	**20,000,000**	**22,000,000**	**23,000,000**	**103,000,000**
Total Building and Structure Construction Tax Fund (429)	**180,724,234**	**141,552,760**	**76,201,767**	**46,311,767**	**32,498,767**	**29,746,767**	**291,766,760**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Safety and Infrastructure Bond Fund - Traffic (498)							
Beginning Balance	(25,259,493)	(69,859,693)	26,597,000	4,000,000	500,000		(69,859,693)
Reserve for Encumbrance	6,539,037						
Financing Proceeds							
Measure T Bond Proceeds		159,000,000					159,000,000
TOTAL Financing Proceeds		**159,000,000**					**159,000,000**
Total Public Safety and Infrastructure Bond Fund - Traffic (498)	**(18,720,456)**	**89,140,307**	**26,597,000**	**4,000,000**	**500,000**		**89,140,307**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Fund							
Transfers from the General Fund							
Branham Lane Speed Humps	21,750						
Canoas Garden Avenue Crosswalk							
Council District 3 Traffic Calming Enhancements	104,000						
Council District 6 Traffic Calming Enhancements	54,000						
Coyote Valley Monterey Road Design and Safety Study	100,000						
Crosswalk and Safety Improvements on Blossom Hill and Leigh Ave	42,000						
Downtown Neighborhoods Traffic Calming	23,000						
Electronic Smart Speed Radar Sign on Camden Ave	18,000						
Enhanced Crosswalk at Canoas Garden VTA Lot	53,000						
Enhanced Crosswalk at Leigh Ave and Anne Way	56,250						
Kooser Road Crosswalk	93,000						
Naglee Avenue and Dana Avenue Traffic Signal	100,000						
Quick Build Traffic Improvements at Foxworthy Ave and Leigh Ave	9,000						
Radar Display Signs on Payne Ave	36,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Sideshow Mitigation in District 10	89,000						
Soundwall at the Bernal Way Terminus	10,000						
Vision Zero: Data-Driven Safety Improvements	2,050						
Pavement Maintenance Program	255,670						
Monterey Road Transit Study	6,248						
Total General Fund	**1,072,968**						
TOTAL SOURCES	**400,120,169**	**381,990,733**	**188,466,113**	**131,197,613**	**117,956,113**	**117,650,613**	**829,113,733**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Traffic							
Accessible Pedestrian Signals Safety Improvements	400,000						
ATC Traffic Signal Cabinet Upgrades	282,000	250,000					250,000
Automated Traffic Signal Performance Measures	15,550						
Avenues School Safety Improvements	800,000	775,000					775,000
Balbach Street Transportation Improvements	3,382,000	2,100,000					2,100,000
Bascom Avenue Queue Cutter Traffic Signal	1,559,000						
Branham and Snell Street Improvements	948,271						
Branham Lane Speed Humps	21,750						
Cloud-Based Central TSP	486,056	612,000					612,000
Canoas Garden Avenue Crosswalk							
Copper to Fiber Conversion	17,000						
Council District 3 Traffic Calming Enhancements	104,000						
Council District 6 Traffic Calming Enhancements	54,000						
Coyote Valley Monterey Road Design and Safety Study	100,000						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Crosswalk and Safety Improvements on Blossom Hill and Leigh Ave	42,000						
Downtown Neighborhoods Traffic Calming	23,000						
Electronic Smart Speed Radar Sign on Camden Ave	18,000						
Enhanced Crosswalk at Canoas Garden VTA Lot	53,000						
Enhanced Crosswalk at Leigh Ave and Anne Way	56,250						
Guardrail Design & Rehabilitation	851,134						
Highway 680 and Jackson Avenue Traffic Signal	2,157,111						
Kooser Road Crosswalk	93,000						
LED Streetlight Conversion	283,000						
Left Turn Signal Phasing Modifications	135,000	67,000					67,000
McKee Road Corridor Safety Improvements	1,391,366	100,000					100,000
Measure T - LED Streetlight Conversion	479,000	2,500,000	697,000	1,600,000			4,797,000
Monterey Road Corridor Safety and Transit Improvements	250,000	250,000					250,000
Monterey Road Safety Improvements	223,904						
Mount Pleasant Schools Area Bike/Ped Safety Improvements	272,229						
Multi-Corridor Signal Improvements	500,000	500,000	325,000				825,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Naglee Avenue and Dana Avenue Traffic Signal	300,000						
Nieman Boulevard and Daniel Maloney Drive	1,949,949						
Ocala Safety Improvements	502,000						
Protected Intersection Improvements	173,493						
Quick Build Edenvale and Sylvandale Safety Improvements	367,000						
Quick Build East San José En Movimiento	1,485,965						
Quick Build Traffic Improvements at Foxworthy Ave and Leigh Ave	9,000						
Quiet Zone	14,062,435						
Radar Display Signs on Payne Ave	36,000						
Roosevelt Park Transportation Improvements	1,584,000	2,100,000					2,100,000
Ruby & Norwood Roundabout	675,000						
Safety - Traffic Engineering	1,495,000						
Safety - Pedestrian Improvements	3,369,677	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Safety - Pedestrian and Roadway Improvements Program	713,000	200,000					200,000
Safety - Signs & Markings	648,000	350,000	50,000	50,000	50,000	50,000	550,000
Safety - Traffic Signal Modifications/Construction	1,774,850	1,091,000	1,093,000	1,093,000	1,093,000	1,093,000	5,463,000
Safety - Traffic Signal Rebuild	214,000						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Safety - Traffic Signal Rehabilitation	948,989						
San José Safety Improvements at Key Intersections	1,000,000	2,000,000	6,000,000	4,000,000	2,400,000		14,400,000
Senter Road Bulb-Outs	2,000,000	4,148,000	250,000				4,398,000
Senter Road Traffic Safety Improvements	532,000	468,000					468,000
Sideshow Mitigation in District 10	89,000						
Signalized Intersections Pedestrian Safety Improvements	750,000	6,425,000	600,000	100,000			7,125,000
Soundwall at the Bernal Way Terminus	10,000						
Speed Safety System Pilot	600,000	1,700,000	2,085,000	2,080,000	2,080,000	1,955,000	9,900,000
Story & Clayton Rd Intersection Improvements		330,000					330,000
Tamien Safety Improvements	350,000	905,000					905,000
TFCA - Grant Project Delivery		831,000	214,000				1,045,000
TFCA 2023-2024 Grand Boulevard Transit Signal Priority	869,000						
TFCA 2023-2024 Transit Signal Priority	756,000						
TLSP Controller Component Upgrade	620,000						
Traffic Flow Management and Signal Retiming	1,894,003						
Traffic Signal Cabinet Upgrades (Red-Light Monitoring)	150,000	150,000	150,000	150,000	150,000	150,000	750,000
Tully Road Corridor Safety Improvements	3,105,345	100,000					100,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Vendome Area and 7th Street Traffic Calming	124,000						
Vision Zero: Data-Driven Safety Improvements	2,050						
Vision Zero: East San José Safety Improvements for Senter Road	5,596,000	3,935,000	100,000				4,035,000
Vision Zero: Julian Street & McKee Complete Streets	1,063,807						
Vision Zero: Quick Build Improvements	3,205,400	378,000	378,000	378,000	378,000	378,000	1,890,000
Vision Zero: Story/Jackson Safety Improvements	86,000						
VTA Measure B 2016 Complete Street Project Improvements (SRTS)	1,730,000	1,460,000	1,460,000	1,460,000			4,380,000
VTA - VRF ITS Cycle 4	394,000						
W San Carlos Corridor Safety Improvements (OBAG)	11,206,010	100,000					100,000
Safety and Efficiency	**81,438,593**	**35,825,000**	**15,402,000**	**12,911,000**	**8,151,000**	**5,626,000**	**77,915,000**
ADA Sidewalk Accessibility Program	2,060,973	500,000	500,000	500,000	500,000	500,000	2,500,000
Autumn Street Extension	121,001	100,000					100,000
Better Bikeways San Fernando	10,020,875	150,000					150,000
Bicycle and Pedestrian Facilities	2,720,709	1,519,000	1,387,000	637,000	637,000	637,000	4,817,000
Bicycle and Pedestrian Facilities (TFCA)	189,000						
Bikeshare on Mayfair	750,000						
Bikeshare to La Plaza	500,000	500,000					500,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Better Bikeways Program (City)	14,820						
Downtown San José Bikeways	5,908,944	100,000					100,000
Evergreen Bikeways 2025		494,000					494,000
Julian Street and St. James Couplet Conversion	868,000	9,217,000	10,000,000	100,000			19,317,000
Miscellaneous Street Improvements	153,500	100,000	100,000	100,000	100,000	100,000	500,000
North San José Deficiency Plan Improvements	80,000						
Renascent Place at Senter Bike/Ped Improvements	97,000						
St. James Station at Basset Bike/Ped Improvements	1,023,000						
St. John Bike/Pedestrian Bridge	340,000						
Story-Keyes Complete Streets Improvements	750,000	5,636,000	23,997,000	13,400,000	1,700,000		44,733,000
Taylor Street East of 7th Street Railroad Crossing Improvement Project		150,000					150,000
TFCA 2021-2022 San José Bikeway Upgrades	37,000						
Willow-Keyes Complete Streets Improvements	2,331,304	17,585,000					17,585,000
Local Multimodal Projects	**27,966,126**	**36,051,000**	**35,984,000**	**14,737,000**	**2,937,000**	**1,237,000**	**90,946,000**
Montague Expressway Improvements Phase 2	552,000	8,150,000	150,000	150,000	150,000	150,000	8,750,000
North San José Improvement - 101/Zanker	11,562,733	150,000	150,000	150,000	150,000	150,000	750,000
Route 101/Trimble/De La Cruz Interchange Improvement	1,269,596	3,750,000					3,750,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
North San José Transit Improvements	112,344						
North San José Light Rail Cabinets	240						
North San José Projects	**13,496,913**	**12,050,000**	**300,000**	**300,000**	**300,000**	**300,000**	**13,250,000**
Bridge Maintenance and Repair	357,001	200,000	200,000	200,000	200,000	350,000	1,150,000
City-Wide Emergency Repairs	172,000	100,000					100,000
East Santa Clara Street Bridge at Coyote Creek		1,517,000					1,517,000
LED Traffic Signal Lamp Replacement	227,000						
Measure T - Bridges	2,988,117	4,751,000	1,900,000	1,900,000	500,000		9,051,000
2023 Flood - Sierra Road	846,000						
Pavement Maintenance Program	255,670						
Pavement Maintenance - City	1,130,130	602,000	602,000	1,602,000	1,602,000	1,602,000	6,010,000
Pavement Maintenance - Complete Street Project Development	2,532,230	671,000	1,571,000	1,571,000	2,146,000	2,146,000	8,105,000
Pavement Maintenance - Federal (OBAG2)		959,000					959,000
Pavement Maintenance - Measure T Bond	47,650,120	55,250,307	20,000,000				75,250,307
Pavement Maintenance - SB1 Road Repair & Accountability Act 2017	41,975,017	26,346,986	17,295,500	17,228,500	17,212,000	17,204,500	95,287,486
Pavement Maintenance - State Gas Tax	10,461,220	7,357,641	7,916,000	7,850,000	7,833,500	7,827,000	38,784,141

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Pavement Maintenance – VTA Measure B VRF	11,033,938	5,362,000	5,413,000	5,263,000	5,226,000	5,210,000	26,474,000
Pavement Maintenance – VTA 2016 Measure B	43,464,926	26,860,000	22,418,000	17,091,000	18,499,000	18,480,000	103,348,000
Streetlight Wire Replacement		1,000,000					1,000,000
Street Name Sign Replacement	15,457						
Traffic Signal Communications System Maintenance	291,000						
Maintenance and Rehabilitation	**163,399,824**	**130,976,934**	**77,315,500**	**52,705,500**	**53,218,500**	**52,819,500**	**367,035,934**
BART Design and Construction Phase 2	1,100,682						
I-280/Winchester Boulevard Interchange	3,941,857	100,000	100,000				200,000
Route 101/Blossom Hill Road Interchange	265,014	200,000					200,000
Route 101/Mabury Road Project Development	7,205,777	180,000	180,000	180,000	180,000	180,000	900,000
Route 87/Capitol Expressway Interchange Improvements	115,000	1,448,000	348,000	348,000	348,000	348,000	2,840,000
Route 87/Taylor Bike/Ped Improvements	516,000						
Regional System Expansion	**13,144,331**	**1,928,000**	**628,000**	**528,000**	**528,000**	**528,000**	**4,140,000**
Coyote Creek Trail	37,000						
Hedding and Bayshore Improvements	23,000						
Land Management and Weed Abatement	468,000	468,000	468,000	468,000	468,000	468,000	2,340,000
San Fernando Street Mobility Hubs	304,000	983,000					983,000

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Underground Utilities - City Conversions		808,000	100,000	100,000	100,000	100,000	1,208,000
Urban Forest Partnership	176,452	100,000	100,000				200,000
Community Livability	**1,008,452**	**2,359,000**	**668,000**	**568,000**	**568,000**	**568,000**	**4,731,000**
Traffic - Construction	**300,454,240**	**219,189,934**	**130,297,500**	**81,749,500**	**65,702,500**	**61,078,500**	**558,017,934**
Access and Mobility Plan	556,000						
Airport Connector	2,176,172	1,400,000	500,000				1,900,000
Bike/Pedestrian Development	697,000						
CIP Delivery Management	1,149,230						
Complete Streets and Better Bikeways Equity Priority Communities							
Delivering Zero Emissions Communities		100,000					100,000
East San José Equity Mobility Project	1,500,000	3,400,000	383,000				3,783,000
Grant Management	1,176,000						
Guadalupe River Trail Connections and Crossing Climate Adaptation Plan	380,000	10,000					10,000
Local Transportation Policy and Planning	331,000						
Monterey Grand Boulevard	2,000	2,398,000	100,000				2,498,000
Monterey Road Transit Study	6,248						
North San José Transportation Plan	1,129,493	180,000					180,000
Regional Rail Planning	1,693,682	1,630,000	1,632,000	1,632,000	1,632,000	1,632,000	8,158,000

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
San José Decision Support System	126,924						
San José Travel Models Update with Big Data	68,000	102,000	80,000				182,000
Santa Clara Street Transit and Streetscape Enhancement Study	488,000						
Stevens Creek Corridor Vision Study	187,575						
Street Tree Inventory and Management Plan	60,000						
Traffic Capital Support	996,000	2,191,000	2,192,000	2,192,000	2,292,000	2,036,000	10,903,000
Traffic Project Development and Delivery	646,001	2,675,000	2,678,000	2,678,000	2,678,000	2,678,000	13,387,000
Transportation Analysis and Development Review	1,480,000	2,556,000	2,558,000	2,558,000	2,558,000	2,558,000	12,788,000
Transportation Demand Management							
Transportation Development Review	650,000						
Transportation Policy, Planning, and Legislation	431,000	781,000	782,000	782,000	782,000	782,000	3,909,000
Transportation Sustainability Program	270,000	274,000	274,000	274,000	274,000	274,000	1,370,000
West San José Transportation Planning & Implementation	4,092						
Planning and Policy	**16,204,417**	**17,697,000**	**11,179,000**	**10,116,000**	**10,216,000**	**9,960,000**	**59,168,000**
BART Policy and Planning Phase 2	236,000	236,000	236,000	236,000	236,000	236,000	1,180,000
City-Wide Transit Improvements	589,500	608,000	609,000	609,000	609,000	609,000	3,044,000
Highway Soundwalls		499,000					499,000

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Monterey Grade Separation	5,825,000	4,175,000					4,175,000
San José Regional Transportation Hub and Corridor Planning	1,386,798	468,000					468,000
Regional System Expansion - Non-Construction	**8,037,298**	**5,986,000**	**845,000**	**845,000**	**845,000**	**845,000**	**9,366,000**
Fiber Optics Permit Engineering	572,000	210,000	210,000	210,000	210,000	210,000	1,050,000
Habitat Conservation Plan - Nitrogen Deposition Fee	83,000						
Inter-Agency Encroachment Permit	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Planning, Building and Code Enforcement Transportation Support	250,310	250,000	250,000	250,000	250,000	250,000	1,250,000
Public Works Miscellaneous Support	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Training and Development	119,672	75,000	75,000	75,000	75,000	75,000	375,000
Transportation Innovation Program	204,000	212,000	215,000	215,000	215,000	215,000	1,072,000
Transportation System Technology	448,218	403,000	403,000	403,000	403,000	403,000	2,015,000
Strategic Support	**1,977,200**	**1,450,000**	**1,453,000**	**1,453,000**	**1,453,000**	**1,453,000**	**7,262,000**
ITS: Transportation Incident Management Center	970,309						
Jackson Avenue Complete Streets	850,000	3,250,000	775,000	100,000			4,125,000
LED Streetlight Program	660,000						
Safety - Complete Street Project Development	300,000						

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Safety - Project Delivery	366,000	2,688,000	2,691,000	2,691,000	2,691,000	2,691,000	13,452,000
Safety - Traffic Education	513,000						
San José Bike Parking	77,000						
Signal and Lighting Vehicle Replacement	1,107,616	250,000	250,000	250,000	250,000	250,000	1,250,000
Streetlight Engineering	131,000						
Traffic Safety Data Collection	770,749	328,000	328,000	328,000	328,000	328,000	1,640,000
Traffic Signal Cyber Security Firewall	251,553						
Traffic Signal Improvement Program	984,020						
Traffic Signals, Streetlights & Communications Systems Management	1,669,292	6,804,000	6,813,000	6,813,000	6,813,000	6,813,000	34,056,000
Transportation Management Center	359,000	228,000	228,000	228,000	228,000	228,000	1,140,000
Vision Zero: Data Analytics Tool	1,050,000						
Vision Zero: Multimodal Traffic Safety Education	208,000	90,000					90,000
Vision Zero: Outreach and Education Strategy	187,548						
Walk n' Roll - VTA Measure B 2016	505,841	450,000	350,000	350,000	350,000	350,000	1,850,000
White Road Pedestrian Safety Improvements	500,000	3,628,000	100,000				3,728,000
Safety and Efficiency - Non-Construction	**11,460,928**	**17,716,000**	**11,535,000**	**10,760,000**	**10,660,000**	**10,660,000**	**61,331,000**
Traffic - Non-Construction	**37,679,843**	**42,849,000**	**25,012,000**	**23,174,000**	**23,174,000**	**22,918,000**	**137,127,000**
Public Art Allocation	756,610	207,000	419,000	185,000	51,000	10,000	872,000

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Art Projects	**756,610**	**207,000**	**419,000**	**185,000**	**51,000**	**10,000**	**872,000**
Capital Program and Public Works Department Support Service Costs	3,436,000	3,747,000	2,544,000	2,155,000	2,177,000	2,219,000	12,842,000
Congestion Management Program Dues (Prop. 111)	1,057,000	1,090,000	1,123,000	1,157,000	1,192,000	1,228,000	5,790,000
Infrastructure Management System - Traffic	518,606	458,000	472,000	486,000	501,000	516,000	2,433,000
North San José - City of Santa Clara Settlement	1,750,000						
Measure T - Admin Traffic	22,000	21,000					21,000
Allocations	**6,783,606**	**5,316,000**	**4,139,000**	**3,798,000**	**3,870,000**	**3,963,000**	**21,086,000**
City Hall Debt Service Fund	983,000	873,000	960,000	960,000	960,000	960,000	4,713,000
Transfers to Special Funds	**983,000**	**873,000**	**960,000**	**960,000**	**960,000**	**960,000**	**4,713,000**
General Fund - Pavement Maintenance - State Gas Tax	750,000	750,000	750,000	750,000	750,000	750,000	3,750,000
General Fund - General Purpose	1,300,000	1,300,000	1,000,000	1,000,000	1,000,000	1,000,000	5,300,000
Transfers to the General Fund	**2,050,000**	**2,050,000**	**1,750,000**	**1,750,000**	**1,750,000**	**1,750,000**	**9,050,000**
Transfers Expense	**3,033,000**	**2,923,000**	**2,710,000**	**2,710,000**	**2,710,000**	**2,710,000**	**13,763,000**
Avenues School Safety Improvements Reserve		425,000					425,000
Evergreen Traffic Impact Fees Reserve		2,540,321					2,540,321
Measure T - Admin Reserve Traffic		21,000					21,000
Montague Expressway Improvements Phase 2 Reserve		1,000,000					1,000,000
North San José New Development Reserve		2,722,048					2,722,048
North San José New Development (BCP) Reserve		540,250					540,250
North San José Traffic Impact Fees Reserve		14,552,669					14,552,669

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Traffic

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
North San José Transportation Improvements Reserve		8,000,000					8,000,000
Route 101/Oakland/Mabury Traffic Impact Fees Reserve		17,548,703					17,548,703
Route 101/Oakland/Mabury New Development Reserve		6,555,695					6,555,695
Safety Program Reserve		1,775,000					1,775,000
Transportation Grants Reserve		3,500,000	3,500,000	2,500,000	4,325,000	6,825,000	20,650,000
Vision Zero: Safety Initiatives Reserve		1,771,000					1,771,000
Expense Reserves - Non-Construction		**60,951,686**	**3,500,000**	**2,500,000**	**4,325,000**	**6,825,000**	**78,101,686**
Total Expenditures	**348,707,299**	**331,436,620**	**166,077,500**	**114,116,500**	**99,832,500**	**97,504,500**	**808,967,620**
Ending Fund Balance	51,412,870	50,554,113	22,388,613	17,081,113	18,123,613	20,146,113	20,146,113
TOTAL	**400,120,169**	**381,990,733**	**188,466,113**	**131,197,613**	**117,956,113**	**117,650,613**	**829,113,733**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Airport Connector

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2022
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2024
Location	Diridon Station and San José Mineta International Airport	**Revised Start Date**	4th Qtr. 2021
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2027
Council Districts	3	**Initial Project Budget**	$2,953,000
Appropriation	A7061	**FY Initiated**	2021-2022

Description This project provides funding for initial development of a grade separated transit connection from San José Mineta International Airport to Diridon Station. Notably, this project funding is for the initial feasibility phase and will require private or external funding for the construction of the project.

Justification The Airport connector is an adopted local (2000 Measure A) and regional (Plan Bay Area 2050) project. The project will create a direct transit link between Diridon Station, which will be the busiest transit node in the South Bay, and the San José Mineta International Airport. This project will support the ability to use alternative means of transportation other than an automobile.

Notes Per the Mayor's March Budget Message for Fiscal Year 2022-2023, as approved by City Council, redirected available funds of $2.0 million from the Autumn Street Extension Reserve.

Major Cost Changes 2023-2027 CIP - Increase of $2,546,000 for environmental work and project development consultants ($2.0 million) and to add temporary staff support for two years ($546,000).
2025-2029 CIP - Increase of $749,000 to fund City staffing, consultant costs, and a portion of the environmental and design phase.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		803	150					150		953
Project Feasibility Development	2,027	1,373	1,250	500				1,750		5,150
Total	**2,027**	**2,176**	**1,400**	**500**				**1,900**		**6,103**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	1,542	620	400					400		2,562
Building and Structure Construction Tax Fund (429)	485	1,556	1,000	500				1,500		3,541
Total	**2,027**	**2,176**	**1,400**	**500**				**1,900**		**6,103**
Annual Operating Budget Impact (000s)										
Total										

ATC Traffic Signal Cabinet Upgrades

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2021
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	City-wide	**Revised Start Date**	1st Qtr. 2022
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$668,000
Appropriation	A426R	**FY Initiated**	2021-2022

Description This project provides funding to support the systematic upgrade of aging TS1 traffic signal controller cabinets for Light Rail Transit (LRT) locations to the new Advanced Transportation Controller (ATC) standard. This action will allow Department of Transportation infrastructure maintenance staff to procure and install 122 of the 147 total LRT locations. This funding is only to support locations outside of North San José. The other 25 locations, located in the North San José area, are funded by the North San José Light Rail Cabinets project.

Justification The City's current LRT controller cabinets are based on old technology that is no longer built or supported by cabinet manufacturers. Upgrade to new cabinet standard is necessary to support the special requirements needed for LRT operation, and improve reliability and safety of light rail intersections.

Notes Starting in 2023-2024, this project will only fund the purchase of equipment, and the installation of controller cabinets will be funded through existing funding in the operating budget.

Major Cost Changes 2023-2027 CIP - Increase of $1,250,000 to procure and install additional controller cabinets at 75 more LRT locations.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction	1,386									1,386
Equipment, Materials and Supplies		282	250					250		532
Total	**1,386**	**282**	**250**					**250**		**1,918**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	1,386	282	250					250		1,918
Total	**1,386**	**282**	**250**					**250**		**1,918**

Annual Operating Budget Impact (000s)
Total

Autumn Street Extension

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2012
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2015
Location	Autumn Street from Coleman Avenue to Santa Clara Street	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$9,500,000
Appropriation	A7389	**FY Initiated**	2011-2012

Description This project provides funding to extend and construct improvements on Autumn Street including curb, gutter, sidewalk, and lighting between Coleman Avenue and Julian Street, and to begin design and right-of-way acquisition for Phase II between Julian and Santa Clara Streets. This project will enhance connectivity between Coleman Avenue and Santa Clara Street and will provide a new alternative route into west Downtown and the SAP Center.

Justification Constructing and extending Autumn Street from Coleman Avenue to Santa Clara Street will create a new Downtown connection.

Notes While Coleman Avenue to Julian Street is complete, programmed funding does not cover all phases of construction. The estimated funding shortfall to complete the design and construction of the full extension between Julian Street and Hwy 280 is approximately $20 million. Phasing of the extensions will be developed as needs are confirmed.

Major Cost Changes
2014-2018 CIP - Increase of $4,000,000 to fund additional property acquisition.
2018-2022 CIP - Increase of $8,000,000 to fund property acquisition (from the Autumn Street Reserve).
2021-2025 CIP - Decrease of $2,250,000 to the Autumn Street Reserve until project can be further evaluated.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	94	120	100					100		314
Project Feasibility Development	254									254
Property & Land	11,707	1								11,708
Design	1,527									1,527
Bid & Award	29									29
Construction	5,339									5,339
Post Construction	171									171
Maintenance, Repairs, Other	35									35
Total	**19,156**	**121**	**100**					**100**		**19,377**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	19,156	121	100					100		19,377
Total	**19,156**	**121**	**100**					**100**		**19,377**
Annual Operating Budget Impact (000s)										
Total										

Avenues School Safety Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2020
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	3rd Qtr. 2020
Location	Race Street and Parkmoor Avenue	**Revised Start Date**	1st Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	6	**Initial Project Budget**	$500,000
Appropriation	A420G	**FY Initiated**	2020-2021

Description This project provides funding for the design and construction of safety enhancements at the intersection of Race Street and Parkmoor Avenue. This location has a high rate of train collisions with pedestrians and bicyclists, and is adjacent to the Race Light Rail Station, high density residential land uses, and two schools. The project will reconfigure the roadway, traffic signals, and railroad crossing devices.

Justification This project will improve the safety of the intersection for all users and supports the Vision Zero goal to reduce major injury crashes and eliminate fatal crashes.

Notes Project was delayed due to COVID. A portion of the City's contribution ($425,000) remains in the Avenues Schools Safety Improvements Reserve due to the delay in the project and will be reserved for construction.

Major Cost Changes
2022-2026 CIP - Increase of $1,500,000 to fully fund the City's cost share portion of this project.
2023-2027 CIP - Decrease of $1,425,000 to reallocate to Avenues School Safety Improvements reserves due to project delay. (Refer to Notes section above for further explanation.)
2025-2029 CIP - Increase of $1.0 million reallocated from the Avenues School Safety Improvements Reserve to fund design RFP.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		800	775					775		1,575
Total		**800**	**775**					**775**		**1,575**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		800	775					775		1,575
Total		**800**	**775**					**775**		**1,575**
Annual Operating Budget Impact (000s)										
Total										

Balbach Street Transportation Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2020
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	At various locations within the Balbach Area	**Revised Start Date**	2nd Qtr. 2023
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$6,131,000
Appropriation	A417V	**FY Initiated**	2019-2020

Description This project provides funding to construct/upgrade necessary bicycle and pedestrian safety improvements including installation of protected Class IV bike lanes, install or upgrade flashing beacons, curb extensions, and enhance crosswalks.

Justification This project will assist in the transformation of the Balbach area by enhancing transportation facilities for the affordable housing community. It will also increase connectivity and safety for residents while promoting walking and biking within the community. Additionally, the project is anticipated to reduce congestion and air pollution.

Notes This project is fully funded by a $6,131,000 Affordable Housing & Sustainable Communities (AHSC) state grant.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	19									19
Project Feasibility Development	109	137								246
Design	521	1,714								2,235
Construction		1,531	2,050					2,050		3,581
Post Construction			50					50		50
Total	**649**	**3,382**	**2,100**					**2,100**		**6,131**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	649	3,382	2,100					2,100		6,131
Total	**649**	**3,382**	**2,100**					**2,100**		**6,131**
Annual Operating Budget Impact (000s)										
Total										

Better Bikeways San Fernando

CSA	Transportation and Aviation Systems	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2022
Location	San Fernando Street from Almaden Boulevard to 11th Street	**Revised Start Date**	1st Qtr. 2020
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$10,391,000
Appropriation	A417G	**FY Initiated**	2019-2020

Description This project provides funding to implement necessary bicycle and pedestrian safety improvements including bicycle signals, transit boarding islands, and dutch-style protected intersections. Other additions include general improvements to enhance safety, visibility, and calm vehicle speeds along the corridor.

Justification This project will increase connectivity and safety for residents while promoting walking and biking within the community. Additionally, the project is expected to reduce congestion and air pollution.

Notes This project is funded by a $9,992,000 Active Transportation Program (ATP) state grant, a $2,233,000 Housing Incentive Pool (HIP) federal grant, and $127,000 Transportation Fund for Clean Air (TFCA) local grant, and a local match of $475,000, for a total cost of $12,827,000 programmed in this appropriation. Additional City funds of $1,626,000 are being leveraged from various other projects in the Traffic Capital Program for the completion of this project. Overall cost of the project is $14,453,000.

Funding from San Fernando Street Two-Way Class IV Bikeway (A428Z) has been consolidated under this appropriation as a part of the budget process improvement effort to reduce the number of appropriations.

Major Cost Changes 2026-2030 CIP - Increase of $2,436,000 to consolidate San Fernando Street Two-Way Class IV Bikeway (A428Z) under this appropriation.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1,051	115								1,166
Property & Land	4									4
Design	1,601	271								1,872
Construction		9,635								9,635
Post Construction			150					150		150
Total	**2,656**	**10,021**	**150**					**150**		**12,827**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	2,656	10,021	150					150		12,827
Total	**2,656**	**10,021**	**150**					**150**		**12,827**
Annual Operating Budget Impact (000s)										
Maintenance				29	30	31	32			
Total				**29**	**30**	**31**	**32**			

Bikeshare to La Plaza

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	Mayfair Neighborhood in Council District 5	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	
Council Districts	5	**Initial Project Budget**	$1,000,000
Appropriation	A439B	**FY Initiated**	2024-2025

Description This project provides funding to expand and connect the Mayfair neighborhood in East San José with San José's bikeshare network. Expanding the bikeshare program will provide historically marginalized, low-income, and communities of color with access to connect to downtown and other key destinations in East San José and allowing them to move freely by bicycle.

Justification The expansion will create safer streets by reducing single-occupancy vehicle use, making sustainable options like biking and emerging mobility more appealing. It will also support the City's goals to reduce greenhouse gas emissions and foster equitable 20-minute neighborhoods that are safe, walkable, and bikeable.

Notes This project is fully funded from the Environmental Justice Government to Government (EJG2G) federal grant.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		225	400					400		625
Construction		275	100					100		375
Total		**500**	**500**					**500**		**1,000**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)		500	500					500		1,000
Total		**500**	**500**					**500**		**1,000**
Annual Operating Budget Impact (000s)										
Total										

Cloud-Based Central TSP

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	City-wide	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$1,098,000
Appropriation	A438X	**FY Initiated**	2024-2025

Description This project provides funding for the implementation of a cloud-based Central Transit Signal Priority (CTSP) system for a duration of five years. The system will operate at 174 signals along eight VTA frequent routes: 25, 26, 64A, 64B, 70, 71, 72, and 73. The CTSP system will extend green lights, shorten red lights, and rotate signal phases, increasing the likelihood of transit buses receiving green lights as they approach signalized intersections.

Justification This project will improve the speed and reliability of transit buses by reducing delays caused by red lights. It will improve transit reliability, enhance customer experience, and optimize intersection efficiency to reduce traffic delay; ultimately, this project will help support state and local goals for reducing greenhouse gas emissions.

Notes This project is funded by a $972,000 Bus Accelerated Infrastructure Delivery (BusAID) state grant and local match of $126,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction		486	612					612		1,098
Total		**486**	**612**					**612**		**1,098**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		486	612					612		1,098
Total		**486**	**612**					**612**		**1,098**
Annual Operating Budget Impact (000s)										
Total										

Delivering Zero Emissions Communities

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2022
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	City-wide	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$100,000
Appropriation	A430A	**FY Initiated**	2021-2022

Description This project provides funding for staff support of the Delivering Zero Emissions Communities (DZEC) urban freight accelerator program. The purpose of the program is to gain a baseline understanding of urban freight within the City in order to decide whether the City should pursue freight efforts in the future.

Justification The project has received technical assistance from the DZEC team to work on developing an urban freight understanding.

Notes This project is fully funded by a $100,000 Natural Resources Defense Council grant.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration			100					100		100
Total			**100**					**100**		**100**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)			100					100		100
Total			**100**					**100**		**100**
Annual Operating Budget Impact (000s)										
Total										

Downtown San José Bikeways

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2021
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2022
Location	Downtown Better Bikeway Streets	**Revised Start Date**	4th Qtr. 2021
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$710,000
Appropriation	A423V	**FY Initiated**	2021-2022

Description This project provides funding to use quick-build strategies to add, or enhance existing facilities, to become a connected network of Class IV (Separated) and Class III (Bike Boulevard) all-ages-and-abilities bikeways on the following streets in Downtown San José: 3rd Street, 4th Street, St. John Street, San Salvador Street, 2nd Street, Reed Street, and Taylor Street/Mabury Road. On these streets, existing facilities with plastic bollards will have concrete separation added. The existing plastic-only infrastructure has seen poor performance due to vehicle intrusion and maintenance conditions.

Justification The project implements the adopted San José Better Bike Plan 2025 approved by City Council in October 2020. The project will enhance bikeways in Downtown, creating an all-ages-and-abilities bikeways system.

Notes This project is funded by a $4,025,000 Safe and Seamless Mobility Quick Strike One Bay Area Grant (OBAG2) federal grant, a $1,421,000 Housing Incentive Pool (HIP) federal grant, local match of $646,000, and additional City funds of $134,000 to complete the project.

Major Cost Changes 2023-2027 CIP - Increase of $3,815,000 to program total project funds in Capital Improvement Program. Initial project budget consisted of funding needed to start project in 2021-2022.
2025-2029 CIP - Increase of $1,701,000 to fund landscaping that was added to the scope of the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	217	12								229
Construction		5,897								5,897
Post Construction			100					100		100
Total	**217**	**5,909**	**100**					**100**		**6,226**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	217	4,209	100					100		4,526
Building and Structure Construction Tax Fund (429)		1,700								1,700
Total	**217**	**5,909**	**100**					**100**		**6,226**
Annual Operating Budget Impact (000s)										
Total										

East San José Equity Mobility Project

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2027
Location	Throughout East San José in Council Districts 5 and 8	**Revised Start Date**	4th Qtr. 2024
Dept Owner	Transportation	**Revised End Date**	
Council Districts	5, 8	**Initial Project Budget**	$5,283,000
Appropriation	A438G	**FY Initiated**	2024-2025

Description This project provides funding for several programs and events such as: Earn-A-Bike Program; Bike Repair Pop Up Clinics; Traffic Gardens; open street events, Viva Calle and Viva Escuela; Bike Mechanic Apprenticeship; Public Transit and Bikeshare subsidies; and a Universal Mobility Wallet. These events will include bike maintenance and repair classes, bike and pedestrian safety education, traffic safety activities, public transit subsidies for very low-income residents, bikeshare rides, and limited Uber and Lyft rides.

Justification This project provides for a comprehensive initiative which focuses on transportation needs in the East San José community to encourage alternative modes of transportation.

Notes This project is funded by a $5,221,000 Sustainable Transportation Equity Project (STEP) state grant and local match of $62,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development		1,500	3,400	383				3,783		5,283
Total		**1,500**	**3,400**	**383**				**3,783**		**5,283**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)		1,500	3,400	383				3,783		5,283
Total		**1,500**	**3,400**	**383**				**3,783**		**5,283**
Annual Operating Budget Impact (000s)										
Total										

East Santa Clara Street Bridge at Coyote Creek

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2009
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2010
Location	East Santa Clara Street	**Revised Start Date**	2nd Qtr. 2010
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$50,000
Appropriation	A7133	**FY Initiated**	2009-2010

Description This project provides funding for the replacement of the existing East Santa Clara Street Bridge at Coyote Creek to conform with current structural stability and roadway width requirements. It is anticipated that the project will be partially funded by a federal Highway Bridge Program (HBP) grant. The estimated amount for the second grant is $5.4 million. Programmed funding reflects only preliminary design costs funded by HBP.

Justification This project will improve operation and safety, and reduce maintenance liability.

Notes This project is partially funded by a $783,491 Highway Bridge Program (HBP) federal grant, local match of $101,509, and additional City funds of $2,199,000. The completion of the construction phase is unknown at this time pending award of the grant.

Major Cost Changes
2013-2017 CIP - Increase of $1,000,000 to fund grant match requirements for design and construction of this bridge rehabilitation project.
2014-2018 CIP - Decrease of $900,000 due to temporary elimination of construction costs until grant has been awarded.
2015-2019 CIP - Increase of $735,000 to initiate development, planning, and engineering of this project.
2017-2021 CIP - Increase of $500,000 to reflect higher than anticipated consultant costs for the design phase.
2018-2022 CIP - Increase of $500,000 due to project re-bid, higher than anticipated consultant costs, and in-house staff support.
2020-2024 CIP - Increase of $200,000 to fund higher than anticipated design costs.
2021-2025 CIP - Increase of $1,000,000 to fund additional design and environmental efforts to accommodate the BART II project near Santa Clara Street Bridge.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	137									137
Property & Land	2									2
Design	1,429	0	1,517					1,517		2,946
Total	**1,567**	**0**	**1,517**					**1,517**		**3,084**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	1,567	0	1,517					1,517		3,084
Total	**1,567**	**0**	**1,517**					**1,517**		**3,084**
Annual Operating Budget Impact (000s)										
Total										

Evergreen Bikeways 2025

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2024
Location	Various	**Revised Start Date**	4th Qtr. 2023
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	8	**Initial Project Budget**	$500,000
Appropriation	A428K	**FY Initiated**	2022-2023

Description This project provides funding for the design and implementation of quick-build bike facilities along nine corridors in the Evergreen-East Hills area. These corridors include Silver Creek Road, Quimby Road, White Road, Aborn Road, San Felipe Road, Yerba Buena Road, Neiman Boulevard, Jackson Avenue, and Tully Road. These bike facilities will be implemented as part of Better Bike Plan 2025.

Justification This project is part of the Evergreen-East Hills Development Policy (EEHDP) Traffic Impact Fee established in 2008 to fund 20 improvement projects identified in EEHDP to mitigate transportation impacts caused by new developments in the Evergreen-East hills area. The nexus study was updated in 2020 to redefine the scope of the outstanding transportation mitigations, which include bike facility improvements along nine corridors also identified in the Better Bike Plan 2025. This project will implement the nine bike facilities to help mitigate the transportation impacts per EEHDP and to comply with Mitigation Fee Act and covers the conceptual designs, full designs, and construction of the nine bike facilities.

Notes This project is funded by the Evergreen Traffic Impact Fees.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	6									6
Design			94					94		94
Construction			400					400		400
Total	**6**		**494**					**494**		**500**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	6		494					494		500
Total	**6**		**494**					**494**		**500**
Annual Operating Budget Impact (000s)										
Total										

Highway Soundwalls

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2019
Location	Interstate 680 on-ramp at Hostetter Road	**Revised Start Date**	1st Qtr. 2022
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	4	**Initial Project Budget**	$500,000
Appropriation	A410P	**FY Initiated**	2018-2019

Description This project provides funding for noise and scoping studies and project development for a sound barrier along the Interstate 680 on-ramp at Hostetter Road.

Justification This improvement is highly recommended by the Santa Clara Valley Transportation Authority (VTA) Sound Barrier Program, which was adopted by the Board of Directors on November 6, 2003. While VTA conducts a 2016 Measure B Highway Interchanges Noise Abatement Study Technical Update, results will be submitted to VTA for future funding of design and construction of a soundwall as part of VTA 2016 Measure B. VTA will be evaluating this location along with other locations to determine if they meet VTA's Basic Noise Mitigation Standard.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1		499					499		500
Total	**1**		**499**					**499**		**500**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	1		499					499		500
Total	**1**		**499**					**499**		**500**
Annual Operating Budget Impact (000s)										
Total										

I-280/Winchester Boulevard Interchange

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2018
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2018
Location	Winchester Road Interchange at I-280	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2027
Council Districts	1	**Initial Project Budget**	$2,242,000
Appropriation	A406G	**FY Initiated**	2017-2018

Description This project provides funding for a contribution to the Santa Clara Valley Transportation Authority (VTA) and staff support for the development of a new ramp connecting northbound Interstate 280 to Winchester Boulevard.

Justification This project will improve accessibility from the regional highway system to the Winchester/Stevens Creek area and provide relief to the congestion at the Interstate 880/Stevens Creek Boulevard interchange. Future expenditures are anticipated to be contributed by VTA 2016 Measure B.

Notes This project is funded by I-280/Winchester Boulevard Traffic Impact Fees (TIF). Remaining project costs for the design and construction phases are anticipated to be funded from I-280/Winchester Boulevard Traffic Impact Fees and from the VTA 2016 Measure B Highway Interchanges Program. VTA is requesting $3.75 million for design and right-of-way phase as part of the City's local match for the 2016 Measure B grant. TIF funds will be recognized and appropriated as the fees are received.

Major Cost Changes
2022-2026 CIP - Increase of $400,000 to fund continued staff support.
2023-2027 CIP - Increase of $1,020,000 to fund design costs.
2025-2029 CIP - Increase of $2,787,000 to fund right-of-way, design phase, and continued staff support.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		221	100	100				200		421
Project Feasibility Development	2,349									2,349
Property & Land	2	450								452
Design		3,200								3,200
Construction		71								71
Total	**2,351**	**3,942**	**100**	**100**				**200**		**6,493**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	2,351	1,392								3,743
Building and Structure Construction Tax Fund (429)		2,550	100	100				200		2,750
Total	**2,351**	**3,942**	**100**	**100**				**200**		**6,493**
Annual Operating Budget Impact (000s)										
Total										

Jackson Avenue Complete Streets

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2028
Location	Jackson Avenue from Berryessa Road to Story Road	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	5	**Initial Project Budget**	$4,975,000
Appropriation	A436U	**FY Initiated**	2024-2025

Description This project provides funding for the design of transit, bicycle, and pedestrian enhancements along Jackson Avenue. The proposed improvements include raised cycle tracks, protected intersections, new pedestrian crossings, enhanced high visibility crosswalk, bus boarding islands, green infrastructure, pedestrian-scaled lighting, and a median island.

Justification Jackson Avenue is a City of San José Vision Zero Priority Safety Corridor due to the high fatalities and traffic related injuries. The proposed treatments will make Jackson Avenue safer and more inviting for those walking, bicycling, taking public transit, and driving.

Notes This project is funded by a $3,300,000 One Bay Area Grant (OBAG3) and $850,000 Transportation, Housing, and Urban Development (THUD) federal grants, and local match of $825,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development		850								850
Property & Land			500					500		500
Design			2,750	775	100			3,625		3,625
Total		**850**	**3,250**	**775**	**100**			**4,125**		**4,975**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		850	3,250	775	100			4,125		4,975
Total		**850**	**3,250**	**775**	**100**			**4,125**		**4,975**
Annual Operating Budget Impact (000s)										
Total										

Julian Street and St. James Couplet Conversion

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2025
Location	Julian and St. James Streets from Coleman Avenue to 4th Street	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2028
Council Districts	3	**Initial Project Budget**	$4,633,000
Appropriation	A7085	**FY Initiated**	2022-2023

Description This project provides funding for a one-way to two-way traffic conversion to improve roadway functionality and safety for all roadway users and to improve neighborhood livability. The project includes, but is not limited to: restriping the street for two-way traffic (one lane in each direction); new and modified signals to accommodate two-way traffic and improve signal responsiveness for pedestrians and bicyclists; streetlights (new pedestrian-scale lighting and conversion of existing lights to smart, energy efficient lighting); and amenities for livability, traffic calming, and complete streets, including street trees, wayfinding information, refurbished non-functional fountains as planters, green backed bicycle sharrows, bike racks, accessible ramps, and high-visibility/decorative crosswalks.

Justification This project will improve roadway functionality and safety for all roadway users and improve neighborhood livability. The primary purpose of the project is to create welcoming streets that serve as more than just a route to the freeway in addition to reducing vehicle speeds, calming traffic, and knitting this economically disadvantaged downtown neighborhood back together. The project enhances access and increases overall livability for local area residents, employees, and visitors. The project will make the streets calmer and complete for those on foot, bicycle, and/or on the way to transit; remove confusion and frustration caused by one-way streets, and, on these particular streets, the many transitions from two-way to one-way and back to two-way traffic that will soon be in place; better connect people to amenities like St. James Park, San Pedro Square, and the surrounding historic districts; and encourage bicycling, walking, and transit use to reduce auto use, associated vehicle miles traveled, and air pollution.

Notes This project is funded by $2,068,000 One Bay Area Grant (OBAG2) and $12,974,000 One Bay Area Grant (OBAG3) federal grants, local match of $3,808,000, and additional City funds of $2,000,000 to complete this project.

Major Cost Changes 2025-2029 CIP - Increase of $16,217,000 to program the new OBAG3 grant funding and local match.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	4									4
Project Feasibility Development	0									0
Design	660	426	1,000					1,000		2,086
Construction		442	8,217	10,000				18,217		18,659
Post Construction					100			100		100
Total	**665**	**868**	**9,217**	**10,000**	**100**			**19,317**		**20,850**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	665	868	9,217	10,000	100			19,317		20,850
Total	**665**	**868**	**9,217**	**10,000**	**100**			**19,317**		**20,850**

Annual Operating Budget Impact (000s)
Total

Measure T - Bridges

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2024
Location	City-wide	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2029
Council Districts	City-wide	**Initial Project Budget**	$20,000,000
Appropriation	A414S	**FY Initiated**	2019-2020

Description This project, funded by the Measure T - Disaster Preparedness, Public Safety, and Infrastructure Bond (Measure T Bond), provides funding to seismically retrofit or repair bridge overpasses. This project will leverage grant funds to increase the total amount of funding available in the future for bridge projects. This additional funding will be allocated to projects as it is received.

Justification This project will extend the life of the structures, reduce seismic risk, and enhance safety.

Notes This funding is part of the $650 million Measure T San José Public Safety and Infrastructure General Obligation Bond approved by the voters in November 2018.

Funding of $3.4 million was accelerated from 2028-2029 because projects are moving at a faster pace than previously anticipated on Bridge projects. The budget has been augmented to reflect the new anticipated project spending.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1,529	121								1,650
Property & Land	2									2
Design	409	77								486
Bid & Award	118									118
Construction	5,855	2,789	4,751	1,900	1,900			8,551		17,196
Post Construction	26					500		500		526
Total	**7,938**	**2,988**	**4,751**	**1,900**	**1,900**	**500**		**9,051**		**19,977**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Traffic (498)	7,938	2,988	4,751	1,900	1,900	500		9,051		19,977
Total	**7,938**	**2,988**	**4,751**	**1,900**	**1,900**	**500**		**9,051**		**19,977**
Annual Operating Budget Impact (000s)										
Total										

Measure T - LED Streetlight Conversion

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2022
Location	City-wide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2028
Council Districts	City-wide	**Initial Project Budget**	$13,000,000
Appropriation	A419J	**FY Initiated**	2019-2020

Description This project provides funding to convert streetlights to energy-efficient Smart Light-Emitting Diode (LED) streetlights consistent with the Green Vision and Smart City Vision goals. Funding is provided from the 2018 voter approved Measure T - Disaster Preparedness, Public Safety, and Infrastructure Bond (Measure T Bond) to help fund the conversion.

Justification This project supports the Green Vision and Smart City Vision by implementing energy-efficient "Smart" LED streetlights.

Notes This funding supplements the LED Streetlights Conversion Project from the Building and Structure Construction Tax Fund (Fund 429) and the General Fund (Fund 001), Appn 7514. Project completion has been delayed a year due to being put on hold for higher priority work.

Major Cost Changes 2021-2025 CIP - Decrease of $208,000 to set aside funding for the administrative costs associated with the oversight and management of the Measure T Public Safety and Infrastructure Bond Program.
2022-2026 CIP - Decrease of $1,872,000 to reflect the reallocation of funds to the Measure T City Facilities LED Lighting project in the Municipal Improvements CIP to properly align with the LED Replacement Plan that was presented and approved by City Council in a June 25, 2019 memorandum.
2025-2029 CIP - Decrease of $2,400,000 to reflect the reallocation of funds to the Measure T City Facilities LED Lighting project in the Municipal Improvements CIP to allow for the conversion of additional LED lights at various city facilities.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	78									78
Design	13									13
Construction	3,211	479	2,500	697	1,600			4,797		8,487
Total	**3,302**	**479**	**2,500**	**697**	**1,600**			**4,797**		**8,578**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Traffic (498)	3,302	479	2,500	697	1,600			4,797		8,578
Total	**3,302**	**479**	**2,500**	**697**	**1,600**			**4,797**		**8,578**

Annual Operating Budget Impact (000s)
Total

Montague Expressway Improvements Phase 2

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2015
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2016
Location	Montague Expressway	**Revised Start Date**	4th Qtr. 2020
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2030
Council Districts	4	**Initial Project Budget**	$3,000,000
Appropriation	A7688	**FY Initiated**	2014-2015

Description This project provides funding for preliminary engineering and conceptual design to widen Montague Expressway from six to eight lanes from Lick Mill Boulevard to First Street and River Oaks Parkway to Trade Zone Boulevard.

Justification This project is being delivered in accordance with the North San José Area Development Policy.

Notes This project is funded from North San José Traffic Impact Fees. An agreement between Santa Clara County and the City has been signed with the City agreeing to do widening street work from Lick Mill Boulevard to First Street and the County working on street widening from River Oaks Parkway to Trade Zone Boulevard.

Major Cost Changes 2025-2029 CIP - Increase of $301,000 to fund continued staff support.
2026-2030 CIP - Increase of $8,150,000 to begin environmental review with Santa Clara Valley Transportation Authority.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	2,149	552	8,150	150	150	150	150	8,750		11,451
Total	**2,149**	**552**	**8,150**	**150**	**150**	**150**	**150**	**8,750**		**11,451**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	2,149	552	8,150	150	150	150	150	8,750		11,451
Total	**2,149**	**552**	**8,150**	**150**	**150**	**150**	**150**	**8,750**		**11,451**
Annual Operating Budget Impact (000s)										
Total										

Monterey Grade Separation

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	Along Monterey Road from E. Capitol Expressway to Blossom Hill Road	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	2	**Initial Project Budget**	$10,000,000
Appropriation	A436T	**FY Initiated**	2024-2025

Description This project provides funding for the preliminary engineering and environmental clearance to grade separate three at-grade crossings on the Union Pacific Railroad Corridor (Skyway Drive, Branham Lane, and Chynoweth Avenue).

Justification This project will provide safety, vehicle delay, noise reduction, emergency response, and rail service reliability benefits. The existing at-grade crossings at Skyway Drive, Branham Lane, and Chynoweth Avenue are currently ranked 19 on California's Public Utility Commission's California Grade Separation Fund Priority List. All three crossings are adjacent to intersections with Monterey Road, a high-fatality corridor, with over 33,000 vehicles daily. The adopted plans of rail providers will increase train traffic through the crossings from 10 trains per day in 2019 to over 326 trains per day in 2040.

Notes This project is funded by a $7,500,000 Consolidated Rail Infrastructure and Safety Improvements (CRISI) federal grant, and local match of $2,500,000. This grant funds the planning and design of the grade separation; future funding for construction will need to be identified.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		50	50					50		100
Project Feasibility Development		1,650								1,650
Design		4,125	4,125					4,125		8,250
Total		**5,825**	**4,175**					**4,175**		**10,000**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		5,825	4,175					4,175		10,000
Total		**5,825**	**4,175**					**4,175**		**10,000**
Annual Operating Budget Impact (000s)										
Total										

Monterey Grand Boulevard

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Users Have a Positive, Reliable, and Efficient Experience	**Initial End Date**	2nd Qtr. 2027
Location	Monterey Road	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	2, 3, 7	**Initial Project Budget**	$2,500,000
Appropriation	A436Y	**FY Initiated**	2024-2025

Description This project provides funding for the feasibility study and conceptual designs to convert Monterey Road from a motor highway to a grand boulevard, making it enjoyable and safe for all street users, especially transit riders. The project will undertake planning, design, conceptual engineering, and environmental review to reconstruct Monterey Road between Keyes Street and Metcalf Road into complete streets. The project is expected to include dedicated transit lanes, protected bike lanes, urban greening, and reconstructed intersections at Branham Lane, Skyway Drive, and Chynoweth Avenue to fully separate the street and rail.

Justification This project will help provide reliable safe rail, transit, vehicular, pedestrian and bicycle connections along and across the corridor. This project also advances the implementation of the Move San José's top priority strategies for Council Districts 2 and 7, Transit First Policy, Vision Zero Action Plan, San José Better Bike Plan 2025, and Santa Clara Valley Transportation Authorities' Pedestrian Access to Transit Plan as one of San José's top corridors in need of safety and transit reliability improvements.

Notes This project is funded by a $2,000,000 United States Department of Transportation Reconnecting Communities federal grant, and local match of $500,000 to complete the project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		2	4	3				7		9
Project Feasibility Development			750					750		750
Design			1,644	97				1,741		1,741
Total		**2**	**2,398**	**100**				**2,498**		**2,500**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		2	2,398	100				2,498		2,500
Total		**2**	**2,398**	**100**				**2,498**		**2,500**
Annual Operating Budget Impact (000s)										
Total										

Monterey Road Corridor Safety and Transit Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	Along Monterey Road from Keyes Avenue to Ford Road	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	2,3,7	**Initial Project Budget**	$500,000
Appropriation	A438F	**FY Initiated**	2024-2025

Description This project provides funding to design and construct bicycle and pedestrian safety and transit improvements along Monterey Road, between Keyes Street and Ford Road. Project elements include upgrading Class II Bikeways to Class IV Bikeways, converting curb lanes to bus lanes, and adding bus boarding islands.

Justification This project will assist in the transformation of Monterey Road into a grand boulevard by improving the transportation facilities for all users. The project provides increased safety for bicyclists and pedestrians and will facilitate faster transit speeds along the corridor. The project anticipates decreases in congestion, air pollution, and both severe and fatal crashes. These proposed improvements are aligned with the City's Climate Action Plan, Better Bicycle Plan 2025, and Access and Mobility Plan.

Notes This project is fully funded by a $500,000 Transportation, Housing, and Urban Development (THUD) federal grant.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		250								250
Construction			250					250		250
Total		**250**	**250**					**250**		**500**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		250	250					250		500
Total		**250**	**250**					**250**		**500**
Annual Operating Budget Impact (000s)										
Total										

Multi-Corridor Signal Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	City-wide	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$1,325,000
Appropriation	A436Z	**FY Initiated**	2024-2025

Description This project provides funding to upgrade 8-inch diameter traffic signal heads to 12-inch diameter traffic signal heads, apply retroreflective borders on traffic signal backplates and install Accessible Pedestrian Signal hardware at signalized pedestrian crossings along the corridors of Brokaw Road and Murphy Avenue, Hostetter Road, First Street, King Road and Lundy Avenue, Meridian Avenue, Santa Teresa Boulevard, and Snell Avenue.

Justification This project improves pedestrian safety and accessibility for all, especially for visually impaired individuals, by adding accessible pedestrian signals that include features such as vibrotactile feedback buttons and custom voice messaging. To further increase safety at intersections, traffic signal heads that are missing visual upgrades will be retrofitted with 12-inch lenses and yellow backplates.

Notes This project is funded by a $1,193,130 Highway Safety Improvement Program (HSIP) state grant, local match of $131,570, and additional City funds of $300 to complete this project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction		500	500	325				825		1,325
Total		**500**	**500**	**325**				**825**		**1,325**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		500	500	325				825		1,325
Total		**500**	**500**	**325**				**825**		**1,325**
Annual Operating Budget Impact (000s)										
Total										

North San José Improvement - 101/Zanker

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2014
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2016
Location	Zanker Road Interchange at Route 101	**Revised Start Date**	4th Qtr. 2014
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2030
Council Districts	3	**Initial Project Budget**	$1,900,000
Appropriation	A7689	**FY Initiated**	2014-2015

Description This project provides funding for right-of-way acquisition, development and preparation of a project study report, environmental documents, and final design for a new overcrossing at Zanker Road and Route 101.

Justification This improvement is required as part of the North San José Area Development Policy.

Notes This project is funded by North San José Traffic Impact Fees. VTA 2016 Measure B Highway Interchanges Program (HIP) grant funding is anticipated to support future construction costs.

Major Cost Changes
2016-2020 CIP - Increase of $250,000 due to revised cost estimates.
2018-2022 CIP - Increase of $2,600,000 to advance planning/preliminary engineering.
2019-2023 CIP - Increase of $300,000 to fund right-of-way acquisition and staff support.
2020-2024 CIP - Increase of $5,150,000 to fund final design ($5,000,000), and staff support ($150,000).
2021-2025 CIP - Increase of $600,000 to fund staff support during construction once Measure B funding is secured.
2022-2026 CIP - Increase of $150,000 to fund staff support during construction through 2025-2026.
2023-2027 CIP - Increase of $6,069,000 to fund local match for the VTA 2016 Measure B HIP grant ($3,731,000) and for a reallocation of funding from the North San José Improvement - 880/Charcot project ($2,338,000).
2024-2028 CIP - Increase of $150,000 to fund staff support during construction through 2027-2028.
2025-2029 CIP - Increase of $150,000 to fund staff support during construction through 2028-2029.
2026-2030 CIP - Increase of $150,000 to fund staff support during construction through 2029-2030.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	110	196	150	150	150	150	150	750		1,056
Project Feasibility Development	5,042									5,042
Property & Land	4	300								304
Design		11,067								11,067
Total	**5,156**	**11,563**	**150**	**150**	**150**	**150**	**150**	**750**		**17,469**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	5,156	11,563	150	150	150	150	150	750		17,469
Total	**5,156**	**11,563**	**150**	**150**	**150**	**150**	**150**	**750**		**17,469**
Annual Operating Budget Impact (000s)										
Total										

Pavement Maintenance - Federal (OBAG2)

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2019
Location	City-wide	**Revised Start Date**	3rd Qtr. 2020
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$14,597,000
Appropriation	A413U	**FY Initiated**	2018-2019

Description The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This project, funded by the federal government, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program. The local match of $1,891,000 is included in the Pavement Maintenance - City appropriation described elsewhere in this document.

Justification This allocation provides for cost-effective maintenance of pavement infrastructure.

Notes This project is funded by a $14,597,000 federal One Bay Area Grant 2 (OBAG2), $2,625,000 in remaining funding from a prior federal One Bay Area Grant (OBAG), and local match of $381,000. The remaining local match of $1,510,000 is supported by Construction Excise Tax revenue programmed for Pavement Maintenance - City (A6231) described elsewhere in this document.

Major Cost Changes 2019-2023 CIP - Increase of $2.6 million to consolidate One Bay Area Grant funding.
2026-2030 CIP - Increase of $381,000 for local match.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction	16,644		959					959		17,603
Total	**16,644**		**959**					**959**		**17,603**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	16,644		959					959		17,603
Total	**16,644**		**959**					**959**		**17,603**
Annual Operating Budget Impact (000s)										
Total										

Pavement Maintenance - Measure T Bond

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	City-wide	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$300,000,000
Appropriation	A415Y	**FY Initiated**	2019-2020

Description The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries over 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the Measure T - Disaster Preparedness, Public Safety and Infrastructure Bond (Measure T Bond), provides funding to resurface local and neighborhood streets in poor and failed conditions throughout the City.

Justification This project provides pavement rehabilitation to over 400 miles of poor and failed residential streets throughout the City.

Notes This project will use $300 million of the $650 million San José Measure T Bond, a voter-approved general obligation bond measure approved in November 2018. This project started in 2019-2020 and is scheduled to be completed in 2026-2027 with an estimated $37.5 million annual budget.

Funding of $17.5 million was accelerated from 2026-2027. The Pavement Maintenance Program will be entering into a Multi-Year Construction contract that will save both time and money in subsequent paving seasons. As a multi-year contract, the typical procurement timeline will be replaced through exercising an option year, which means that construction can begin very early in the paving season. Rather than beginning in late summer as many resurfacing projects have done, it is possible for work to begin right after winter suspension at the beginning of spring.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	3,548	25								3,573
Property & Land	1									1
Design	680	2,301	2,250	2,250				4,500		7,480
Bid & Award	41	188	188	188				375		604
Construction	172,825	44,949	52,625	17,375				70,000		287,775
Post Construction	8	188	188	188				375		570
Total	**177,103**	**47,650**	**55,250**	**20,000**				**75,250**		**300,003**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Traffic (498)	177,103	47,650	55,250	20,000				75,250		300,003
Total	**177,103**	**47,650**	**55,250**	**20,000**				**75,250**		**300,003**
Annual Operating Budget Impact (000s)										
Total										

Roosevelt Park Transportation Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2020
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	Various locations within the Roosevelt Park area	**Revised Start Date**	2nd Qtr. 2022
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$4,015,000
Appropriation	A420M	**FY Initiated**	2019-2020

Description This project provides funding to construct/upgrade necessary bicycle and pedestrian safety improvements including installation of protected Class IV Bikeways, new bicycle facilities, flashing beacons, curb extension, median, upgraded existing ramps, and enhanced crosswalks.

Justification This project will assist in the transformation of the Roosevelt Park area by improving the transportation facilities for the affordable housing community. It will also provide an increased connectivity and safety for residents and encourage walking and biking within the community. The project is anticipated to reduce congestion and air pollution.

Notes This project is funded by a $4,015,000 Affordable Housing & Sustainable Communities (AHSC) state grant and City funds of $26,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	59	62								121
Design	298	684								982
Construction		838	2,000					2,000		2,838
Post Construction			100					100		100
Total	**357**	**1,584**	**2,100**					**2,100**		**4,041**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	357	1,584	2,100					2,100		4,041
Total	**357**	**1,584**	**2,100**					**2,100**		**4,041**
Annual Operating Budget Impact (000s)										
Total										

Route 101/Mabury Road Project Development

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2011
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Initial End Date**	2nd Qtr. 2012
Location	Route 101/Mabury Road	**Revised Start Date**	4th Qtr. 2012
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2030
Council Districts	3	**Initial Project Budget**	$1,000,000
Appropriation	A7334	**FY Initiated**	2011-2012

Description This project provides funding for a Project Study Report (PSR), Environmental Impact Report (EIR), and final design for the Route 101/Mabury Road Interchange and other future activities. The Route 101/Mabury Road area is intended to be a key access point for the BART system, which became operational June 2020.

Justification The completion of the PSR, EIR, and final design is part of the Route 101/Mabury Road Interchange upgrade project, which is a City priority as part of the Envision San José 2040 General Plan, Route 101/Oakland/Mabury Area Development Policy, and the BART extension to Berryessa.

Notes This project is partially funded by Route 101/Oakland/Mabury Traffic Impact Fees. Additional funding is from Building and Construction Taxes and VTA 2016 Measure B grant funds. This project was formerly named Route 101/Mabury Road Design.

Major Cost Changes
2013-2017 CIP - Increase of $3,200,000 to develop the initial planning and project approvals to construct an interchange at Route 101/Mabury Road to improve access to and from the future BART station.
2014-2018 thru 2016-2020 CIP - Increase of $720,000 to fund continued project development.
2018-2022 CIP - Decrease of $481,000 to reflect the revised project end date.
2019-2023 CIP - Increase of $240,000 to fund continued staff support.
2020-2024 CIP - Increase of $5,206,000 to fund final design consultant agreement and continued staff support.
2021-2025 CIP - Increase of $3,750,000 to reflect funding for VTA 2016 Measure B Highway Bridge Program ($3,000,000) and final design, environmental review, and City staff time ($750,000).
2022-2026 thru 2024-2028 CIP - Increase of $860,000 to fund City staff time.
2025-2029 CIP - Increase of $1,681,000 to fund the amendment of the consultant agreement to continue the completion of the environmental study ($1,501,000) and City staff time ($180,000).
2026-2030 CIP - Increase of $180,000 to fund City staff time.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		433	100	100	100	100	100	500		933
Project Feasibility Development	7,566	4,004	80	80	80	80	80	400		11,971
Design	683	2,769								3,452
Total	**8,250**	**7,206**	**180**	**180**	**180**	**180**	**180**	**900**		**16,356**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	6,187	4,749	100	100	100	100	100	500		11,436
Building and Structure Construction Tax Fund (429)	2,063	2,457	80	80	80	80	80	400		4,920
Total	**8,250**	**7,206**	**180**	**180**	**180**	**180**	**180**	**900**		**16,356**

Annual Operating Budget Impact (000s)

Total

Route 101/Trimble/De La Cruz Interchange Improvement

CSA	Transportation and Aviation Services
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy
Location	Route 101/Trimble Road/De La Cruz Boulevard
Dept Owner	Transportation
Council Districts	3, 4
Appropriation	A402A

Initial Start Date	3rd Qtr. 2017
Initial End Date	2nd Qtr. 2018
Revised Start Date	1st Qtr. 2018
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$3,006,000
FY Initiated	2017-2018

Description This project provides funding for project study reports, environmental documents, and final design to redesign the interchange to a partial cloverleaf design, replace and widen the overcrossing structure from four lanes to eight lanes with bike lanes and wider sidewalks, and modify the Trimble Road/De La Cruz Boulevard and De La Cruz Boulevard/Central Expressway signalized intersections. The VTA 2016 Measure B grant match has been allocated towards staff time during construction and any future punch list items.

Justification This project improves the traffic operations at the Route 101/De La Cruz Boulevard/Trimble Road interchange, improving the interchange design for vehicle safety and the mobility and safety for bicyclists/pedestrians.

Notes The total project cost of $75.9 million will be funded from North San José Traffic Impact Fees and from the VTA 2016 Measure B Highway Interchanges Program to complete the construction phase.

Major Cost Changes 2019-2023 CIP - Increase of $6,396,000 to support preliminary design and engineering costs through 2021-2022.
2021-2025 CIP - Increase of $303,000 to support design work and engineering costs through 2023-2024.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	324									324
Project Feasibility Development	9									9
Design	3,322	1,270	750					750		5,342
Construction	1,030		3,000					3,000		4,030
Total	**4,685**	**1,270**	**3,750**					**3,750**		**9,705**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	4,685	1,270	3,750					3,750		9,705
Total	**4,685**	**1,270**	**3,750**					**3,750**		**9,705**
Annual Operating Budget Impact (000s)										
Total										

Route 87/Capitol Expressway Interchange Improvements

CSA	Transportation and Aviation Services
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy
Location	Route 87 and Capitol Expressway
Dept Owner	Transportation
Council Districts	9, 10
Appropriation	A418A

Initial Start Date	1st Qtr. 2020
Initial End Date	2nd Qtr. 2021
Revised Start Date	2nd Qtr. 2021
Revised End Date	2nd Qtr. 2030
Initial Project Budget	$6,740,000
FY Initiated	2019-2020

Description This project provides funding for the improvement of Route 87/Capitol Expressway. The current phase of the project includes alternative analysis, conceptual design, and environmental review. Funding for the purchase of land that is needed as part of the improvement project is also included.

Justification This project is needed as part of the Communication Hill Project and constructs a new northbound on and off ramp from the Capitol Expressway to improve traffic operations.

Notes This project is initially being funded by developer contributions received from the Communication Hill Project.

Major Cost Changes
2023-2027 CIP - Increase of $348,000 to fund staff support through 2026-2027.
2024-2028 CIP - Increase of $348,000 to fund staff support through 2027-2028.
2025-2029 CIP - Increase of $348,000 to fund staff support through 2028-2029.
2026-2030 CIP - Increase of $348,000 to fund staff support through 2029-2030.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	5,177	115	1,448	348				1,796		7,088
Property & Land					150	150	150	450		450
Design					198	198	198	594		594
Total	**5,177**	**115**	**1,448**	**348**	**348**	**348**	**348**	**2,840**		**8,132**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	5,177	115	1,448	348	348	348	348	2,840		8,132
Total	**5,177**	**115**	**1,448**	**348**	**348**	**348**	**348**	**2,840**		**8,132**
Annual Operating Budget Impact (000s)										
Total										

Safety - Pedestrian and Roadway Improvements Program

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	City-wide
Dept Owner	Transportation
Council Districts	City-wide
Appropriation	A416G

Initial Start Date	3rd Qtr. 2019
Initial End Date	2nd Qtr. 2020
Revised Start Date	4th Qtr. 2021
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$300,000
FY Initiated	2019-2020

Description This project provides funding for traffic calming and pedestrian safety infrastructure enhancements, ranging from flashing beacons in crosswalks to bulb-outs and speed humps, that remain in high demand throughout San José neighborhoods. This one-time funding will provide one street safety project per Council District utilizing an equity screen to focus on the most severe pedestrian and traffic safety risks.

Justification This project will enhance overall safety for pedestrians and bicyclists.

Notes The project was established by the Mayor's June Budget Message for Fiscal Year 2019-2020, as approved by City Council.

Major Cost Changes 2021-2025 CIP - Increase of $1,700,000 included in Mayor's March Budget Message for Fiscal Year 2020-2021, as approved by City Council for traffic calming, traffic mitigation, and safety-enhancing improvement projects. Decrease of $300,000 as part of reductions to address budgetary impacts due to COVID-19.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design	160	124								284
Construction	627	589	200					200		1,416
Total	**787**	**713**	**200**					**200**		**1,700**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	787	713	200					200		1,700
Total	**787**	**713**	**200**					**200**		**1,700**
Annual Operating Budget Impact (000s)										
Total										

Traffic
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

San Fernando Street Mobility Hubs

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	San Fernando Street	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$1,287,000
Appropriation	A437F	**FY Initiated**	2024-2025

Description This project provides funding to construct two mobility hubs along San Fernando Street for pedestrian, bicyclist, and other modes of transportation to connect to different forms of transportation easily. The proposed improvements include bike cages, electric charging docks for e-bikes and e-scooters, pedestrian scale streetlights, street furniture, real-time transit arrival/departure display, planter boxes, and wayfinding signs.

Justification This project is part of the City's Downtown Transportation Plan and will make it easier for people to walk, bike, and ride transit. It aims to give more people chances to use transit, bike share, and other modes of transportation. These alternatives will reduce congestion and dependence on private cars and improve connections between different types of transportation.

Notes This project is funded by a $1,139,000 Congestion Mitigation and Air Quality (CMAQ) state grant and local match of $148,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		304								304
Construction			983					983		983
Total		**304**	**983**					**983**		**1,287**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		304	983					983		1,287
Total		**304**	**983**					**983**		**1,287**
Annual Operating Budget Impact (000s)										
Total										

San José Regional Transportation Hub and Corridor Planning

CSA	Transportation and Aviation Services
CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy
Location	Various Locations
Dept Owner	Transportation
Council Districts	3, 6
Appropriation	A406S

Initial Start Date	4th Qtr. 2019
Initial End Date	2nd Qtr. 2021
Revised Start Date	
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$500,000
FY Initiated	2019-2020

Description The City is working alongside Caltrain, Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority, and the Metropolitan Transportation Commission on the Diridon Integrated Station Project to accommodate future rail service at the station. This includes upgraded Caltrain service, BART to Silicon Valley, and California High-Speed Rail, as well as existing Amtrak, Capital Corridor, ACE Rail, and local and regional bus service. When it is complete, San José's renovated Diridon Central Station will be the biggest transit hub west of the Mississippi River.

Justification This project will entail developing details and concept in an integrated fashion to make sure there is a seamless access to High Speed Rail, BART, Caltrain, and other transportation modes. The project will be developed with partnership with the VTA, Caltrain, and High Speed Rail.

Notes Caltrain is managing the consultants working on the project who will be paid for through funding agreements through Caltrain and the City.

Major Cost Changes
2020-2024 CIP - Increase of $250,000 to fund City's share of Diridon Integrated Station Concept (DISC) planning work, Phase 2, and rail corridor planning.
2021-2025 CIP - Increase of $1,000,000 to fund City's share of DISC planning work, Phase 2, and rail corridor planning.
2022-2026 CIP - Increase of $1,000,000 to fund City's share of DISC planning work, Phase 2, and rail corridor planning.
2023-2027 CIP - Increase of $750,000 to fund City's share of DISC planning work, Phase 2, and rail corridor planning.
2025-2029 CIP - Increase of $500,000 to fund City's share of DISC planning work, Phase 2, and rail corridor planning.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	2,145	1,387	468					468		4,000
Total	**2,145**	**1,387**	**468**					**468**		**4,000**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	538	362	100					100		1,000
Building and Structure Construction Tax Fund (429)	1,607	1,025	368					368		3,000
Total	**2,145**	**1,387**	**468**					**468**		**4,000**
Annual Operating Budget Impact (000s)										
Total										

San José Safety Improvements at Key Intersections

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	Various
Dept Owner	Transportation
Council Districts	3, 6, 7
Appropriation	A438E

Initial Start Date	3rd Qtr. 2024
Initial End Date	2nd Qtr. 2029
Revised Start Date	2nd Qtr. 2025
Revised End Date	
Initial Project Budget	$15,400,000
FY Initiated	2024-2025

Description This project provides funding to implement street safety improvements that particularly focus on reducing pedestrian and bike fatalities and severe injuries at four locations: 1) Curtner Ave from Canoas Garden to Highway 87 (shared Caltrans jurisdiction, adding safer pedestrian crossings to VTA Curtner Light Rail, adding access/sidewalk next to Curtner retail), 2) Monterey Road and Curtner Avenue/Tully Road, 3) Capitol Expressway and Senter Road (shared County Roads and Airport's jurisdiction (grant co-applicant)), and 4) East Santa Clara Street and 11th Street.

Justification This grant-funded project supports Vision Zero efforts and the City's traffic safety goals.

Notes This project is funded by a $12,900,000 United States Department of Transportation Safe Streets for All (SS4A) federal grant and a local match of $2,500,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development		1,000	2,000					2,000		3,000
Design				1,000				1,000		1,000
Construction				5,000	4,000	2,000		11,000		11,000
Post Construction						400		400		400
Total		**1,000**	**2,000**	**6,000**	**4,000**	**2,400**		**14,400**		**15,400**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		1,000	2,000	6,000	4,000	2,400		14,400		15,400
Total		**1,000**	**2,000**	**6,000**	**4,000**	**2,400**		**14,400**		**15,400**
Annual Operating Budget Impact (000s)										
Total										

San José Travel Models Update with Big Data

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	City-wide	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$250,000
Appropriation	A439C	**FY Initiated**	2024-2025

Description This project provides funding to update the travel demand model, in partnership with UC Berkeley/Lawrence Berkeley National Laboratory (UCB/LBNL), with post-pandemic data, including on-demand location-based geospatial transportation data (Big Data). Improving the City's model with Big Data will comprise five main deliverables: 1) updated trip-based travel demand model with regional and post-pandemic data that is consistent with the latest adopted RTP/SCS, Plan Bay Area 2050; 2) refinement, validation, and calibration of the trip distribution, mode choice, and trip assignment modules within the trip-based travel demand model; 3) updated Envision San José 2040 General Plan horizon year to scenario; 4) updated goal-based Envision San José 2040 General Plan scenario and mode share goal analysis; and 5) updated VMT Evaluation Tool. Big Data analytics in transportation models offer highly granular datasets that will enable the Department of Transportation to calibrate and validate its models to estimate and assess post-pandemic travel behaviors, and transportation demand, and integration with UCB/LBNL's Mobiliti, the City will have greater precision in its ability to identify how changes in city infrastructure will impact citywide traffic dynamics, and leverage that toward its transportation and climate goals.

Justification The travel demand model is an effective tool for the City of San José to measure travel patterns and transportation impacts for a given land use and transportation network scenario. The model relies on traffic counts and other traditional transportation data to inform San José's Vehicle Miles Traveled (VMT), mode share, and other transportation trends. Most of the City's traffic counts and forecast models were last recalibrated and updated in the midst of the pandemic in 2020. Thus, the updates will allow the City to change its travel demand model to adequately present post-pandemic travel behaviors and transportation demand for future use, including within its VMT evaluation tool and any General Plan amendments.

Notes This project is funded by a $222,000 Sustainable Transportation Planning Grant (STPG) and a local match of $28,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development		68	102	80				182		250
Total		**68**	**102**	**80**				**182**		**250**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)		68	102	80				182		250
Total		**68**	**102**	**80**				**182**		**250**
Annual Operating Budget Impact (000s)										
Total										

Senter Road Bulb-Outs

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2025
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	Senter Rd, Needles Dr, Singleton Rd, Lewis Rd, San Gregario Way	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	7	**Initial Project Budget**	$6,428,000
Appropriation	A438Y	**FY Initiated**	2024-2025

Description This project provides funding for the construction of bus bulb-outs and traffic safety improvements at multiple intersections along Senter Road, including Tully Road, Needles Drive, Singleton Road, Lewis Road, and San Gregario Way. Identified as high-priority locations by the City of San José and the Santa Clara Valley Transportation Authority, these intersections will receive enhancements such as protected intersections with raised bikeways, bus bulb-outs, lighting upgrades, and bus shelters.

Justification Bus stop improvements along Senter Road are a part of a broader effort to enhance traffic safety and transit infrastructure. Identified as a Vision Zero Priority Safety Corridor due to its high number of fatal and severe injury crashes, Senter Road will receive traffic calming measures and multimodal safety enhancements. This funding from the Bus Acceleration Infrastructure Delivery program will further improve bus stops and enhance the overall transit experience.

Notes This project is funded by $4,028,000 Bus Accelerated Infrastructure Delivery (BusAid) federal grant and $1,848,000 Low Carbon Transit Operations Program (LCTOP) state grant, and local match of $522,000.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		450								450
Bid & Award		50								50
Construction		1,500	4,148	150				4,298		5,798
Post Construction				100				100		100
Total		**2,000**	**4,148**	**250**				**4,398**		**6,398**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		2,000	4,148	250				4,398		6,398
Total		**2,000**	**4,148**	**250**				**4,398**		**6,398**
Annual Operating Budget Impact (000s)										
Total										

Senter Road Traffic Safety Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	Senter Road	**Revised Start Date**	3rd Qtr. 2024
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	7	**Initial Project Budget**	$1,000,000
Appropriation	A428X	**FY Initiated**	2022-2023

Description This project provides funding to implement traffic safety improvements that will include upgraded protected bike lanes with physical vertical separation (where feasible), hardscaped median island, and enhanced crosswalks along Senter Road between Story Road and Monterey Road. Senter Road is a Vision Zero Priority Safety Corridor with a high frequency of traffic fatalities and severe crashes.

Justification This project will improve safety for all roadway users along this Priority Safety Corridor and aligns with the San José Vision Zero's goal of reducing traffic fatalities and severe injury crashes.

Notes In accordance with the direction in the Mayor's March Budget Message for Fiscal Year 2022-2023, as approved by the City Council, to implement four high-priority projects on our high-risk roadways – with at least two projects constructed on Senter Road and Monterey Road – this CIP has identified the following projects to respond to this direction: Senter Road Traffic Safety Improvements ($1.0 million), Vision Zero Quick Build Improvements ($700,000 for White Road and $300,000 for Monterey Road), and Vision Zero: Julian and McKee Complete Streets ($739,000).

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		100								100
Construction		432	418					418		850
Post Construction			50					50		50
Total		**532**	**468**					**468**		**1,000**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		532	468					468		1,000
Total		**532**	**468**					**468**		**1,000**
Annual Operating Budget Impact (000s)										
Total										

Signalized Intersections Pedestrian Safety Improvements

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	First St & Virginia St, Reed St & 7th St, Dana Ave & Naglee Ave
Dept Owner	Transportation
Council Districts	3, 6
Appropriation	A436W

Initial Start Date	3rd Qtr. 2024
Initial End Date	2nd Qtr. 2028
Revised Start Date	2nd Qtr. 2025
Revised End Date	
Initial Project Budget	$7,875,000
FY Initiated	2024-2025

Description This project provides funding to modify three existing traffic signals located at: First Street and Virginia Street, Reed Street and 7th Street, and Dana Avenue and Naglee Avenue. Improvements will include: protected left turn movements, bulb-outs, high visibility crosswalks, Accessible Pedestrian Signals, protected Class IV Bikeways, and Dutch-style protected intersections.

Justification The three traffic signals have not been significantly modified in the past four decades and have a history of crashes involving turning vehicles near community destinations, such as schools and libraries. The project aims to enhance facilities to encourage walking and biking to access transit, while improving pedestrian, bicyclist, and vehicular safety.

Notes This project is funded by a $6,300,000 One Bay Area Grant (OBAG3) federal grant, local match of $903,000, and additional city funds of $672,000 to complete this project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		750	750					750		1,500
Bid & Award			75					75		75
Construction			5,600	600				6,200		6,200
Post Construction					100			100		100
Total		**750**	**6,425**	**600**	**100**			**7,125**		**7,875**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		750	6,425	600	100			7,125		7,875
Total		**750**	**6,425**	**600**	**100**			**7,125**		**7,875**
Annual Operating Budget Impact (000s)										
Total										

Speed Safety System Pilot

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	City-wide	**Revised Start Date**	4h Qtr. 2024
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2030
Council Districts	City-wide	**Initial Project Budget**	$2,000,000
Appropriation	A437X	**FY Initiated**	2024-2025

Description This project provides funding for an automated speed enforcement program to pilot the technology's effectiveness in curbing speeding behavior. The funding will be used to procure 33 speed cameras and fund one-time contract costs associated with the procurement process. The overall scope of the pilot, which leverages from both the General Fund and Traffic Capital Funds, includes adoption of the program policies, conducting community engagement work, and procuring vendor services to install and operate up to 33 cameras allowed by the legislation for the 5-year pilot, and to complete the necessary project evaluation, traffic calming mitigations, and post-pilot reporting.

Justification The City's Vision Zero Action Plan identified using technology as a tool to reduce fatal and severe injuries. This project aligns with the City Council focus areas by "increasing community safety," particularly on major roadways.

Notes This project is funded by a $8,500,000 United States Department of Transportation Safe Streets for All (SS4A) federal grant and additional City funds of $2,000,000, as well as approximately $415,000 of General Fund resources included in the 2024-2025 Operating Budget, increasing to $1.0 million ongoing thereafter.

Major Cost Changes 2025-2029 CIP - Increase of $8,500,000 for total grant award.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Equipment, Materials and Supplies	600	1,700	2,085	2,080	2,080	1,955	9,900			10,500
Total	**600**	**1,700**	**2,085**	**2,080**	**2,080**	**1,955**	**9,900**			**10,500**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	600	1,700	2,085	2,080	2,080	1,955	9,900			10,500
Total	**600**	**1,700**	**2,085**	**2,080**	**2,080**	**1,955**	**9,900**			**10,500**
Annual Operating Budget Impact (000s)										
Total										

Story & Clayton Rd Intersection Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2022
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	Story Road and Clayton Road	**Revised Start Date**	3rd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	5	**Initial Project Budget**	$100,000
Appropriation	A427R	**FY Initiated**	2021-2022

Description This project provides funding for a traffic circle feasibility study and design for pedestrian improvements through traffic calming and sidewalk gaps.

Justification This project is one of eleven projects that were prioritized for near-term implementation as part of the Evergreen-East Hills Development Policy (EEHDP) Traffic Impact Fee established in 2008 to fund improvement projects identified in EEHDP to mitigate transportation impacts caused by new developments in the Evergreen-East Hills area.

Notes This project is funded by Evergreen Traffic Impact Fees.

Major Cost Changes 2023-2027 CIP - Increase of $200,000 to program total project funds in the Capital Improvement Program. The initial project budget consisted only of funding needed to start the project in 2021-2022.
2026-2030 CIP - Increase of $30,000 to fully fund the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development			30					30		30
Design			300					300		300
Total			**330**					**330**		**330**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)			330					330		330
Total			**330**					**330**		**330**
Annual Operating Budget Impact (000s)										
Total										

Story-Keyes Complete Streets Improvements

CSA	Transportation and Aviation Systems	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2029
Location	Keyes Street-Story Road from Third Street to King Road	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	3, 5, 7	**Initial Project Budget**	$45,483,000
Appropriation	A436X	**FY Initiated**	2024-2025

Description This project provides funding to implement raised bikeways, protected intersections, transit boarding islands, wayfinding, micromobility stations, green stormwater infrastructure, and pedestrian-scale lighting on Keyes Street-Story Road from 3rd Street to King Road. Story-Keyes serves the regional commercial hub and multiple Metropolitan Transportation Commission Priority Development Areas.

Justification This project connects with adjacent roadway projects to improve safety and comfort for active transportation users on high-speed, high-volume, and auto-oriented corridor. As part of the Vision Zero Priority Corridors, this project supports the Vision Zero's goal of reducing traffic fatalities and severe injury crashes.

Notes This project is funded by a $32,730,000 One Bay Area Grant (OBAG3) federal grant, and $3,656,000 Active Transportation Program (ATP) state grant, local match of $9,096,500, and additional City funds of $500 to complete this project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		750	5,636					5,636		6,386
Construction				23,997	13,400	1,600		38,997		38,997
Post Construction						100		100		100
Total		**750**	**5,636**	**23,997**	**13,400**	**1,700**		**44,733**		**45,483**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		750	5,636	23,997	13,400	1,700		44,733		45,483
Total		**750**	**5,636**	**23,997**	**13,400**	**1,700**		**44,733**		**45,483**
Annual Operating Budget Impact (000s)										
Total										

Streetlight Wire Replacement

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2012
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2012
Location	City-wide	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$300,000
Appropriation	A7391	**FY Initiated**	2011-2012

Description This project provides funding for material costs to repair cut and stolen streetlight wires across the City.

Justification The City continues to experience cut and stolen copper wire, resulting in locations with multiple streetlight outages and corresponding repairs. As of March 2025, the current copper wire replacement backlog is spread city-wide across over 700 locations.

Notes This project was formerly named Copper Wire Replacement. The project will be evaluated for continuation in future years depending on funding availability and other critical transportation system needs.

Major Cost Changes
2014-2018 CIP - Increase of $500,000 to fund the continued copper wire replacement needs.
2015-2019 CIP - Increase of $3,950,000 to fund the continued copper wire replacement needs.
2018-2022 CIP - Increase of $861,000 to fund the continued copper wire replacement needs.
2026-2030 CIP - Increase of $1,000,000 to fund the continued copper wire replacement needs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	3,308									3,308
Construction	2,298									2,298
Maintenance, Repairs, Other			1,000					1,000		1,000
Total	**5,606**		**1,000**					**1,000**		**6,606**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	5,606		1,000					1,000		6,606
Total	**5,606**		**1,000**					**1,000**		**6,606**
Annual Operating Budget Impact (000s)										
Total										

Tamien Safety Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2026
Location	Lelong from Willow St to Alma St, Alma St from Lelong to Almaden Ave	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	3,7	**Initial Project Budget**	$1,255,000
Appropriation	A437N	**FY Initiated**	2024-2025

Description This project provides funding to implement Class IV protected bike lanes, reduce lane widths, install ADA curb ramps, and install bulbouts on Lelong Street from Willow Street to Alma Street and Alma Street from Lelong Street to Almaden Avenue. These improvements will improve the safety for pedestrians, bicyclists, and vehicular travel by improving visibility and slowing down vehicular travel.

Justification The protected bike ways will improve the city bike network and address the history of bike crashes along the corridors.

Notes This project is fully funded by a $1,255,000 Affordable Housing Sustainable Communities (AHSC) Cycle 6 state grant.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		328								328
Construction		22	905					905		927
Total		**350**	**905**					**905**		**1,255**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		350	905					905		1,255
Total		**350**	**905**					**905**		**1,255**
Annual Operating Budget Impact (000s)										
Total										

Traffic
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Taylor Street East of 7th Street Railroad Crossing Improvement Project

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	Taylor Street East of 7th Street at Railroad Crossing
Dept Owner	Transportation
Council Districts	3
Appropriation	A7687

Initial Start Date	4th Qtr. 2014
Initial End Date	2nd Qtr. 2015
Revised Start Date	2nd Qtr. 2025
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$150,000
FY Initiated	2014-2015

Description This project provides funding to improve the adjacent railroad, auto, and pedestrian crossing on Taylor Street east of 7th Street and Jackson Street. City will use funding for a future improvement project at the crossing.

Justification This crossing is part of a partial quiet zone. Improvements to this crossing will enhance safety and improve the qualifications on which the corridor qualifies to be a quiet zone.

Notes The project is funded by a contribution from the developer of a 100-unit residential development at Taylor Street and 7th Street. The project has been idle while the City works to complete a nearby improvement project on the railroad corridor at 7th and Jackson.

Completion of this project is contingent on coordination with the Union Pacific Railroad. Availability of funding is needed to execute an agreement to construct the project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction			150					150		150
Total			**150**					**150**		**150**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)			150					150		150
Total			**150**					**150**		**150**
Annual Operating Budget Impact (000s)										
Total										

Traffic Signal Cabinet Upgrades (Red-Light Monitoring)

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	City-wide
Dept Owner	Transportation
Council Districts	City-wide
Appropriation	A438H

Initial Start Date	3rd Qtr. 2024
Initial End Date	2nd Qtr. 2029
Revised Start Date	2nd Qtr. 2025
Revised End Date	2nd Qtr. 2030
Initial Project Budget	$750,000
FY Initiated	2024-2025

Description This project provides funding that will support the systematic upgrade of aging 332-type traffic signal controller cabinets. This initial funding will allow Department of Transportation infrastructure maintenance staff to procure and upgrade approximately 25 new cabinets. Additional funding will need to be identified to upgrade the remaining 55 cabinets

Justification The City's older 332-type traffic signal cabinets do not have the latest technology safeguards known as red-light monitoring. Modern traffic signal cabinets are equipped with technology to detect malfunctions and place the signal into a safe "flashing red" mode for all travel directions until maintenance staff can troubleshoot.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $150,000 to continue updating an additional five traffic signal controller cabinets.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction		50	50	50	50	50	50	250		300
Equipment, Materials and Supplies		100	100	100	100	100	100	500		600
Total		**150**	**150**	**150**	**150**	**150**	**150**	**750**		**900**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		150	150	150	150	150	150	750		900
Total		**150**	**150**	**150**	**150**	**150**	**150**	**750**		**900**
Annual Operating Budget Impact (000s)										
Total										

Tully Road Corridor Safety Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	1st Qtr. 2018
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2022
Location	Tully Road from Monterey Road to Capitol Expressway	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	5, 7, 8	**Initial Project Budget**	$11,919,000
Appropriation	A405G	**FY Initiated**	2017-2018

Description This project provides funding to implement necessary safety measures on Tully Road, from Monterey Road to Capitol Expressway, to help reduce vehicle speeds, minimize vehicle conflicts, increase bicyclist and pedestrian safety and visibility, and create safer and more attractive bicycle and pedestrian facilities. Proposed improvements include reducing corner radii, modifying traffic signals, installing speed radar signs, enhancing crosswalks, and raising median islands with landscaping.

Justification This project will improve the connectivity and accessibility for residents to transit, local businesses, and recreational facilities. This project helps reduce congestion and air pollution by encouraging walking and bicycling within the community.

Notes This project is funded by a $8,599,000 One Bay Area Grant (OBAG2) federal grant, local match of $1,114,092, and additional City funds of $1,505,908 to complete this project.

Major Cost Changes 2026-2030 CIP - Decrease of $700,000 due to project savings. Project savings has been reallocated to W San Carlos Corridor Safety Improvements (A405J) to support project shortfall.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	147									147
Design	1,881	538								2,419
Bid & Award	133									133
Construction	5,852	2,567								8,419
Post Construction			100					100		100
Total	**8,014**	**3,105**	**100**					**100**		**11,219**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	8,014	3,105	100					100		11,219
Total	**8,014**	**3,105**	**100**					**100**		**11,219**
Annual Operating Budget Impact (000s)										
Total										

Vision Zero: East San José Safety Improvements for Senter Road

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2023
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	Senter Road from Story Road to Monterey Road	**Revised Start Date**	
Dept Owner	Transportation	**Revised End Date**	
Council Districts	7	**Initial Project Budget**	$300,000
Appropriation	A432S	**FY Initiated**	2022-2023

Description This project provides funding for key pedestrian/bicyclist safety and transit improvements along 4.7 miles of Senter Road, between Story Road and Monterey Road, including speed radar signs, enhanced pedestrian crosswalks with flashing beacons, concrete curbs to protect bike lanes, planted median islands, advanced pedestrian/bike sensors, bus boarding islands, transit signal priority, new streetlights, and a new traffic signal at Balfour Road.

Justification In June 2022, as part of Assembly Bill 178, $10 million in State-earmarked funds were provided to the City for this project, which will improve safety for all roadway users along the Senter Road Priority Safety Corridor. This project aligns with the San José Vision Zero goal of reducing traffic fatalities and severe injury crashes.

Notes This project is funded by a $10 million Assembly Bill 187 (AB187) State of California earmark and additional City funds of $428,000 to complete this project.

Major Cost Changes 2024-2028 CIP - Increase of $10,000,000 to add the remaining funds from the State of California and additional City funds of $128,000 to fully fund the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	44	20	20					20		84
Project Feasibility Development	333									333
Design	419	1,080								1,499
Bid & Award		50								50
Construction	1	4,446	3,915					3,915		8,362
Post Construction				100				100		100
Total	**797**	**5,596**	**3,935**	**100**				**4,035**		**10,428**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	797	5,596	3,935	100				4,035		10,428
Total	**797**	**5,596**	**3,935**	**100**				**4,035**		**10,428**
Annual Operating Budget Impact (000s)										
Total										

VTA Measure B 2016 Complete Street Project Improvements (SRTS)

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	City-wide
Dept Owner	Transportation
Council Districts	City-wide
Appropriation	A436D

Initial Start Date	1st Qtr. 2024
Initial End Date	3rd Qtr. 2028
Revised Start Date	4th Qtr. 2023
Revised End Date	2nd Qtr. 2028
Initial Project Budget	$800,000
FY Initiated	2023-2024

Description This project is expected to be a 5-year program to address safety and access/circulation concerns at and around K-12 San José schools. Overall scope includes: 1) upgrading school crosswalks across all of San José to high-visibility markings, and 2) conducting reactive and proactive access/circulation studies at and around K-12 schools. These studies will evaluate pedestrian, bicycle and vehicle circulation patterns, on-street and on-campus parking and loading zones to identify and implement improvements through roadway striping and signage.

Justification Safe Routes to School (SRTS) improvement needs were identified by the Rules and Open Government Committee in October 2022, and detailed in the Manager's Budget Addendum #38 in Fiscal Year 2023-2024. This project also aligns with the City Council focus areas by "increasing community safety" and encouraging alternate travel methods to automobiles.

Notes This project is funded by VTA Measure B 2016 Local Streets and Roads funding, as the costs are allowable under the terms of use for congestion mitigation.

Major Cost Changes 2025-2029 CIP - Increase of $5,840,000 to reflect construction costs needed to build the safety improvements.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		930								930
Construction	530	800	1,460	1,460	1,460			4,380		5,710
Total	**530**	**1,730**	**1,460**	**1,460**	**1,460**			**4,380**		**6,640**
Funding Source Schedule (000s)										
Construction Excise Tax Fund (465)	530	1,730	1,460	1,460	1,460			4,380		6,640
Total	**530**	**1,730**	**1,460**	**1,460**	**1,460**			**4,380**		**6,640**
Annual Operating Budget Impact (000s)										
Total										

W San Carlos Corridor Safety Improvements (OBAG)

CSA	Transportation and Aviation Services
CSA Outcome	Safe and Secure Transportation System to Enhance Livability
Location	West San Carlos Street from Interstate 880 to McEvoy Street
Dept Owner	Transportation
Council Districts	6
Appropriation	A405J

Initial Start Date	1st Qtr. 2019
Initial End Date	2nd Qtr. 2022
Revised Start Date	1st Qtr. 2020
Revised End Date	2nd Qtr. 2026
Initial Project Budget	$10,994,000
FY Initiated	2018-2019

Description This project provides funding to implement necessary safety measures on West San Carlos Street, from Interstate 880 to McEvoy Street, to help reduce vehicle speeds, minimize vehicle conflicts, increase pedestrian and bicyclist safety and visibility, and create safer and more attractive pedestrian and bicycle facilities. Proposed improvements include reducing corner radii, modifying traffic signals, and installing new bicycle lanes, speed radar signs, enhanced crosswalks, raised median islands, landscaping, and green infrastructure.

Justification This project will help create and catalyze a vibrant West San Carlos Urban Village and the Burbank/Del Monte neighborhood that the community desires. A thriving West San Carlos Urban Village would support a flourishing Burbank/Del Monte neighborhood that is a safe, sustainable, and transit-oriented place to live, work, and visit.

Notes This project is funded by a $7,932,000 federal One Bay Area Grant (OBAG2), local match of $1,027,675, and additional City funds of $4,447,325 to complete the project.

Major Cost Changes
2023-2027 CIP - Increase of $1,000,000 to add streetlights along the West San Carlos corridor that was not included in the original scope of the project.
2024-2028 CIP - Increase of $600,000 to add traffic signal to scope.
2025-2029 CIP - Increase of $114,000 to continue traffic signal work.
2026-2030 CIP - Increase of $700,000 to support project shortfall due to high construction bids. The increase is from reallocated project savings from Tully Road Corridor Safety Improvements project (A405G).

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	330	138								469
Property & Land	38									38
Design	1,733	23								1,755
Bid & Award		700								700
Construction		10,345								10,345
Post Construction			100					100		100
Total	**2,101**	**11,206**	**100**					**100**		**13,407**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	2,101	11,206	100					100		13,407
Total	**2,101**	**11,206**	**100**					**100**		**13,407**
Annual Operating Budget Impact (000s)										
Total										

White Road Pedestrian Safety Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2027
Location	White Road from Penitencia Creek Trail to Aborn Road	**Revised Start Date**	2nd Qtr. 2025
Dept Owner	Transportation	**Revised End Date**	
Council Districts	5, 8	**Initial Project Budget**	$4,228,000
Appropriation	A436V	**FY Initiated**	2024-2025

Description This project provides funding for the design of safety improvements for people walking and biking along White Road from Penitencia Creek Trail to Aborn Road. The proposed improvements include three new traffic signals at Mabury Road, Gay Avenue, and Buckner Drive, protected intersections crosswalks, lane reduction, slip lane removal, and protected bike lanes.

Justification White Road is a City of San José Vision Zero Priority Safety Corridor due to high fatalities and severe traffic-related injuries. This project will improve pedestrian and biking accessibility to local transit, school, and retail.

Notes This project is funded by a $3,382,000 One Bay Area Grant (OBAG3) federal grant, local match of $845,500, and additional City funds of $500 to complete this project.

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design		500	3,628	100				3,728		4,228
Total		**500**	**3,628**	**100**				**3,728**		**4,228**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)		500	3,628	100				3,728		4,228
Total		**500**	**3,628**	**100**				**3,728**		**4,228**
Annual Operating Budget Impact (000s)										
Total										

Willow-Keyes Complete Streets Improvements

CSA	Transportation and Aviation Services	**Initial Start Date**	2nd Qtr. 2021
CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Initial End Date**	2nd Qtr. 2023
Location	At various locations on the Willow-Keyes corridor	**Revised Start Date**	3rd Qtr. 2022
Dept Owner	Transportation	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$12,926,000
Appropriation	A418B	**FY Initiated**	2020-2021

Description This project provides funding to implement necessary safety measures to help reduce vehicle speeds, minimize vehicle conflicts, increase pedestrian and bicyclist safety and visibility, and create safer and more attractive pedestrian and bicycle facilities. Proposed improvements include road diets to construct Class IV protected bike lane, installing sidewalk, curb-extension, enhanced crosswalks, pedestrian-scale lighting, and transit boarding improvements and reconfiguring complex intersections at various locations on the Willow-Keyes corridor including: Willow Street, Graham Avenue, Goodyear Street, and Keyes Street.

Justification This project will enhance overall safety by calming traffic speeds and allow more pedestrians and bicyclists to better utilize the corridor. The improvements will enhance multi modal travel and neighborhood livability.

Notes This project is fully funded by a $12,926,000 Active Transportation Program (ATP) state grant and $7,048,000 VTA 2016 Measure B local funding.

Major Cost Changes 2022-2026 CIP - Increase of $7,048,000 to add the VTA 2016 Measure B funding to fully fund the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	57									57
Project Feasibility Development		1,771								1,771
Construction		560	17,485					17,485		18,045
Post Construction			100					100		100
Total	**57**	**2,331**	**17,585**					**17,585**		**19,974**
Funding Source Schedule (000s)										
Building and Structure Construction Tax Fund (429)	57	2,331	17,585					17,585		19,974
Total	**57**	**2,331**	**17,585**					**17,585**		**19,974**
Annual Operating Budget Impact (000s)										
Total										

ADA Sidewalk Accessibility Program

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5231

Description

This annual allocation for the Americans with Disabilities Act (ADA) Sidewalk Accessibility Program funds the installation of curb ramps at street intersections to remove barriers for elderly and disabled persons. It is estimated that the ongoing allocation will allow for the installation of at least 300 curb ramps annually.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	12						
Design	100	100	100	100	100	100	500
Construction	1,949	400	400	400	400	400	2,000
Total	**2,061**	**500**	**500**	**500**	**500**	**500**	**2,500**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	2,061	500	500	500	500	500	2,500
Total	**2,061**	**500**	**500**	**500**	**500**	**500**	**2,500**

BART Policy and Planning Phase 2

CSA Outcome	Effective and Equitable Transportation Modes to Promote a Strong Economy	**Council Districts**	3
Department Owner	Transportation	**Appropriation**	A401N

Description This annual allocation provides City funding for project management activities associated with the Bay Area Rapid Transit (BART) to the Silicon Valley Phase 2 project managed by the Santa Clara Valley Transportation Authority that are not qualified reimbursable expenses to the VTA. Funding supports technical, policy, and legislative analysis services for the BART extension from Berryessa/North San José Station through downtown to Diridon Station and north to Santa Clara Station. This funding ensures the timely delivery of the BART Phase 2 project to San José.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	236	236	236	236	236	236	1,180
Total	**236**	**236**	**236**	**236**	**236**	**236**	**1,180**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	100	100	100	100	100	100	500
Building and Structure Construction Tax Fund (429)	136	136	136	136	136	136	680
Total	**236**	**236**	**236**	**236**	**236**	**236**	**1,180**

Bicycle and Pedestrian Facilities

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4292

Description This annual allocation provides funding for the installation of various pedestrian and bicycle facilities, including sidewalks, crosswalks, bikeways, bike parking, bike share, and school safety improvements, as well as educational programs. This includes the design and construction of enhanced and standard bikeway projects in accordance with Better Bike Plan 2025, Envision San José 2040 General Plan, and Vision Zero San José. Enhanced bikeways include buffered bike lanes, bike boulevards, green lanes/markings, and protected bike lanes.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	32	17	17	17	17	17	85
Project Feasibility Development	128	105	70	20	20	20	235
Design	1						
Construction	2,549	1,397	1,300	600	600	600	4,497
Maintenance, Repairs, Other	11						
Total	**2,721**	**1,519**	**1,387**	**637**	**637**	**637**	**4,817**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	2,721	1,519	1,387	637	637	637	4,817
Total	**2,721**	**1,519**	**1,387**	**637**	**637**	**637**	**4,817**

Bridge Maintenance and Repair

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5432

Description This annual allocation provides funding for costs associated with the maintenance and repair of bridges and other unique infrastructure maintained by the Department of Transportation.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	357	200	200	200	200	350	1,150
Total	**357**	**200**	**200**	**200**	**200**	**350**	**1,150**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	357	200	200	200	200	350	1,150
Total	**357**	**200**	**200**	**200**	**200**	**350**	**1,150**

City-Wide Emergency Repairs

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A6423

Description This allocation provides funding for an annual city-wide program to repair street infrastructure damaged by natural disasters and accidents. While this is an ongoing project, funding will be allocated as needs are identified.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	172	100					100
Total	**172**	**100**					**100**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	172	100					100
Total	**172**	**100**					**100**

City-Wide Transit Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7088

Description This annual allocation provides funding for project management for transit-related projects. Funding provides for policy and technical support by City staff to facilitate and oversee projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	590	608	609	609	609	609	3,044
Total	**590**	**608**	**609**	**609**	**609**	**609**	**3,044**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)	590	608	609	609	609	609	3,044
Total	**590**	**608**	**609**	**609**	**609**	**609**	**3,044**

Fiber Optics Permit Engineering

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4673

Description This annual allocation provides fee-reimbursed funding for permit issuance, plan review, and related construction inspection. Permits are issued to companies to install conduits, vaults, and cables in the public right-of-way.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	572	210	210	210	210	210	1,050
Total	**572**	**210**	**210**	**210**	**210**	**210**	**1,050**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	572	210	210	210	210	210	1,050
Total	**572**	**210**	**210**	**210**	**210**	**210**	**1,050**

Inter-Agency Encroachment Permit

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5040

Description This annual allocation provides funding for the City's permit and inspection costs relating to revocable street encroachment permits under Chapter 13.36 of the Municipal Code. This work is reimbursed by fees to the extent allowed by law.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Land Management and Weed Abatement

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A6515

Description This annual allocation provides funding for various property management activities associated with City-owned parcels. These activities include weed abatement, clean-up, fencing, signage, and graffiti removal.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	468	468	468	468	468	468	2,340
Total	**468**	**468**	**468**	**468**	**468**	**468**	**2,340**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	468	468	468	468	468	468	2,340
Total	**468**	**468**	**468**	**468**	**468**	**468**	**2,340**

Miscellaneous Street Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4307

Description

This annual allocation provides funding for the construction of minor transportation infrastructure improvements. Items funded from this allocation may include, but are not limited to, pedestrian improvements, railroad crossing improvements, and minor signal modifications. Infrastructure improvements funded from this allocation will be completed in conjunction with other City projects or other agency projects.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	4						
Construction	150	100	100	100	100	100	500
Total	**154**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	154	100	100	100	100	100	500
Total	**154**	**100**	**100**	**100**	**100**	**100**	**500**

Pavement Maintenance - City

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A6123

Description

The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the Construction Excise Tax, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	100	100	100	100	100	100	500
Construction	1						
Maintenance, Repairs, Other	1,029	502	502	1,502	1,502	1,502	5,510
Total	**1,130**	**602**	**602**	**1,602**	**1,602**	**1,602**	**6,010**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	1,130	602	602	1,602	1,602	1,602	6,010
Total	**1,130**	**602**	**602**	**1,602**	**1,602**	**1,602**	**6,010**

Pavement Maintenance - Complete Street Project Development

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A407Z

Description

This annual allocation supports the implementation of complete streets design/infrastructure, such as bikeways and pedestrian crossing improvements, as part of the annual Pavement Maintenance Program. In addition, funding is allocated for the installation of video detection systems (VIDS) at up to 35 intersections per year. The VIDS will replace in-pavement loops at priority intersections, included in the Pavement Maintenance Program, with high levels of congestion and bicycle travel demands. VIDS are not disrupted by pavement conditions or projects since they are located on signal poles.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	71						
Project Feasibility Development	1,126	330	630	630	630	730	2,950
Design	994	300	700	700	700	800	3,200
Construction	341	41	241	241	816	616	1,955
Total	**2,532**	**671**	**1,571**	**1,571**	**2,146**	**2,146**	**8,105**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	2,532	671	1,571	1,571	2,146	2,146	8,105
Total	**2,532**	**671**	**1,571**	**1,571**	**2,146**	**2,146**	**8,105**

Pavement Maintenance - SB1 Road Repair & Accountability Act 2017

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A406C

Description

The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the State Road Repair and Rehabilitation Accountability Act of 2017, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	1						
Construction	41,974	26,347	17,296	17,229	17,212	17,205	95,287
Total	**41,975**	**26,347**	**17,296**	**17,229**	**17,212**	**17,205**	**95,287**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	41,975	26,347	17,296	17,229	17,212	17,205	95,287
Total	**41,975**	**26,347**	**17,296**	**17,229**	**17,212**	**17,205**	**95,287**

Pavement Maintenance - State Gas Tax

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5216

Description

The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the State Gas Tax, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	76						
Construction	4,601	3,696	3,986	3,920	3,903	3,897	19,402
Maintenance, Repairs, Other	5,784	3,662	3,930	3,930	3,930	3,930	19,382
Total	**10,461**	**7,358**	**7,916**	**7,850**	**7,834**	**7,827**	**38,784**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	10,461	7,358	7,916	7,850	7,834	7,827	38,784
Total	**10,461**	**7,358**	**7,916**	**7,850**	**7,834**	**7,827**	**38,784**

Pavement Maintenance – VTA 2016 Measure B

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A403Q

Description The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the VTA 2016 Measure B, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	42						
Construction	43,422	26,860	22,418	17,091	18,499	18,480	103,348
Total	**43,465**	**26,860**	**22,418**	**17,091**	**18,499**	**18,480**	**103,348**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	43,465	26,860	22,418	17,091	18,499	18,480	103,348
Total	**43,465**	**26,860**	**22,418**	**17,091**	**18,499**	**18,480**	**103,348**

Pavement Maintenance – VTA Measure B VRF

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7440

Description The City's street network consists of over 2,500 miles of pavement. The Major Street Network, which carries approximately 85% of all traffic throughout the City, consists of 967 miles, while the Local Street Network consists of 1,552 miles. This allocation, funded by the VRF 2010 Measure B vehicle registration fees, provides funding to seal and resurface streets throughout the City, repair potholes, and administer the pavement program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	27						
Construction	11,006	5,362	5,413	5,263	5,226	5,210	26,474
Total	**11,034**	**5,362**	**5,413**	**5,263**	**5,226**	**5,210**	**26,474**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	11,034	5,362	5,413	5,263	5,226	5,210	26,474
Total	**11,034**	**5,362**	**5,413**	**5,263**	**5,226**	**5,210**	**26,474**

Planning, Building and Code Enforcement Transportation Support

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4669

Description

This annual allocation provides funding for environmental, general plan, and geographic information systems services provided by the Planning, Building and Code Enforcement (PBCE) Department in support of city-wide transportation improvements. Funding also supports the collection of construction-related taxes by PBCE. These revenues contribute to funding the Traffic Capital Improvement Program.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	244	244	244	244	244	244	1,220
Equipment, Materials and Supplies	6	6	6	6	6	6	30
Total	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	250	250	250	250	250	250	1,250
Total	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**

Public Works Miscellaneous Support

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7197

Description This annual allocation provides funding for staff in the Department of Public Works to design, review, and provide inspection of City facilities for various regional projects to support the development of the City's transportation infrastructure.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	150	150	150	150	150	150	750
Design	50	50	50	50	50	50	250
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**

Regional Rail Planning

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7886

Description This annual allocation provides funding for transportation planning, engineering, and coordination with other departments and agencies related to the regional rail projects, including Diridon Station Integrated Concept Plan, Caltrain Electrification, Airport Connector, and California High Speed Rail.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	896	939	941	941	941	941	4,703
Project Feasibility Development	568	459	459	459	459	459	2,295
Design	225	232	232	232	232	232	1,160
Construction	4						
Total	**1,694**	**1,630**	**1,632**	**1,632**	**1,632**	**1,632**	**8,158**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	596	567	568	568	568	568	2,839
Building and Structure Construction Tax Fund (429)	1,098	1,063	1,064	1,064	1,064	1,064	5,319
Total	**1,694**	**1,630**	**1,632**	**1,632**	**1,632**	**1,632**	**8,158**

Safety - Pedestrian Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7430

Description This annual allocation provides funding for traffic safety enhancements focused on improving pedestrian crossings on major roads. Potential improvements include crosswalks enhanced with flashing beacons, high visibility markings, median refuges, and curb return treatments. Other traffic devices with a positive safety impact, such as speed radar signs, will also be considered.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	177	172	72	72	59	120	495
Project Feasibility Development	1,351	850	850	850	850	400	3,800
Design	13						
Construction	1,829	978	1,078	1,078	1,091	1,480	5,705
Total	**3,370**	**2,000**	**2,000**	**2,000**	**2,000**	**2,000**	**10,000**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	215	800	500	500	500	500	2,800
Building and Structure Construction Tax Fund (429)	3,155	1,200	1,500	1,500	1,500	1,500	7,200
Total	**3,370**	**2,000**	**2,000**	**2,000**	**2,000**	**2,000**	**10,000**

Safety - Project Delivery

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A426U

Description

This annual allocation funds traffic safety initiatives through engineering improvements, education, and program management. It supports the evaluation and implementation of safety measures such as guardrails, median islands, sidewalks, roadway enhancements, signage, and striping. Additionally, it promotes transportation safety education for schools, neighborhoods, older adults, people experiencing homelessness, and non-English speakers through events and presentations. It also funds the management of Vision Zero, Traffic Safety, and Neighborhood Traffic Programs to enhance overall roadway safety.

The Safety - Traffic Engineering (A4322) and Safety - Traffic Education (A5316) appropriations have been consolidated under the Safety - Project Delivery appropriation (A426U).

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	366	2,688	2,691	2,691	2,691	2,691	13,452
Total	**366**	**2,688**	**2,691**	**2,691**	**2,691**	**2,691**	**13,452**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	177	2,349	2,352	2,352	2,352	2,352	11,757
Building and Structure Construction Tax Fund (429)	189	339	339	339	339	339	1,695
Total	**366**	**2,688**	**2,691**	**2,691**	**2,691**	**2,691**	**13,452**

Safety - Signs & Markings

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7433

Description This annual allocation provides funding for signs and markings maintenance in the public right-of-way to improve safety and access for bicyclists and pedestrians.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	648	350	50	50	50	50	550
Total	**648**	**350**	**50**	**50**	**50**	**50**	**550**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	648	350	50	50	50	50	550
Total	**648**	**350**	**50**	**50**	**50**	**50**	**550**

Safety - Traffic Signal Modifications/Construction

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7434

Description

This annual allocation provides funding to enhance traffic safety and mobility along major roadways through construction of new traffic signal systems or modification to the existing traffic signal systems. Work will also include traffic safety evaluation, data collection, identification of operational improvements, and design and construction of such improvements to better support safer travel across intersections for all modes.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Design	644	272	272	272	272	272	1,360
Construction	894	719	721	721	721	721	3,603
Post Construction	237	100	100	100	100	100	500
Total	**1,775**	**1,091**	**1,093**	**1,093**	**1,093**	**1,093**	**5,463**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)	1,775	1,091	1,093	1,093	1,093	1,093	5,463
Total	**1,775**	**1,091**	**1,093**	**1,093**	**1,093**	**1,093**	**5,463**

Signal and Lighting Vehicle Replacement

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7565

Description This annual allocation provides funding for replacement vehicles, such as aerial trucks and utility pick-up trucks, used to service traffic signals and streetlights.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	1,108	250	250	250	250	250	1,250
Total	**1,108**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	1,108	250	250	250	250	250	1,250
Total	**1,108**	**250**	**250**	**250**	**250**	**250**	**1,250**

TFCA - Grant Project Delivery

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	2, 7, 10
Department Owner	Transportation	**Appropriation**	A423D

Description

This grant project allocation provides funding to develop and implement an advanced Transit Signal Priority (TSP) system to support operations for various Santa Clara Valley Transportation Authority bus routes throughout the City. Signals will be programmed to extend green lights, shorten red lights, and rotate signal phases to improve the chances of transit buses receiving a green light upon arrival at a signalized intersection.

Historically, the City receives this annual funding during the fall, however the current CIP only reflects the current awards. Additional funding will be included as future TSP grants are awarded.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction		831	214				1,045
Total		**831**	**214**				**1,045**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)		831	214				1,045
Total		**831**	**214**				**1,045**

Traffic Capital Support

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5893

Description

This annual allocation supports the administration of the department's Traffic Capital Budget, covering the preparation and management of the Traffic Capital Budget, IT support, and pre-award and post-award grant management for funding from federal, state, and local sources.

The Grant Management appropriation (A5951) has been consolidated under the Traffic Capital Support appropriation (A5893), which was previously titled Budget and Technology Support.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	996	2,191	2,192	2,192	2,292	2,036	10,903
Total	**996**	**2,191**	**2,192**	**2,192**	**2,292**	**2,036**	**10,903**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	276	438	438	438	538	282	2,134
Building and Structure Construction Tax Fund (429)	720	1,753	1,754	1,754	1,754	1,754	8,769
Total	**996**	**2,191**	**2,192**	**2,192**	**2,292**	**2,036**	**10,903**

Traffic Project Development and Delivery

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4289

Description

This annual allocation funds the development and management of transportation-related projects, including bike and pedestrian infrastructure studies, needs inventories, and grant applications. It also supports the oversight and efficient delivery of capital projects through monitoring, tracking, scheduling, estimating and management. Additionally, it provides resources for managing the City's transportation infrastructure inventory, preparing street plans for private development, conducting conceptual engineering, and estimating costs for grant proposals.

The Bike/Pedestrian Development (A4670) and CIP Delivery Management (A4812) appropriations have been consolidated under the Traffic Project Development and Delivery appropriation (A4289), which was previously titled Project Development Engineering.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	105	700	700	700	700	700	3,500
Design	541	1,975	1,978	1,978	1,978	1,978	9,887
Total	**646**	**2,675**	**2,678**	**2,678**	**2,678**	**2,678**	**13,387**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)		400	400	400	400	400	2,000
Building and Structure Construction Tax Fund (429)	646	2,275	2,278	2,278	2,278	2,278	11,387
Total	**646**	**2,675**	**2,678**	**2,678**	**2,678**	**2,678**	**13,387**

Traffic Safety Data Collection

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4290

Description

This annual allocation provides funding for staff to maintain crash database and to fund data collection services to prepare studies related to collisions, speed surveys, and school and pedestrian safety. Data collected is used to identify and prioritize safety improvement needs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	478	250	250	250	250	250	1,250
Design	293	78	78	78	78	78	390
Total	**771**	**328**	**328**	**328**	**328**	**328**	**1,640**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	771	328	328	328	328	328	1,640
Total	**771**	**328**	**328**	**328**	**328**	**328**	**1,640**

Traffic Signals, Streetlights & Communications Systems Management

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4047

Description

This annual allocation funds various initiatives to enhance traffic flow, safety, and efficiency across the City's roadway network. It supports traffic control and operational improvements, including travel time data collection and intersection retiming. Funding also covers the development and management of traffic signal improvement projects, proactive rehabilitation of traffic signal equipment, and maintenance of traffic signal communication systems. Additionally, it supports Intelligent Transportation Systems (ITS) for improved signal coordination and incident management. The program also includes efforts to convert streetlights to energy-efficient LED technology, integrating smart infrastructure and supporting innovation.

The Traffic Flow and Signal Retiming (A5141), Traffic Signal Improvement Program (A7086), LED Streetlight Program (A7684), Safety - Traffic Signal Rehab (A5062) and Traffic Signal Communication System Maintenance (A7694) appropriations have been consolidated under the Traffic Signals, Streetlights, & Communications Systems Management appropriation (A4047), which was previously titled ITS: Operations and Management.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	1,637	6,804	6,813	6,813	6,813	6,813	34,056
Construction	32						
Total	**1,669**	**6,804**	**6,813**	**6,813**	**6,813**	**6,813**	**34,056**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	552	1,035	1,036	1,036	1,036	1,036	5,179
Building and Structure Construction Tax Fund (429)	1,117	5,769	5,777	5,777	5,777	5,777	28,877
Total	**1,669**	**6,804**	**6,813**	**6,813**	**6,813**	**6,813**	**34,056**

Training and Development

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7750

Description This annual allocation provides funding for training and development of Department of Transportation employees so that they are able to deliver the services that support the CSA Outcomes in the most productive and effective manner.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	120	75	75	75	75	75	375
Total	**120**	**75**	**75**	**75**	**75**	**75**	**375**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	120	75	75	75	75	75	375
Total	**120**	**75**	**75**	**75**	**75**	**75**	**375**

Transportation Analysis and Development Review

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5896

Description

This annual allocation funds transportation planning, engineering studies, and development review processes. It supports multimodal data collection, traffic analysis, and upgrades to the City's travel demand model and Traffix database. Additionally, it funds transportation analysis for development projects, General Plan Amendments, and Area Plans. It also covers policy review, CEQA analysis, and infrastructure planning to support the City's transportation development.

The Transportation Development Review appropriation (A7071) has been consolidated under the Transportation Analysis and Development Review appropriation (A5896) which was previously titled Transportation Data, Forecasting and Analysis.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration		100	100	100	100	100	500
Project Feasibility Development	599	825	825	825	812	825	4,112
Design	881	1,631	1,633	1,633	1,646	1,633	8,176
Total	**1,480**	**2,556**	**2,558**	**2,558**	**2,558**	**2,558**	**12,788**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	521	977	978	978	978	978	4,889
Building and Structure Construction Tax Fund (429)	959	1,579	1,580	1,580	1,580	1,580	7,899
Total	**1,480**	**2,556**	**2,558**	**2,558**	**2,558**	**2,558**	**12,788**

Transportation Innovation Program

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A408A

Description

This annual allocation provides funding to manage, plan, coordinate, and execute all Technology Innovation Programs within the framework of City-wide information technology protocols and standards, and in coordination with other City departments running similar programs. This includes directing the research and development of new innovative solutions and the ongoing support and maintenance of existing programs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	204	212	215	215	215	215	1,072
Total	**204**	**212**	**215**	**215**	**215**	**215**	**1,072**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	204	212	215	215	215	215	1,072
Total	**204**	**212**	**215**	**215**	**215**	**215**	**1,072**

Transportation Management Center

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	4
Department Owner	Transportation	**Appropriation**	A7814
Description	This annual allocation provides funding for the implementation and ongoing management of software for the Transportation Management Center.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	359	228	228	228	228	228	1,140
Total	**359**	**228**	**228**	**228**	**228**	**228**	**1,140**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)	359	228	228	228	228	228	1,140
Total	**359**	**228**	**228**	**228**	**228**	**228**	**1,140**

Transportation Policy, Planning, and Legislation

CSA Outcome	Effective and Equitable Transportation to Promote a Strong Economy	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A4394

Description

This annual allocation funds the implementation of the City's Transportation Analysis Policy, as well as local policy, planning, and transportation studies, including area development policies and master plans. It also supports regional policy analysis and advocacy for regional, state, and federal policies that align with the City's transportation interests.

The Local Transportation Policy and Planning appropriation (A6210) has been consolidated under Transportation Policy, Planning, and Legislation appropriation (A4394), which was previously titled Regional Policy and Legislation.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	431	781	782	782	782	782	3,909
Total	**431**	**781**	**782**	**782**	**782**	**782**	**3,909**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	281	513	514	514	514	514	2,569
Building and Structure Construction Tax Fund (429)	150	268	268	268	268	268	1,340
Total	**431**	**781**	**782**	**782**	**782**	**782**	**3,909**

Transportation Sustainability Program

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7072

Description This annual allocation provides funding for the development and promotion of new energy efficient and sustainable transportation technology.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	142	146	146	146	146	146	730
Project Feasibility Development	128	128	128	128	128	128	640
Total	**270**	**274**	**274**	**274**	**274**	**274**	**1,370**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	270	274	274	274	274	274	1,370
Total	**270**	**274**	**274**	**274**	**274**	**274**	**1,370**

Transportation System Technology

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7731

Description

This annual allocation provides funding to assess and address the technical and technology needs within the Department of Transportation (DOT) as well as other City departments to which DOT provides data, solutions, and resources. Areas of focus include: continuing to modernize and integrate many of the Department's call taking/customer service relations processes; upgrading old and insufficient management systems to improve field personnel responsiveness, efficiency, and costs; and providing a better resident experience via web-based and mobile app solutions. Funding will be used to procure hardware, software, consulting services, training, and other resources to maintain and implement a more stable and scalable platform, which will enable the department to continue to improve operational efficiency, provide a better resident experience, innovate, and reduce costs through technology.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	236	246	246	246	246	246	1,230
Project Feasibility Development	140	140	140	140	140	140	700
Equipment, Materials and Supplies	72	17	17	17	17	17	85
Total	**448**	**403**	**403**	**403**	**403**	**403**	**2,015**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	448	403	403	403	403	403	2,015
Total	**448**	**403**	**403**	**403**	**403**	**403**	**2,015**

Underground Utilities - City Conversions

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A5063

Description

This annual allocation provides funding to facilitate the relocation of utilities from overhead to underground. Funding is for the conversion of City infrastructure and facilities (e.g. streetlights, signals, and City buildings) and serves to leverage utility company funds for the Rule 20A utility undergrounding projects. Rule 20A projects are established in accordance with a Five-Year Work Plan adopted annually by the City Council.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction		808	100	100	100	100	1,208
Total		**808**	**100**	**100**	**100**	**100**	**1,208**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)		808	100	100	100	100	1,208
Total		**808**	**100**	**100**	**100**	**100**	**1,208**

Urban Forest Partnership

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A7566

Description

This annual allocation provides funding for the City's efforts to partner with local organizations on projects and programs to educate the public about the value of the City's urban forest, engaging them in efforts to increase the number of trees planted and ensure the health and longevity of those trees, and supports associated tree planting.

This annual allocation has been reduced in the out years of the Traffic Capital Program as a balancing strategy used to accommodate other actions.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	76						
Construction	100	100	100				200
Total	**176**	**100**	**100**				**200**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	176	100	100				200
Total	**176**	**100**	**100**				**200**

Vision Zero: Quick Build Improvements

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A418L

Description

This allocation provides funding for quick build improvements to produce significantly quicker safety results on roadways with a high rate of crashes and injuries. Proposed quick build improvements may include markings, signs, paint, bollards, and minor signal improvements. In accordance with the direction in the Mayor's March Budget Message for Fiscal Year 2022-2023, as approved by the City Council, to implement four high-priority projects on high-risk roadways – with at least two projects constructed on Senter Road and Monterey Road – this CIP has identified the following projects to respond to this direction: Senter Road Traffic Safety Improvements ($1.0 million), Vision Zero: Quick Build Improvements ($700,000 for White Road and $300,000 for Monterey Road), and Vision Zero: Julian and McKee Complete Streets ($739,000).

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	378	128	128	128	128	128	640
Design	4						
Construction	2,823	250	250	250	250	250	1,250
Total	**3,205**	**378**	**378**	**378**	**378**	**378**	**1,890**
Funding Source Schedule (000s)							
Building and Structure Construction Tax Fund (429)	3,205	378	378	378	378	378	1,890
Total	**3,205**	**378**	**378**	**378**	**378**	**378**	**1,890**

Vision Zero: Multimodal Traffic Safety Education

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	3, 4, 5, 7, 8
Department Owner	Transportation	**Appropriation**	A411A

Description

This project provides funding from the State of California's Office of Traffic Safety (OTS) for traffic safety supplies and educational materials for different age groups including seniors, high school students, and adults.

Historically, the City receives this annual funding during the summer, however the current CIP only reflects the current awards. Additional funding will be included as future OTS grants are awarded.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	208	90					90
Total	**208**	**90**					**90**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	208	90					90
Total	**208**	**90**					**90**

Walk n' Roll - VTA Measure B 2016

CSA Outcome	Safe and Secure Transportation System to Enhance Livability	**Council Districts**	City-wide
Department Owner	Transportation	**Appropriation**	A416R

Description This annual allocation continues funding for the Walk n' Roll program and staff who encourage biking and walking to over 71 schools as of 2023. To support and improve the safety of pedestrians and cyclists, engineering staff will perform walk audits to identify sidewalk gaps, intersections, and safety needs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	506	450	350	350	350	350	1,850
Total	**506**	**450**	**350**	**350**	**350**	**350**	**1,850**
Funding Source Schedule (000s)							
Construction Excise Tax Fund (465)	506	450	350	350	350	350	1,850
Total	**506**	**450**	**350**	**350**	**350**	**350**	**1,850**

Summary of Projects with Close-Out Costs Only in 2025-2026

Project Name	Guadalupe River Trail Connections and Crossing Climate Adaptation Plan	**Initial Start Date**	3rd Qtr. 2024
5-Yr CIP Budget	$ 10,000	**Initial End Date**	2nd Qtr. 2026
Total Budget	$ 390,000	**Revised Start Date**	
Council Districts	3,4,6	**Revised End Date**	

Description This project provides funding to adapt San José's on-street bikeways network to account for seasonal trail flooding along the Guadalupe River Trail (GRT). The project will develop an outreach plan, designs, and supporting transportation analyses for low-stress, on-street bikeways to serve as alternatives to, as well as connections to, the GRT. Improvements will allow pedestrians and bicyclists to cross roadways passing over commonly flooded sections of trail or to take alternative route by connecting to existing pedestrian, bicycling, or transit infrastructures. Additionally, these on-street connections will serve bicyclists in the area even when flooding is not a factor, as these high-quality bikeways will be useable by anyone at any time of the year for a variety of purposes. These improvements will be completed along City right-of-way in proximity to the Guadalupe River Trail between Gold Street and Virginia Street.

Project Name	Left Turn Signal Phasing Modifications	**Initial Start Date**	3rd Qtr. 2024
5-Yr CIP Budget	$ 67,000	**Initial End Date**	2nd Qtr. 2026
Total Budget	$ 202,000	**Revised Start Date**	
Council Districts	6, 10	**Revised End Date**	

Description This project provides funding for improvements at priority locations that have the highest number of left-turn, correctible collisions. The traffic signals will be updated from permissive left-turn signal phasing to protected left-turn signal phasing which will help improve pedestrian, bicyclist, and vehicular safety.

Project Name	McKee Road Corridor Safety Improvements	**Initial Start Date**	1st Qtr. 2018
5-Yr CIP Budget	$ 100,000	**Initial End Date**	2nd Qtr. 2022
Total Budget	$ 11,951,327	**Revised Start Date**	2nd Qtr. 2018
Council Districts	3, 5	**Revised End Date**	2nd Qtr. 2026

Description This project provides funding to implement necessary safety measures on McKee Road from Route 101 to Toyon Avenue to help reduce vehicle speeds, minimize vehicle conflicts, increase pedestrian and bicyclist safety and visibility, and create safer and more attractive pedestrian and bicycle facilities. Planned improvements include reducing corner radii, modifying traffic signals, and installing new bicycle lanes, speed radar signs, enhanced crosswalks, and median islands with fencing.

Project Name	North San José Transportation Plan	**Initial Start Date**	3rd Qtr. 2015
5-Yr CIP Budget	$ 180,000	**Initial End Date**	2nd Qtr. 2016
Total Budget	$ 1,989,278	**Revised Start Date**	2nd Qtr. 2016
Council Districts	3,4	**Revised End Date**	2nd Qtr. 2026

Description This project will use local and state grant funds for staff to create a multi-modal transportation improvement plan for North San José. This effort will focus on pedestrian, bike, and transit improvements in the area.

Project Name	Route 101/Blossom Hill Road Interchange	**Initial Start Date**	3rd Qtr. 2014
5-Yr CIP Budget	$ 200,000	**Initial End Date**	3rd Qtr. 2018
Total Budget	$ 8,689,081	**Revised Start Date**	1st Qtr. 2016
Council Districts	2	**Revised End Date**	2nd Qtr. 2026

Description This project provides funding for project development, environmental documents, and final design for the Route 101/Blossom Hill Interchange. Funding for Santa Clara Valley Transportation Authority (VTA) 2016 Measure B grant match requirements has been allocated for construction on a multimodal overcrossing.

Traffic
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name Avenues School Safety Improvements Reserve
5-Yr CIP Budget $ 425,000
Total Budget $ 425,000
Council Districts 6
Description This reserve allocates funds for a safety enhancement project at the intersection of Race Street and Parkmoor Avenue, while the remaining $425,000 in the Avenue School Safety Improvement Reserve is earmarked for construction, with plans to secure additional funding through state/federal grants.

Project Name Evergreen Traffic Impact Fees Reserve
5-Yr CIP Budget $ 2,540,321
Total Budget $ 2,540,321
Council Districts 8
Description This reserve sets aside funding received from the traffic impact fees paid by developers for traffic improvements within the Evergreen area.

Project Name Measure T - Admin Reserve Traffic
5-Yr CIP Budget $ 21,000
Total Budget $ 21,000
Council Districts N/A
Description This reserve sets aside funding for the administrative costs associated with the oversight and management of the Measure T Public Safety and Infrastructure Bond Program.

Project Name Montague Expressway Improvements Phase 2 Reserve
5-Yr CIP Budget $ 1,000,000
Total Budget $ 1,000,000
Council Districts 4
Description This reserve sets aside funding to widen Montague Expressway, from six to eight lanes, from Lick Mill Boulevard to First Street and River Oaks Parkway to Trade Zone Boulevard. An agreement between Santa Clara County and the City has been signed with the City agreeing to do widening street work from Lick Mill Boulevard to 1st Street and the County working on street widening from River Oaks Parkway to Trade Zone Boulevard.

Project Name North San José New Development (BCP) Reserve
5-Yr CIP Budget $ 540,250
Total Budget $ 540,250
Council Districts 4
Description This reserve sets aside sales tax received by the City as part of the Business Cooperation Program generated through North San José construction activity. In accordance with previous City Council direction, the funds are to be set aside in a reserve to help fund future transportation infrastructure projects in accordance with the North San José Area Development Policy. In December 2022, the County of Santa Clara and the City of San José executed a settlement agreement which required the City of San José to continue to fund the development of improvements in the North San José area. These improvements are the same ones identified in the original North San José traffic impact fee and the 2006 settlement agreement between the City and the County.

Project Name	North San José New Development Reserve
5-Yr CIP Budget	$ 2,722,048
Total Budget	$ 2,722,048
Council Districts	4
Description	This reserve sets aside Building and Structure Construction Tax revenues generated from new development within the North San José Development Policy Area for future improvements. This reserve was established in accordance to the City Manager's Budget Addendum #8 dated May 16, 2014 that outlined a strategy to address an estimated $50.0 million funding shortfall for North San José transportation improvements (Phase I). In December 2022, the County of Santa Clara and the City of San José executed a settlement agreement which required the City of San José to continue to fund the development of improvements in the North San José area. These improvements are the same ones identified in the original North San José traffic impact fee and the 2006 settlement agreement between the City and the County.

Project Name	North San José Traffic Impact Fees Reserve
5-Yr CIP Budget	$ 14,552,669
Total Budget	$ 14,552,669
Council Districts	4
Description	This reserve sets aside funding received from the traffic impact fees paid by developers for traffic improvements within the North San José area. In December 2022, the County of Santa Clara and the City of San José executed a settlement agreement which required the City of San José to continue to fund the development of improvements in the North San José area. These improvements are the same ones identified in the original North San José traffic impact fee and the 2006 settlement agreement between the City and the County.

Project Name	North San José Transportation Improvements Reserve
5-Yr CIP Budget	$ 8,000,000
Total Budget	$ 8,000,000
Council Districts	3, 4
Description	This reserve sets aside funding to construct transportation improvements in North San José. This reserve includes a $3.0 million contribution by the Irvine Company related to the City Council approval of a modified design for a residential development at North First Street and River Oaks Place (a multi-phased development). Of the total $8.0 million reserved, $4.5 million may be allocated for interchange improvements at US 101/Oakland Road and US 101/Mabury Road, as further described in Manager's Budget Addendum #8, US 101/Oakland/Mabury Transportation Funding Strategy, that was included in the City Council approved Mayor's June Budget Message for Fiscal Year 2015-2016. In December 2022, the County of Santa Clara and the City of San José executed a settlement agreement which required the City of San José to continue to fund the development of improvements in the North San José area. These improvements are the same ones identified in the original North San José traffic impact fee and the 2006 settlement agreement between the City and the County.

Project Name	Route 101/Oakland/Mabury New Development Reserve
5-Yr CIP Budget	$ 6,555,695
Total Budget	$ 6,555,695
Council Districts	4
Description	This reserve sets aside Building and Structure Construction Tax revenues generated from new development within the US 101/Oakland/Mabury Development Policy Area for future improvements. This reserve was established pursuant to Manager's Budget Amendment #8, US 101/Oakland/Mabury Transportation Funding Strategy, that was included in the City Council approved Mayor's June Budget Message for Fiscal Year 2015-2016.

Traffic
2026-2030 Proposed Capital Improvement Program
Summary of Reserves

Project Name	Route 101/Oakland/Mabury Traffic Impact Fees Reserve
5-Yr CIP Budget	$ 17,548,703
Total Budget	$ 17,548,703
Council Districts	4
Description	This reserve sets aside funding received from the traffic impact fees paid by developers for traffic improvements within the Route 101/Oakland Road/Mabury Road area.

Project Name	Safety Program Reserve
5-Yr CIP Budget	$ 1,775,000
Total Budget	$ 1,775,000
Council Districts	City-wide
Description	This reserve sets aside funding for traffic safety improvements, including traffic calming, and pedestrian safety enhancement projects. In accordance with the direction in the Mayor's March Budget Message for Fiscal Year 2022-2023, as approved by City Council, to implement four high-priority projects on high-risk roadways - with at least two projects being constructed on Senter Road and Monterey Road - $300,000 was allocated from the Safety Program Reserve to Monterey Road programmed in the Vision Zero: Safety Initiatives appropriation.

Project Name	Transportation Grants Reserve
5-Yr CIP Budget	$ 20,650,000
Total Budget	$ 20,650,000
Council Districts	City-wide
Description	This reserve sets aside funding to support the construction implementation of grants and to provide matching funds for additional grant applications.

Project Name	Vision Zero: Safety Initiatives Reserve
5-Yr CIP Budget	$ 1,771,000
Total Budget	$ 1,771,000
Council Districts	City-wide
Description	This reserve sets aside funding for quick build improvements to produce significantly quicker safety results on roadways with high rate of crashes and injuries. Proposed quick build improvements may include markings, signs, paint, bollards, and minor signal improvements. In accordance with the direction in the Mayor's March Budget Message for Fiscal Year 2022-2023, as approved by City Council, to implement four high-priority projects on high-risk roadways - with at least two projects being constructed on Senter Road and Monterey Road - $1,700,000 was allocated from the Vision Zero: Safety Initiatives Reserve to White Road ($700,000) programmed in the Vision Zero: Safety Initiatives appropriation and to Senter Road Traffic Safety Improvements ($1.0 million).

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Mission: To effectively develop, manage, and safeguard the City's fiscal, physical, technological, and human resources to enable and enhance the delivery of City services and projects.



City Hall



San José McEnery Convention Center

The Strategic Support City Service Area (CSA) is comprised of internal functions that enable the other five CSAs to deliver services to the community and to customers. The partners in the Strategic Support CSA design, build, and maintain City facilities while managing the City's financial and technology systems. The Strategic Support CSA includes the Communications, Municipal Improvements, and Service Yards Capital Programs.

There are numerous capital investments in the Strategic Support CSA, including the development of interim housing sites, rehabilitation of City-owned cultural facilities, and the Measure T – City Facilities LED Lighting project. Other investments include addressing some unmet deferred infrastructure needs at City Hall, the Central Service Yard, and support for the Silicon Valley Regional Communications System (SVRCS) and corresponding radio replacement.

CSA CAPITAL PROGRAMS

- Communications
- Municipal Improvements
- Service Yards

PROGRAM HIGHLIGHTS

Communications Capital Program

2026-2030 Proposed CIP: $24.8 million

- Communications Maintenance
- Radio Replacement
- Silicon Valley Regional Interoperability Authority – Maintenance

Municipal Improvements Capital Program

2026-2030 Proposed CIP: $51.0 million

- 9-1-1 Dispatch Back Up Generator Replacement
- Animal Care and Services – Various Improvements
- Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement
- Closed Landfill Compliance
- Convention Center Air Handler Replacement
- Convention Center Ballroom/Meeting Room Lighting Upgrade
- Convention Center Carpet Replacement
- Convention Center Fire Alarm Control Panel Replacement
- Convention Center HVAC Upgrades
- Cultural Facilities Fire Alarm Panel Replacement
- Facility Lighting Replacement
- Measure T – City Facilities LED Lighting
- The Tech Interactive Corroded HVAC Pipes Remediation

Recent Accomplishments

◊ Expected completion of San José Museum of Art Window and Door Improvement in Summer 2025

◊ Completed Children's Discovery Museum Elevator Upgrade

◊ Expected completion of Central Service Yard Water Main Replacement in Summer 2025

Service Yards Capital Program

2026-2030 Proposed CIP: $29.6 million

- Central Service Yard – Fueling Island
- Central Service Yard – Service Yards Generators Replacement
- Roofing Replacement, Painting, and Supplemental Needs

CSA OUTCOMES

(Supported by the Capital Program)

✓ Strategic Investments in People, Technology, and Assets
✓ Effective Use of State-Of-The-Art Technology

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements along with targets and goals have been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and cost of construction projects. Please see the Budget Guide section narrative for additional information on capital performance measures.

Outcome: Quality CIP Projects Delivered On-Time and On-Budget

Strategic Goals	CSA Performance Measures	2023-2024 Actual[1]	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Strategic Support CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1. % of CIP projects delivered within 2 months of approved baseline schedule[2]	100% (5/5)	85%	100% (5/5)	85%	85%	85%
	2. % of CIP projects that are completed within the approved baseline budget[3]	100% (5/5)	90%	80% (4/5)	90%	90%	90%

1 The 2023-2024 Actual number of projects may vary from the 2023-2024 Estimate, as documented in the 2024-2025 Adopted Budget, because of revision to the date of estimated beneficial use of the project being revised and the project expected to be delivered in the following fiscal year. Also, the number of projects may change with the inclusion of projects in the 2023-2024 Actual not originally included in the 2023-2024 Adopted Budget Estimate due to incomplete project information at that time.

2 Projects are considered "delivered" when they are available for their intended use and are considered "on schedule" if delivered within two months of baseline schedule.

3 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted. Projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

For the Strategic Support CSA, many of the projects are ongoing in nature and do not necessarily have discrete end dates. For 2024-2025, the Strategic Support CSA is estimated to deliver 5 of 5 (100%) projects within two months of the approved baseline schedule, which is above the performance target of 85%. Some of the capital projects anticipated to be delivered in 2024-2025 include the Tech Interactive Chillers and Cooling Tower Replacement, the 88 S. 4th Street Garage Elevator Shaft Repair, and the 280 Almaden Supportive Storage site. Upcoming projects under construction and expected to be delivered in 2025-2026 are the San Jose Museum of Art Cooling Tower Replacement and several downtown parking garage elevator upgrades.

In 2024-2025, 4 of 5 (80%) construction projects are expected to be completed within their baseline budgets, which is below the 90% target. Some of the notable projects accepted in 2024-2025 include the Children's Discovery Museum Elevator Upgrade and the Hammer Theater Chiller Replacement Project. Staff relies heavily on the cost estimating and tracking tools that are available through the City's Capital Project Management System (CPMS). These tools allow project management staff to effectively track project costs on an ongoing basis and assist in ensuring that expenditures remain within budgeted levels.

Capital Program Summary by City Service Area

Strategic Support

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
Communications							
Capital Program and Public Works Department Support Service Costs	1,000	1,000	5,000		*	Ongoing	Ongoing
City Hall Debt Service Fund	3,000	3,000	15,000		*	Ongoing	Ongoing
Communications Equipment Replacement and Upgrade	100,000	100,000	500,000		*	Ongoing	Ongoing
Communications Maintenance	839,000	863,000	4,438,000		*	Ongoing	Ongoing
General Fund - Interest Income	100,000	100,000	500,000		*	Ongoing	Ongoing
Radio Replacement	1,700,000	1,700,000	8,500,000		*	Ongoing	Ongoing
Silicon Valley Regional Interoperability Authority - Administration	349,000	360,000	1,878,000		*	Ongoing	Ongoing
Silicon Valley Regional Interoperability Authority - Maintenance	1,584,000	1,662,000	8,743,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**4,676,000**	**4,789,000**	**24,579,000**				
Ending Fund Balance	488,521	299,521	265,521	**			
Total: Communications	**5,164,521**	**5,088,521**	**24,844,521**	**			
Municipal Improvements							
9-1-1 Dispatch Back Up Generator Replacement	5,000,000	-	5,000,000			3rd Qtr. 2025	2nd Qtr. 2026
Animal Care and Services - Various Improvements	250,000	-	250,000		2,387,713	3rd Qtr. 2016	3rd Qtr. 2025
Arena Repairs	100,000	100,000	500,000		*	Ongoing	Ongoing
Capital Program and Public Works Department Support Service Costs	110,000	115,000	600,000		*	Ongoing	Ongoing
Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement	600,000	-	600,000		8,200,344	3rd Qtr. 2023	2nd Qtr. 2026
City Hall and Police Communications Uninterrupted Power Supply Capital Maint.	200,000	200,000	1,000,000		*	Ongoing	Ongoing

Capital Program Summary by City Service Area

Strategic Support

	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget		Total Budget (All Years)	Start Date	End Date
City Hall Debt Service Fund	21,000	23,000	113,000		*	Ongoing	Ongoing
Closed Landfill Compliance	450,000	450,000	2,250,000		*	Ongoing	Ongoing
Convention Center Air Handler Replacement	-	300,000	3,550,000		3,550,000	3rd Qtr. 2026	2nd Qtr. 2028
Convention Center Ballroom/Meeting Room Lighting Upgrade	250,000	2,750,000	3,000,000		3,000,000	3rd Qtr. 2025	2nd Qtr. 2027
Convention Center Carpet Replacement	-	-	1,650,000		1,650,000	3rd Qtr. 2027	2nd Qtr. 2028
Convention Center Expansion Planning	100,000	-	100,000		180,000	3rd Qtr. 2024	2nd Qtr. 2026
Convention Center Fire Alarm Control Panel Replacement	500,000	3,375,000	3,875,000		3,875,000	3rd Qtr. 2025	2nd Qtr. 2027
Convention Center HVAC Upgrades	3,000,000	-	3,000,000		3,652,722	3rd Qtr. 2019	2nd Qtr. 2026
Convention Center Rehabilitation/Repair – Electrical	767,000	84,000	851,000		*	Ongoing	Ongoing
Convention Center Rehabilitation/Repair – Mechanical	347,000	134,000	481,000		*	Ongoing	Ongoing
Convention Center Rehabilitation/Repair – Miscellaneous	1,400,000	919,000	4,251,000		*	Ongoing	Ongoing
Convention Center Rehabilitation/Repair - Unanticipated	250,000	250,000	1,250,000		*	Ongoing	Ongoing
Convention Center Restrooms Upgrades	1,800,000	-	1,800,000		4,568,738	3rd Qtr. 2016	2nd Qtr. 2026
Convention Center VIP Room Remodel	-	-	550,000		550,000	3rd Qtr. 2027	2nd Qtr. 2029
Cultural Facilities Fire Alarm Panel Replacement	500,000	2,825,000	5,735,000		5,735,000	3rd Qtr. 2025	2nd Qtr. 2028
Cultural Facilities Rehabilitation/Repair - Unanticipated	250,000	150,000	850,000		*	Ongoing	Ongoing
Facility Lighting Replacement	250,000	-	250,000			4th Qtr. 2025	2nd Qtr. 2026
Measure T - City Facilities LED Lighting	1,200,246	-	1,200,246		11,200,504	3rd Qtr. 2019	2nd Qtr. 2026
The Tech Interactive Corroded HVAC Pipes Remediation	1,000,000	-	1,000,000			3rd Qtr. 2025	2nd Qtr. 2026
Unanticipated/Emergency Maintenance	1,150,000	1,150,000	5,750,000		*	Ongoing	Ongoing
Total: Construction/Non-Construction	**19,495,246**	**12,825,000**	**49,456,246**				
Ending Fund Balance	952,836	752,836	1,521,836	**			
Total: Municipal Improvements	**20,448,082**	**13,577,836**	**50,978,082**	**			
Service Yards							
Asset Management Database	98,000	100,000	498,000		*	Ongoing	Ongoing

Capital Program Summary by City Service Area

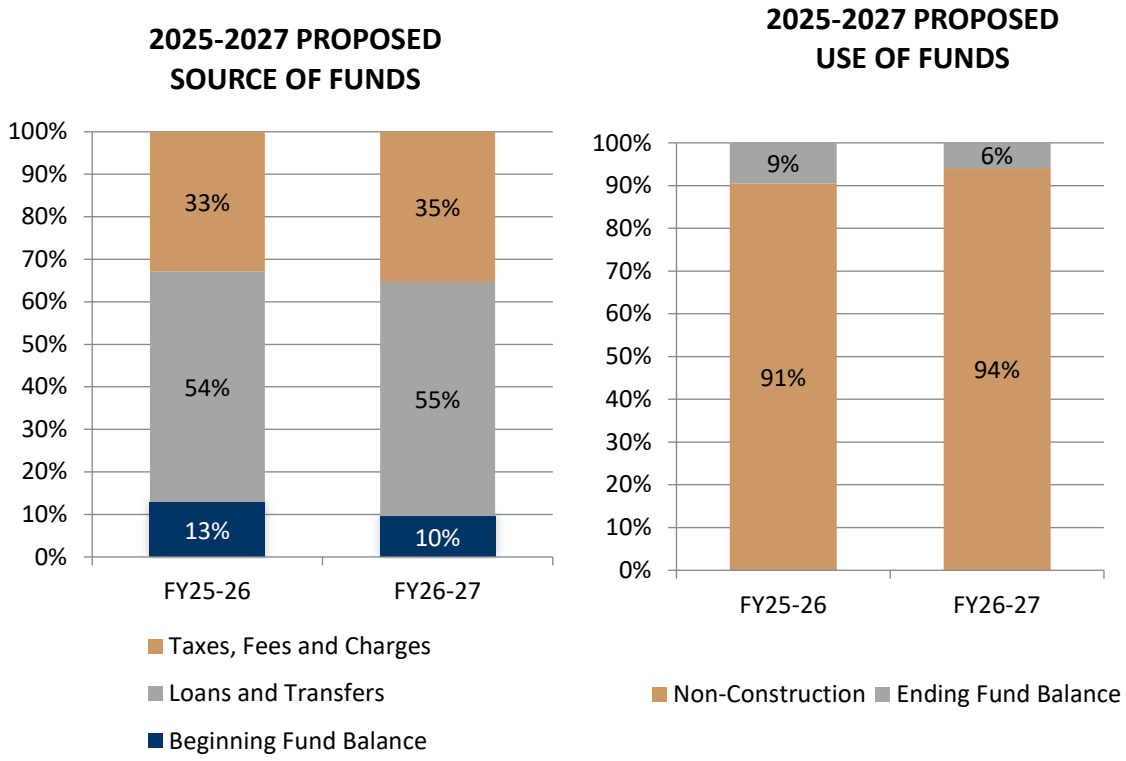
Strategic Support

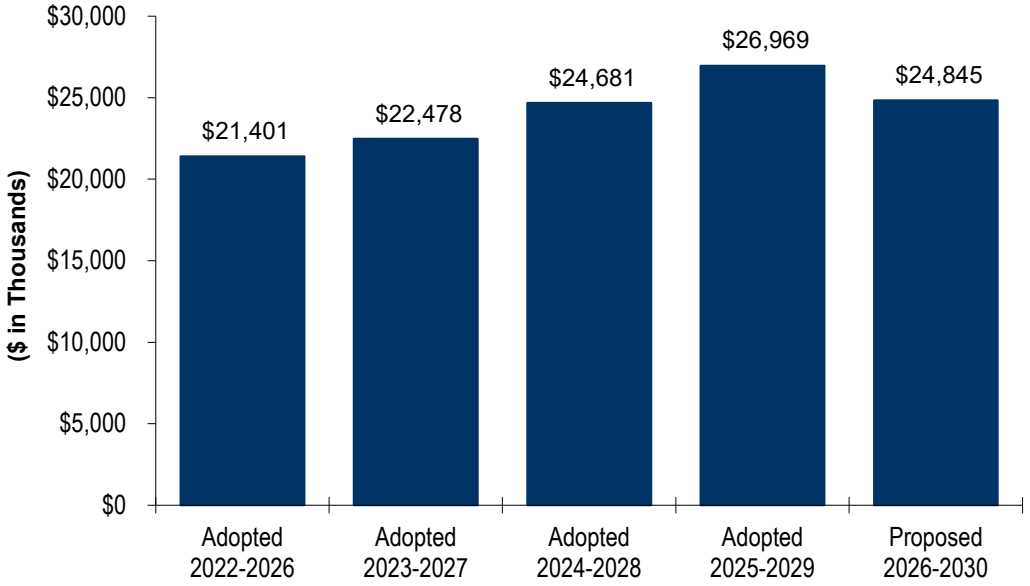
	2025-2026 Budget	2026-2027 Budget	2026-2030 CIP Budget	Total Budget (All Years)	Start Date	End Date
Capital Program and Public Works Department Support Service Costs	126,000	65,000	386,000	*	Ongoing	Ongoing
Central Service Yard - Fueling Island	4,300,000	100,000	4,400,000	5,267,298	3rd Qtr. 2018	4th Qtr. 2026
Central Service Yard - Service Yards Generators Replacement	200,000	-	200,000	2,894,753	3rd Qtr. 2022	1st Qtr. 2026
City Hall Debt Service Fund	16,000	18,000	88,000	*	Ongoing	Ongoing
Debt Service - CSY and FDTC	2,307,000	2,302,000	11,507,000	18,750,709	3rd Qtr. 2021	2nd Qtr. 2035
Facilities Capital Repairs	33,000	36,000	183,000	*	Ongoing	Ongoing
General Fund - Interest Income	300,000	300,000	1,500,000	*	Ongoing	Ongoing
Infrastructure Management System - Service Yards	236,000	243,000	1,253,000	*	Ongoing	Ongoing
Roof Replacement, Painting, and Supplemental Needs	675,000	700,000	4,075,000	*	Ongoing	Ongoing
Service Yards Equipment	95,000	95,000	475,000	*	Ongoing	Ongoing
Service Yards Management	580,000	600,000	3,100,000	*	Ongoing	Ongoing
Underground Fuel Tank Renovation/Replacement	59,000	59,000	295,000	*	Ongoing	Ongoing
VTA Property Lease	34,500	37,000	200,700	*	Ongoing	Ongoing
Total: Construction/Non-Construction	**9,059,500**	**4,655,000**	**28,160,700**			
Ending Fund Balance	58,133	93,133	1,472,933 **			
Total: Service Yards	**9,117,633**	**4,748,133**	**29,633,633** **			
CSA Total: Construction/Non-Construction	33,230,746	22,269,000	102,195,946 **			
Ending Fund Balance	1,499,490	1,145,490	3,260,290 **			
CSA Total:	34,730,236	23,414,490	105,456,236 **			

* Total Budget information is not provided due to the ongoing nature of this project.

** The 2025-2026 through 2028-2029 Ending Balance are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

COMMUNICATIONS
2026-2030 Capital Improvement Program





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Communications
2026-2030 Proposed Capital Improvement Program

OVERVIEW

INTRODUCTION

Communications Infrastructure	
Fixed Equipment Sites	27
Base Stations	90
Additional Fixed Receivers	154
Total Legacy Subscribers	1,682
Total SVRCS Subscribers	3,586

The mission of the Communications Capital Improvement Program (CIP) is the provision of reliable, necessary public and non-public safety-related communications equipment for City employees to perform their job duties. The Communications CIP funds the replacement and upgrade of both public safety (Police and Fire) and non-public safety radio equipment. In addition, this program funds capital improvements related to communications facilities including land and interests in land, buildings, structures, radio and other equipment, and streets and sidewalks adjacent to City communication facilities.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $24.8 million, of which $5.2 million is allocated in 2025-2026 and $5.1 is allocated in 2026-2027. This program is part of the Strategic Support City Service Area (CSA) and supports the following outcomes from that CSA: *Safe and Functional Public Infrastructure, Facilities, and Equipment;* and *Effective Use of State-of-the-Art Technology*.

PROGRAM PRIORITIES AND OBJECTIVES

The 2026-2030 Proposed Communications CIP supports the goals of the Strategic Support CSA by focusing and aligning resources to the following priorities:

- Proactively replace public safety-related communications equipment and systems to ensure reliability and optimal performance and compliance with rules of the Federal Communications Commission;
- Maintain existing radio equipment in a proactive manner to ensure optimal functionality and to extend the length of service;
- Strategically plan for future, major upgrades and technology changes; and
- Continue to support the Silicon Valley Regional Interoperability Authority (SVRIA).

SOURCES OF FUNDING

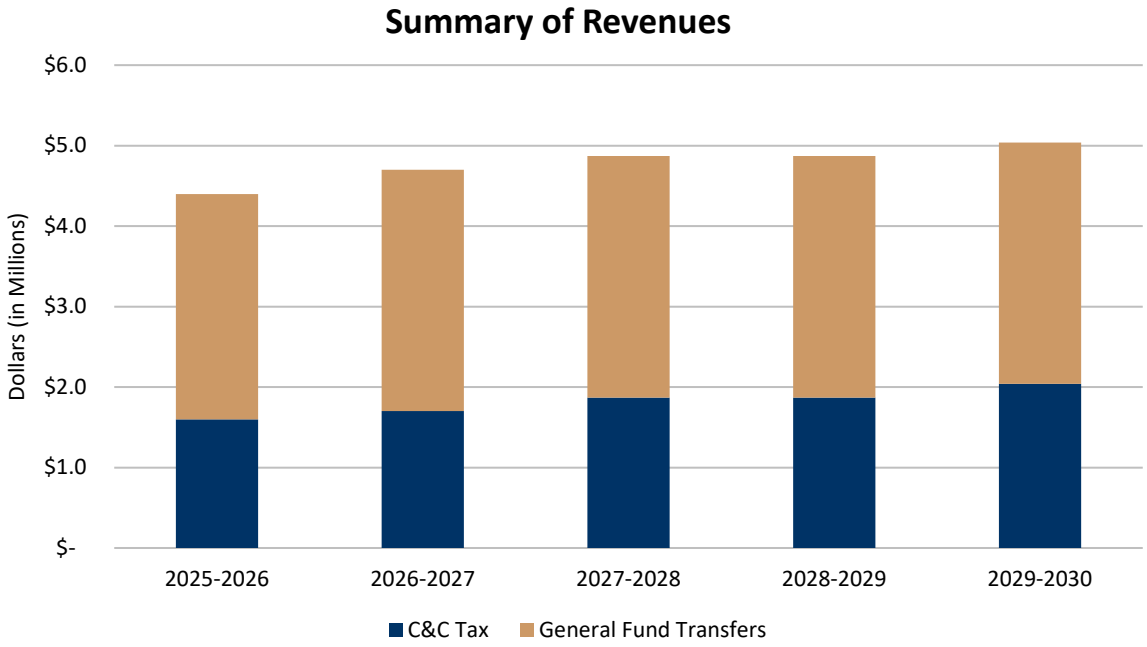
The 2026-2030 Proposed CIP provides funding of $24.8 million. This funding level is $2.2 million (8.1%) below the 2025-2029 Adopted CIP funding of $27.0 million. Excluding beginning fund balance, Communications revenues consist of General Fund contributions ($14.6 million), Construction and Conveyance (C&C) Taxes ($9.1 million), and interest earnings ($500,000).

The 2025-2026 Proposed Capital Budget estimate for Construction and Conveyance (C&C) taxes is $47.0 million, of which 3.4% ($1.6 million) is allocated to the Communications Capital Program. Approximately 99% of the C&C tax is derived from a transfer tax imposed upon each transfer of real property, with the remaining 1% generated from a construction tax levied on most types of construction.

OVERVIEW

SOURCES OF FUNDING

After record-setting collections of $64.5 million in 2021-2022, local real estate market activity declined substantially, resulting in collections of $37.9 million and $38.3 million in 2022-2023 and 2023-2024. With property values remaining steady and a moderate increase in real estate activity, 2024-2025 collections are anticipated to be $43.0 million. The CIP anticipates collections growing to $47.0 million in 2025-2026, then gradually increasing for the remainder of the CIP, with receipts in 2029-2030 totaling $60.0 million. As a result, the Communications CIP contains C&C tax revenue estimates ranging from $1.6 million to $2.0 million annually over the course of the CIP.



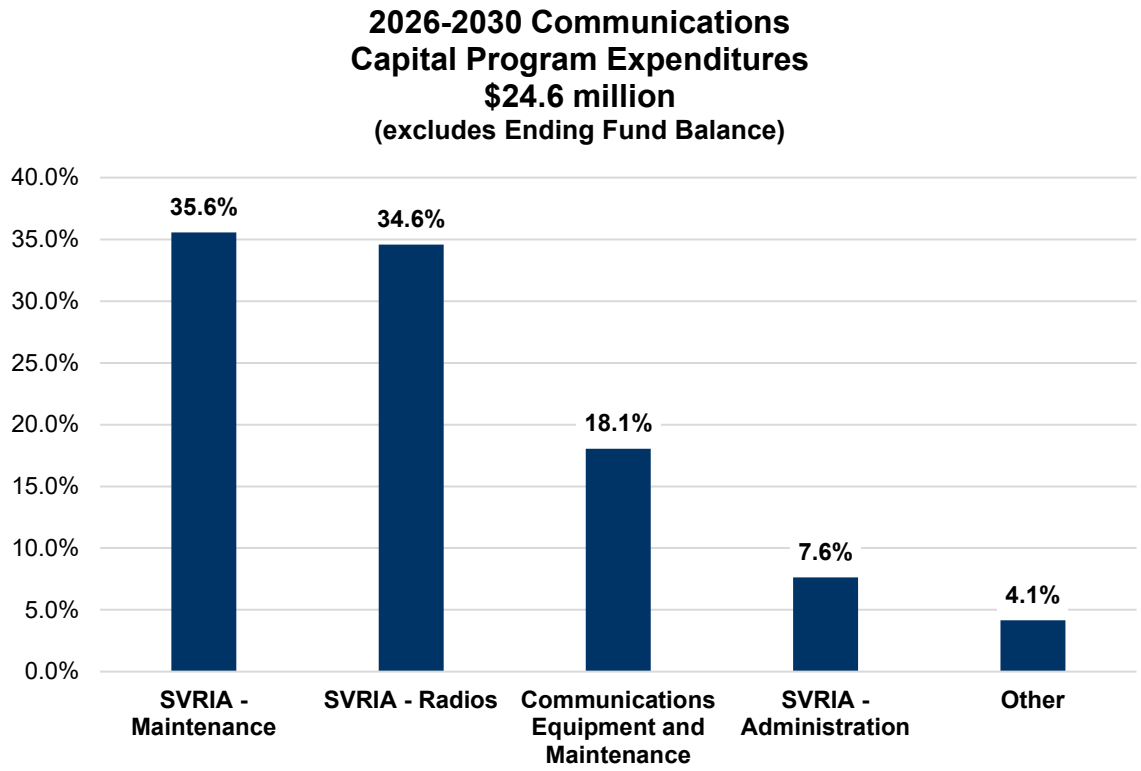
Since the C&C tax collections are insufficient to address the program needs, transfers totaling $14.6 million from the General Fund are programmed over the five-year CIP for Communications projects. The General Fund transfers primarily fund contributions to the SVRIA annual maintenance contract; a position in the Police Department for administration of the maintenance contract; oversight and participation in SVRIA; and the purchase of replacement radios and other equipment that operate on the Silicon Valley Regional Communications System (SVRCS) and the City's legacy network. To the extent that C&C tax revenues are received above or below projected levels, the transfer from the General Fund to this program may be recommended to be reduced or increased accordingly.

PROGRAM HIGHLIGHTS

The Communications Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. Further information on the program's individual projects is included in the Detail Pages.

OVERVIEW

PROGRAM HIGHLIGHTS



Silicon Valley Regional Communications System and Legacy Radio System

The SVRIA is a joint powers authority consisting of 19 member agencies, including the City of San José, whose mission is to identify, coordinate, and implement communication interoperability solutions to its member agencies by integrating voice and data communications between law enforcement, fire and rescue services, emergency medical services, and emergency management for routine operations, critical incidents, and disaster response and recovery. The SVRCS, a multistage project coordinated by SVRIA, has replaced the existing public safety radio systems currently in use in Santa Clara County with a system that uses the 700/800MHz spectrum. This allows for enhanced data transmissions, additional capacity for mutual aid scenarios and the ability to record transmissions for training purposes.

The City entered a Memorandum of Understanding (MOU) with SVRIA, as approved by the City Council on June 16, 2015, for the City's proportionate share of the infrastructure buildout for the SVRCS project. The SVRCS was completed in the summer of 2020. The Radio Division within the Public Works Department replaced all the public safety radios with SVRCS-capable radios, along with radios within other City departments that are required to communicate with public safety agencies. Police went live on the SVRCS system in mid-March 2020 and Fire went live on July 1, 2020. The City currently has 3,619 radios on the SVRCS radio system, 3,291 of which belong to Police and Fire.

OVERVIEW

PROGRAM HIGHLIGHTS

Silicon Valley Regional Communications System and Legacy Radio System (Cont'd.)

The City has taken multiple steps to appropriately replace update the SVRCS radio fleet, including entering into a 10-year contract with Motorola in 2021-2022 to provide approximately 95 radios per year at a discounted rate, and allocating a total of $7.3 million of one-time General Fund resources in 2021-2022 and 2022-2023 for radio replacement to supplement existing C&C revenues and ongoing General Fund contributions. Since 2021-2022, a total of 1,372 radios have been replaced.

In addition, the existing Legacy Radio System is now at the end of its useful life and has experienced interruptions to service. A consultant hired by the Public Works Department reviewed the existing system and developed recommendations for system upgrades. The upgraded system will be the primary means for radio communications for all non-public safety City departments (Animal Care and Services; Parks, Recreation, and Neighborhood Services; Department of Transportation, etc.) and a secondary/emergency back-up for public safety communications. Replacing the radio communications conventional/trunking system ($7.6 million) and new non-public safety radios ($2.1 million) will cost approximately $9.7 million over a multi-year period. In 2024-2025, $2.9 million was allocated for radio replacement, of which $2.1 million will be used for Phase I of the conventional/trunking system replacement. In the 2026-2030 Proposed CIP, $1.7 million annually is programmed, of which $600,000 is for public safety radio procurement and $1.1 million is for the conventional/trunking system replacement.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Communications CIP decreased by $2.2 million (8.1%) from $27.0 million in the 2025-2029 Adopted CIP to $24.8 million in the 2026-2030 Proposed CIP. The changes are primarily attributable to the progression and completion of one-time equipment replacement/upgrades and funds for radio replacements being exhausted for the conventional/trunking system.

OPERATING BUDGET IMPACT

It is anticipated that there will be no additional operating and maintenance costs associated with projects included in the 2026-2030 Proposed CIP.

Communications

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Communications Construction and Conveyance Tax Fund (397)							
Beginning Balance	3,078,521	666,521	488,521	299,521	363,521	293,521	666,521
Transfers and Reimbursements							
Communications Projects - General Fund	2,250,000	2,800,000	2,800,000	3,000,000	3,000,000	3,000,000	14,600,000
TOTAL Transfers and Reimbursements	**2,250,000**	**2,800,000**	**2,800,000**	**3,000,000**	**3,000,000**	**3,000,000**	**14,600,000**
Revenue from the Use of Money/Property							
Interest Income	100,000	100,000	100,000	100,000	100,000	100,000	500,000
TOTAL Revenue from the Use of Money/Property	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Construction & Conveyance Tax							
C&C Tax Proceeds	1,462,000	1,598,000	1,700,000	1,870,000	1,870,000	2,040,000	9,078,000
TOTAL Construction & Conveyance Tax	**1,462,000**	**1,598,000**	**1,700,000**	**1,870,000**	**1,870,000**	**2,040,000**	**9,078,000**
Total Communications Construction and Conveyance Tax Fund (397)	**6,890,521**	**5,164,521**	**5,088,521**	**5,269,521**	**5,333,521**	**5,433,521**	**24,844,521**
TOTAL SOURCES	**6,890,521**	**5,164,521**	**5,088,521**	**5,269,521**	**5,333,521**	**5,433,521**	**24,844,521**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Communications

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Communications							
Communications Equipment Replacement and Upgrade	500,000	100,000	100,000	100,000	100,000	100,000	500,000
Communications Maintenance	816,000	839,000	863,000	887,000	912,000	937,000	4,438,000
Radio Replacement	2,911,000	1,700,000	1,700,000	1,700,000	1,700,000	1,700,000	8,500,000
Silicon Valley Regional Interoperability Authority - Administration	339,000	349,000	360,000	371,000	393,000	405,000	1,878,000
Silicon Valley Regional Interoperability Authority - Maintenance	1,555,000	1,584,000	1,662,000	1,744,000	1,831,000	1,922,000	8,743,000
General Non-Construction - Communications	**6,121,000**	**4,572,000**	**4,685,000**	**4,802,000**	**4,936,000**	**5,064,000**	**24,059,000**
Communications - Non-Construction	**6,121,000**	**4,572,000**	**4,685,000**	**4,802,000**	**4,936,000**	**5,064,000**	**24,059,000**
Capital Program and Public Works Department Support Service Costs		1,000	1,000	1,000	1,000	1,000	5,000
Allocations		**1,000**	**1,000**	**1,000**	**1,000**	**1,000**	**5,000**
City Hall Debt Service Fund	3,000	3,000	3,000	3,000	3,000	3,000	15,000
Transfers to Special Funds	**3,000**	**3,000**	**3,000**	**3,000**	**3,000**	**3,000**	**15,000**
General Fund - Interest Income	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Transfers to the General Fund	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**
Transfers Expense	**103,000**	**103,000**	**103,000**	**103,000**	**103,000**	**103,000**	**515,000**
Total Expenditures	**6,224,000**	**4,676,000**	**4,789,000**	**4,906,000**	**5,040,000**	**5,168,000**	**24,579,000**
Ending Fund Balance	666,521	488,521	299,521	363,521	293,521	265,521	265,521
TOTAL	**6,890,521**	**5,164,521**	**5,088,521**	**5,269,521**	**5,333,521**	**5,433,521**	**24,844,521**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Communications Equipment Replacement and Upgrade

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4056
Description	This allocation funds the replacement and upgrade of communications equipment based upon useful life expectancy.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	500	100	100	100	100	100	500
Total	**500**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
Communications Construction and Conveyance Tax Fund (397)	500	100	100	100	100	100	500
Total	**500**	**100**	**100**	**100**	**100**	**100**	**500**

Communications Maintenance

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7116
Description	This allocation funds staffing costs associated with the maintenance of communications equipment.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	816	839	863	887	912	937	4,438
Total	**816**	**839**	**863**	**887**	**912**	**937**	**4,438**
Funding Source Schedule (000s)							
Communications Construction and Conveyance Tax Fund (397)	816	839	863	887	912	937	4,438
Total	**816**	**839**	**863**	**887**	**912**	**937**	**4,438**

Radio Replacement

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5260

Description This allocation funds the replacement of radio equipment for Police, Fire, and non-public safety City operations. The ongoing allocation is programmed at $1.7 million annually in the 2026-2030 CIP, of which $600,000 will fund Silicon Valley Regional Communications System public safety radio procurement and $1.1 million will support the conventional/trunking system replacement. This project was previously titled, "Silicon Valley Regional Communications Systems - Radios".

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	2,911	1,700	1,700	1,700	1,700	1,700	8,500
Total	**2,911**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**8,500**
Funding Source Schedule (000s)							
Communications Construction and Conveyance Tax Fund (397)	2,911	1,700	1,700	1,700	1,700	1,700	8,500
Total	**2,911**	**1,700**	**1,700**	**1,700**	**1,700**	**1,700**	**8,500**

Silicon Valley Regional Interoperability Authority - Administration

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Police	**Appropriation**	A5267

Description This allocation funds the City's administrative costs for participating in the Silicon Valley Regional Interoperability Authority (SVRIA). Staffing and overhead costs are funded through this appropriation to ensure oversight and participation in SVRIA.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	339	349	360	371	393	405	1,878
Total	**339**	**349**	**360**	**371**	**393**	**405**	**1,878**
Funding Source Schedule (000s)							
Communications Construction and Conveyance Tax Fund (397)	339	349	360	371	393	405	1,878
Total	**339**	**349**	**360**	**371**	**393**	**405**	**1,878**

Silicon Valley Regional Interoperability Authority - Maintenance

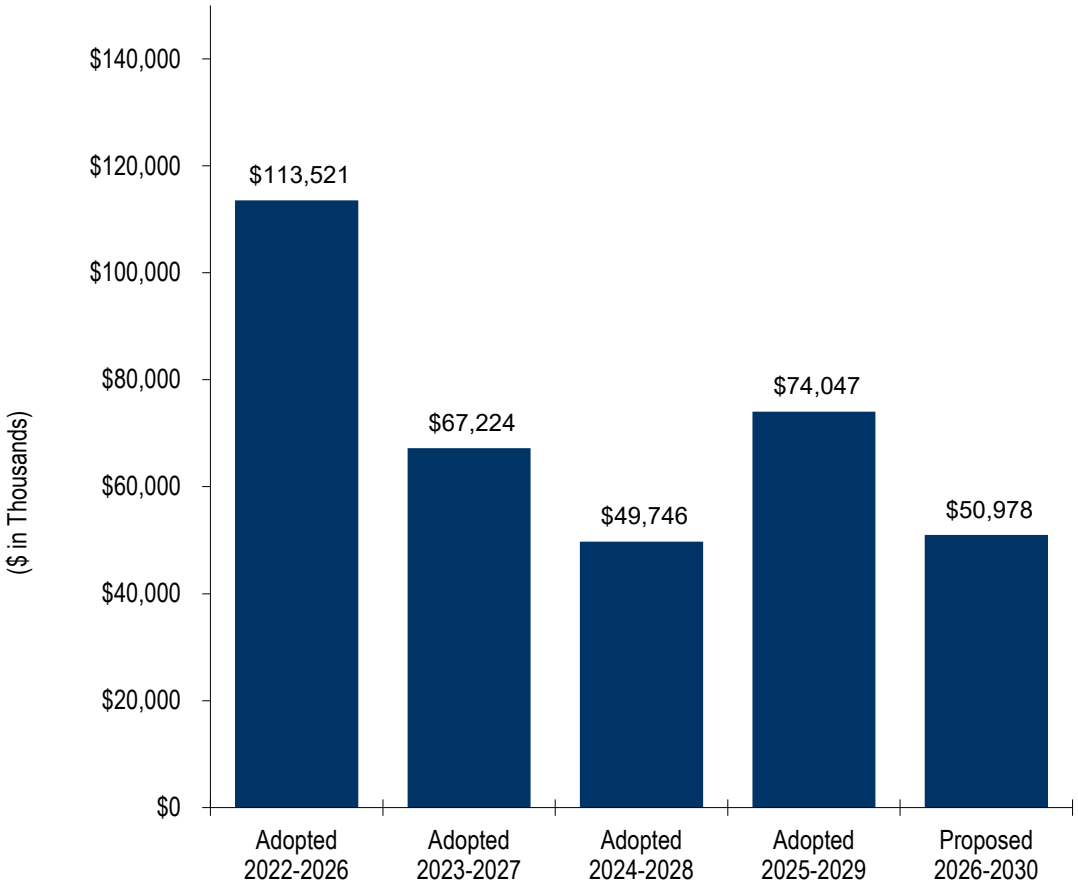
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Police	**Appropriation**	A7333

Description This allocation funds contractual services to perform maintenance, monitoring, and service support for regional communications assets such as radio towers and related equipment in order to enhance the inter-agency communication between 15 separate jurisdictions' public safety agencies as part of the Silicon Valley Regional Interoperability Authority (SVRIA).

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	1,555	1,584	1,662	1,744	1,831	1,922	8,743
Total	**1,555**	**1,584**	**1,662**	**1,744**	**1,831**	**1,922**	**8,743**
Funding Source Schedule (000s)							
Communications Construction and Conveyance Tax Fund (397)	1,555	1,584	1,662	1,744	1,831	1,922	8,743
Total	**1,555**	**1,584**	**1,662**	**1,744**	**1,831**	**1,922**	**8,743**

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CIP History


($ in Thousands)
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
$113,521
$67,224
$49,746
$74,047
$50,978
Adopted 2022-2026
Adopted 2023-2027
Adopted 2024-2028
Adopted 2025-2029
Proposed 2026-2030

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OVERVIEW

INTRODUCTION

MUNICIPAL IMPROVEMENTS PUBLIC INFRASTRUCTURE	
INTERIOR SPACE AT CITY HALL	519,000 SF
INTERIOR SPACE AT POLICE FACILITIES	431,000 SF
ALL OTHER CITY FACILITIES	1,905,000 SF

The Municipal Improvements Capital Program provides capital improvements and maintenance for City facilities and their operating systems that are not funded in other capital programs.

The 2026-2030 Proposed Capital Improvement Program (CIP) provides funding of $51.0 million, of which $20.4 million is allocated in 2025-2026 and $13.6 million is in 2026-2027. This program is part of the Strategic Support City Service Area (CSA) and supports the following outcome: *Strategic Investments in People, Technology, and Assets*.

PROGRAM PRIORITIES AND OBJECTIVES

The overall goal of this program is to develop and maintain functional City facilities that meet the service needs of both internal and external customers. Several departments, including the Public Works, Information Technology, and Environmental Services Departments, manage a variety of projects typically funded in this program. The Public Works Department is responsible for coordinating the Municipal Improvements Capital Program and maintaining projects once improvements are completed. The following projects have been identified as priorities for the 2026-2030 Proposed CIP:

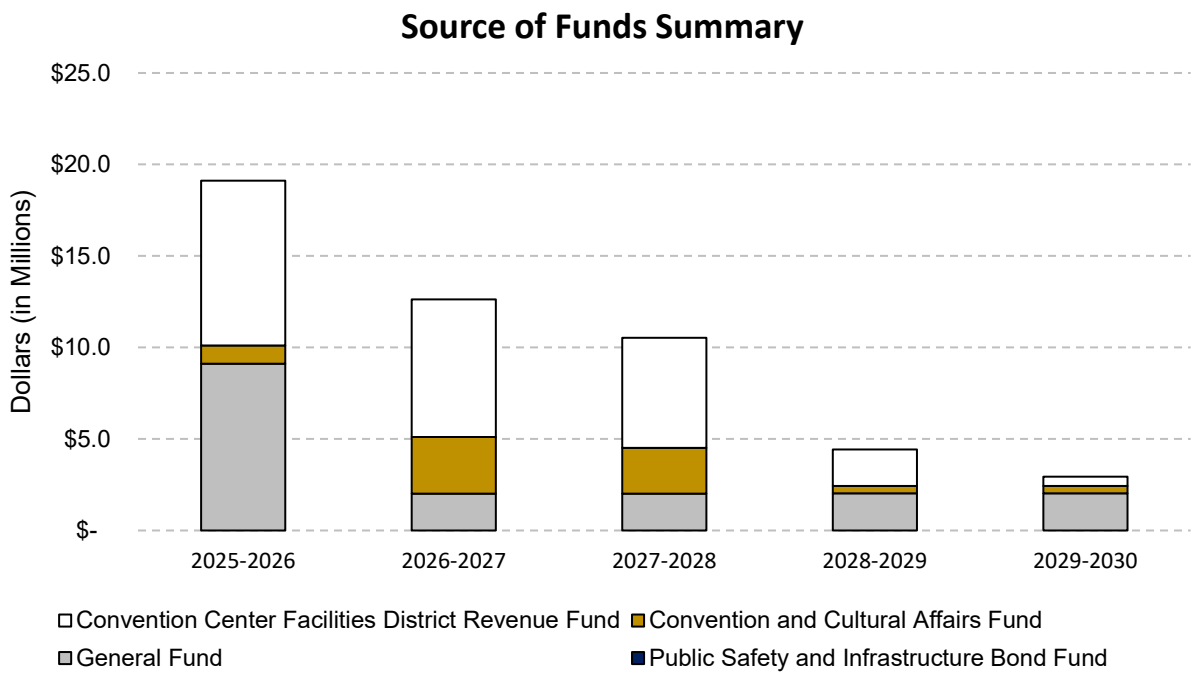
Projects	Project Total Costs
Cultural Facilities Fire Alarm Panel Replacement	$5.7 million
9-1-1 Dispatch Back Up Generator Replacement	$5.0 million
Convention Center Fire Alarm Control Panel Replacement	$3.9 million
Convention Center Air Handler Replacement	$3.6 million
Convention Center Ballroom/Meeting Room Lighting Upgrade	$3.0 million
Convention Center HVAC Upgrades	$3.0 million
Convention Center Restrooms Upgrades	$1.8 million
Convention Center Carpet Replacement	$1.7 million
Measure T – City Facilities LED Lighting	$1.2 million
The Tech Interactive Corroded HVAC Pipes Remediation	$1.0 million

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $51.0 million. This funding level is $23.0 million (31.1%) below the 2025-2029 Adopted CIP funding of $74.0 million. Funding for this CIP is primarily derived from the following sources: transfers from the Convention Center Facilities District Revenue Fund ($25.0 million), General Fund contributions ($17.2 million), transfers from the Convention and Cultural Affairs Fund ($5.7 million), and Measure T Public Safety and Infrastructure Bond proceeds ($1.2 million).

OVERVIEW

SOURCES OF FUNDING



Transient Occupancy Tax (TOT) and Convention Center Facilities District (CCFD) Special Tax revenues in excess of annual funding requirements for the operation of convention and cultural facilities and debt service requirements have historically been transferred to the Convention and Cultural Affairs Capital Fund and CCFD Capital Fund, respectively, for capital improvements to the convention and cultural facilities managed by Team San Jose (TSJ). While the recent restructuring of debt service in the CCFD Fund provides increased capacity for capital improvements to convention facilities, due to the slow recovery of hotel activity, projected TOT revenues have been prioritized to address anticipated shortfalls for facility operations, effectively deferring capital improvements at TSJ-managed cultural facilities, except for emergency maintenance and repairs.

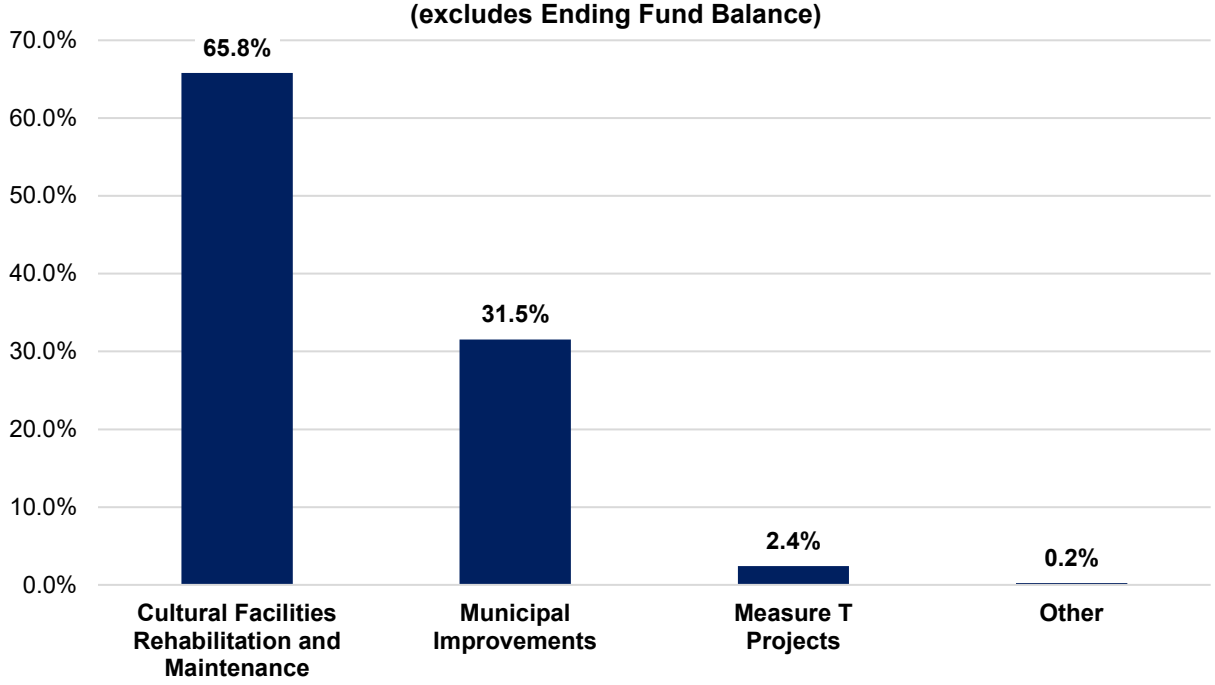
The General Fund provides one-time and ongoing funding in the Municipal Improvements CIP for projects with no other funding source. Annual ongoing funding from the General Fund of $2.0 million is allocated for Unanticipated/Emergency Maintenance ($1.15 million), Closed Landfill Compliance ($450,000), City Hall and Police Communications Uninterrupted Power Supply Capital Maintenance ($200,000), Capital Program and Public Works Department Support Service Costs ($110,000), and Arena Repairs ($100,000). The spending of one-time General Fund contributions, which varies each CIP depending upon General Fund budgetary capacity and City Council prioritization, is briefly discussed in the following section.

OVERVIEW

PROGRAM HIGHLIGHTS

The Municipal Improvements Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. Further information on the program's individual projects is included in the Detail Pages.

2026-2030 Municipal Improvements Program Expenditures
$49.5 million
(excludes Ending Fund Balance)



The Cultural Facilities Rehabilitation and Maintenance category of $32.5 million captures investments to rehabilitate buildings owned by the City but operated by Team San Jose or other cultural facility operators. Due to the increased capacity within the Convention Center Facilities District Revenue Fund, as discussed above, a significant investment of $25.0 million is included in the 2026-2030 Proposed CIP for basic critical infrastructure rehabilitation, such as the Convention Center Fire Alarm Control Panel Replacement ($3.9 million), Convention Center Air Handler Replacement ($3.6 million), Convention Center HVAC Upgrades ($3.0 million), Convention Center Ballroom/Meeting Room Lighting Upgrade ($3.0 million), and Convention Center Carpet Replacement ($1.7 million) projects. While TOT resources are still limited, a $5.7 million transfer from the Convention and Cultural Affairs Fund is included to fund the Cultural Facilities Fire Alarm Panel Replacement project ($5.8 million).

The Municipal Improvements category totals $16.2 million and spans a wide array of capital rehabilitation of various City facilities, such as Unanticipated/Emergency Maintenance ($5.8 million), 9-1-1 Dispatch Back Up Generator Replacement ($5.0 million), and Closed Landfill Compliance ($2.3 million).

OVERVIEW

PROGRAM HIGHLIGHTS

The Measure T Projects category totals $1.2 million, which entirely consists of the Measure T – City Facilities LED Lighting project that funds the replacement of exterior lighting from low pressure sodium and metal halide to light emitting diode (LED) lamps, fixtures, and lighting controls at city-wide facilities including parks, trails, community centers, cultural facilities, public safety facilities.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Municipal Improvements CIP decreased by $23.0 million (31.1%) from $74.0 million in the 2025-2029 Adopted CIP to $51.0 million in the 2026-2030 Proposed CIP. The changes are attributable to projects being completed and no longer funded in the future, projects shifted out of the five-year planning horizon, and the General Funded projects where remaining funds have not been rebudgeted to 2025-2026.

The following table outlines the most significant changes to project budgets, including new/ augmented allocations.

Project	Increase/(Decrease)
Cultural Facilities Fire Alarm Panel Replacement	$5.7 million
9-1-1 Dispatch Back Up Generator Replacement	$5.0 million
Convention Center Fire Alarm Control Panel Replacement	$3.9 million
Convention Center Air Handler Replacement	$3.6 million
Convention Center Ballroom/ Meeting Room Lighting Upgrade	$3.0 million
Convention Center HVAC Upgrades	$3.0 million
Convention Center Restroom Upgrades	$1.8 million
Convention Center Carpet Replacement	$1.7 million
The Tech Interactive Corroded HVAC Pipes Remediation	$1.0 million
Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement	$0.6 million
Animal Care and Services – Various Improvements	$0.25 million
Facility Lighting Replacement	$0.25 million

OPERATING BUDGET IMPACT

It is anticipated that there will be no additional operating and maintenance costs associated with projects included in the 2026-2030 Proposed CIP.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Convention and Cultural Affairs Capital Fund (560)							
Beginning Balance	998,804	73,804	302,804	404,804	321,804	548,804	73,804
Reserve for Encumbrance	3,823						
Transfers and Reimbursements							
Transfer from the Convention and Cultural Affairs Fund	100,000	500,000	2,800,000	2,200,000	100,000	100,000	5,700,000
TOTAL Transfers and Reimbursements	**100,000**	**500,000**	**2,800,000**	**2,200,000**	**100,000**	**100,000**	**5,700,000**
Revenue from the Use of Money/Property							
Interest Income	500,000	500,000	300,000	300,000	300,000	300,000	1,700,000
TOTAL Revenue from the Use of Money/Property	**500,000**	**500,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,700,000**
Total Convention and Cultural Affairs Capital Fund (560)	**1,602,627**	**1,073,804**	**3,402,804**	**2,904,804**	**721,804**	**948,804**	**7,473,804**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Convention Center Facilities District Capital Fund (798)							
Beginning Balance	762,032	54,032	650,032	348,032	284,032	656,032	54,032
Transfers and Reimbursements							
Transfer from the Convention Center Facilities District Revenue Fund	2,493,000	9,000,000	7,500,000	6,000,000	2,000,000	500,000	25,000,000
TOTAL Transfers and Reimbursements	**2,493,000**	**9,000,000**	**7,500,000**	**6,000,000**	**2,000,000**	**500,000**	**25,000,000**
Revenue from the Use of Money/Property							
Interest Income	10,000	10,000	10,000	10,000	10,000	10,000	50,000
TOTAL Revenue from the Use of Money/Property	**10,000**	**10,000**	**10,000**	**10,000**	**10,000**	**10,000**	**50,000**
Total Convention Center Facilities District Capital Fund (798)	**3,265,032**	**9,064,032**	**8,160,032**	**6,358,032**	**2,294,032**	**1,166,032**	**25,104,032**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)							
Beginning Balance	2,449,246	1,200,246					1,200,246
Total Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)	**2,449,246**	**1,200,246**					**1,200,246**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
General Fund							
Transfers from the General Fund							
280 Almaden Ave Beautification Improvement Project	1,636,251						
4th Street Garage Fire Pump Replacement	233,000						
9-1-1 Dispatch Back Up Generator Replacement		5,000,000					5,000,000
Animal Care and Services - Various Improvements	332,000	250,000					250,000
Arena Repairs	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Berryessa Supportive Parking	12,113,832						
City Facilities Security Enhancements	1,000,000						
City Hall Backup Generator Switch Replacement	73,000						
City Hall Carpet Replacement	389,000						
City Hall Exterior Restoration	276,000						
City Hall Fire Alarm Upgrade	100,000						
City Hall Office Renovation	650,000						
City Hall Rehabilitation Projects	819,000						
City Hall Security Upgrades	678,000						
City Hall Waterproofing	71,230						
Closed Landfill Compliance	3,926,746	450,000	450,000	450,000	450,000	450,000	2,250,000
Electric Vehicles Charging Stations for Police Hybrid-Electric Vehicles	204,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Facility Lighting Replacement		250,000					250,000
Fleet Shop Improvements	286,000						
Interim Housing - Cerone	22,700,000						
Interim Housing - Cherry Capital Improvements	11,421,200						
Interim Housing - Rue Ferrari Expansion	12,444,000						
Interim Housing - Via del Oro	10,346,000						
Police Administration Building Boiler and Chiller Replacement	489,000						
Police Administration Building Gate Improvements	196,000						
Radio Service Monitors	153,000						
Remote Sensing Equipment for Generators	112,000						
Unanticipated/Emergency Maintenance	2,298,228	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000	5,750,000
African American Community Services Agency Upgrades	9,000						
Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement	7,455,679	600,000					600,000
Children's Discovery Museum Elevator System	104,000						
Hammer Theatre Center Boiler Replacement	77,000						
Hammer Theatre Center Improvements	23,000						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Hammer Theatre Center Fire Detection Alarm and Devices Design	100,000						
Hammer Theatre Center HVAC Condensing Unit Replacement	168,000						
Hammer Theatre Center Upgrades	105,470						
Hammer Theatre Miscellaneous HVAC & Electrical Upgrades	83,000						
History San José High-Priority Capital Improvements							
History San José - Miscellaneous Repairs	252,000						
San José Museum of Art Cooling Tower Replacement	2,643,540						
San Jose Museum of Art Door and Window Improvement	186,000						
San José Stage Company	1,000,000						
The Tech Interactive Controls Module Improvements	1,149,390						
The Tech Interactive Fire Alarm System	68,000						
The Tech Interactive Corroded HVAC Pipes Remediation		1,000,000					1,000,000
Capital Program and Public Works Department Support Service Costs	180,000	110,000	115,000	120,000	125,000	130,000	600,000
City Hall and Police Communications Uninterrupted Power Supply Capital Maint.	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
City Hall Equipment Replacement	87,000						
City-wide Building Assessment	141,666						

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Electric Vehicle Charging Site Assessment	215,817						
Emergency Power Generation for City Facilities	1,279,186						
Fuel Tank Monitoring	743						
Fire Training Center Environmental Monitoring	24,333						
Ice Centre Expansion Project Mgmt & Admin Costs	96,000						
Old Fire Training Center Environmental Cleanup	170,306						
Radio Systems Upgrade	163,954						
Cultural Facilities Condition Assessment	28,790						
Total General Fund	**99,059,359**	**9,110,000**	**2,015,000**	**2,020,000**	**2,025,000**	**2,030,000**	**17,200,000**
TOTAL SOURCES	**106,376,264**	**20,448,082**	**13,577,836**	**11,282,836**	**5,040,836**	**4,144,836**	**50,978,082**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Municipal Improvements							
280 Almaden Ave Beautification Improvement Project	1,636,251						
4th Street Garage Fire Pump Replacement	233,000						
9-1-1 Dispatch Back Up Generator Replacement		5,000,000					5,000,000
Animal Care and Services - Various Improvements	332,000	250,000					250,000
Arena Repairs	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Berryessa Supportive Parking	12,113,832						
City Facilities Security Enhancements	1,000,000						
City Hall Backup Generator Switch Replacement	73,000						
City Hall Carpet Replacement	389,000						
City Hall Exterior Restoration	276,000						
City Hall Fire Alarm Upgrade	100,000						
City Hall Office Renovation	650,000						
City Hall Rehabilitation Projects	819,000						
City Hall Security Upgrades	678,000						
City Hall Waterproofing	71,230						
Closed Landfill Compliance	3,926,746	450,000	450,000	450,000	450,000	450,000	2,250,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Electric Vehicles Charging Stations for Police Hybrid-Electric Vehicles	204,000						
Facility Lighting Replacement		250,000					250,000
Fleet Shop Improvements	286,000						
Interim Housing - Cerone	22,700,000						
Interim Housing - Cherry Capital Improvements	11,421,200						
Interim Housing - Rue Ferrari Expansion	12,444,000						
Interim Housing - Via del Oro	10,346,000						
Police Administration Building Boiler and Chiller Replacement	489,000						
Police Administration Building Gate Improvements	196,000						
Radio Service Monitors	153,000						
Remote Sensing Equipment for Generators	112,000						
Unanticipated/Emergency Maintenance	2,298,228	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000	5,750,000
Other Municipal Improvements - Construction	**83,047,486**	**7,200,000**	**1,700,000**	**1,700,000**	**1,700,000**	**1,700,000**	**14,000,000**
Measure T - City Facilities LED Lighting	1,249,000	1,200,246					1,200,246
Measure T - Critical Infrastructure							
Measure T Bond Projects - Muni	**1,249,000**	**1,200,246**					**1,200,246**
African American Community Services Agency Upgrades	9,000						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement	7,455,679	600,000					600,000
Children's Discovery Museum Elevator System	104,000						
Civic Auditorium Access/Loading Dock Improvements	3,823						
Convention Center Air Handler Replacement			300,000	3,250,000			3,550,000
Convention Center Ballroom/Meeting Room Lighting Upgrade		250,000	2,750,000				3,000,000
Convention Center Carpet Replacement				1,650,000			1,650,000
Convention Center Fire Alarm Control Panel Replacement		500,000	3,375,000				3,875,000
Convention Center HVAC Upgrades	371,000	3,000,000					3,000,000
Convention Center Rehabilitation/Repair – Electrical	145,000	767,000	84,000				851,000
Convention Center Rehabilitation/Repair – Mechanical	918,000	347,000	134,000				481,000
Convention Center Rehabilitation/Repair – Miscellaneous	657,000	1,400,000	919,000	874,000	888,000	170,000	4,251,000
Convention Center Rehabilitation/Repair - Unanticipated	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Convention Center Restrooms Upgrades	225,000	1,800,000					1,800,000
Convention Center VIP Room Remodel				50,000	500,000		550,000
Cultural Facilities Rehabilitation/Repair - Electrical	727,000						
Cultural Facilities Fire Alarm Panel Replacement		500,000	2,825,000	2,410,000			5,735,000
Cultural Facilities Rehabilitation/Repair - Mechanical	251,000						
Cultural Facilities Rehabilitation/Repair - Miscellaneous	140,000						
Cultural Facilities Rehabilitation/Repair - Unanticipated	356,000	250,000	150,000	150,000	150,000	150,000	850,000
Hammer Theatre Center Boiler Replacement	77,000						
Hammer Theatre Center Improvements	23,000						
Hammer Theatre Center Fire Detection Alarm and Devices Design	100,000						
Hammer Theatre Center HVAC Condensing Unit Replacement	168,000						
Hammer Theatre Center Upgrades	105,470						
Hammer Theatre Miscellaneous HVAC & Electrical Upgrades	83,000						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
History San José High-Priority Capital Improvements							
History San José - Miscellaneous Repairs	252,000						
San José Museum of Art Cooling Tower Replacement	2,643,540						
San Jose Museum of Art Door and Window Improvement	186,000						
San José Stage Company	1,000,000						
The Tech Interactive Controls Module Improvements	1,149,390						
The Tech Interactive Fire Alarm System	68,000						
The Tech Interactive Corroded HVAC Pipes Remediation		1,000,000					1,000,000
Cultural Facilities	**17,467,901**	**10,664,000**	**10,787,000**	**8,634,000**	**1,788,000**	**570,000**	**32,443,000**
Municipal Improvements - Construction	**101,764,387**	**19,064,246**	**12,487,000**	**10,334,000**	**3,488,000**	**2,270,000**	**47,643,246**
Capital Program and Public Works Department Support Service Costs	180,000	110,000	115,000	120,000	125,000	130,000	600,000
City Hall and Police Communications Uninterrupted Power Supply Capital Maint.	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000
City Hall Equipment Replacement	87,000						
City-wide Building Assessment	141,666						
Electric Vehicle Charging Site Assessment	215,817						

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Emergency Power Generation for City Facilities	1,279,186						
Family-Friendly City Facilities	29,000						
Fuel Tank Monitoring	743						
Fire Training Center Environmental Monitoring	24,333						
Ice Centre Expansion Project Mgmt & Admin Costs	96,000						
Old Fire Training Center Environmental Cleanup	170,306						
Radio Systems Upgrade	163,954						
General Non-Construction - Municipal Improvements	**2,588,005**	**310,000**	**315,000**	**320,000**	**325,000**	**330,000**	**1,600,000**
Convention Center Facilities Planning and Preliminary Engineering	500,000						
Cultural Facilities Condition Assessment	28,790						
Convention Center Expansion Planning	80,000	100,000					100,000
Cultural Facilities - Non Construction	**608,790**	**100,000**					**100,000**
Municipal Improvements - Non-Construction	**3,196,795**	**410,000**	**315,000**	**320,000**	**325,000**	**330,000**	**1,700,000**
Public Art (Convention Center Exhibit Hall Lighting and Ceiling Upgrades)	65,000						
Public Art Projects	**65,000**						
City Hall Debt Service Fund	22,000	21,000	23,000	23,000	23,000	23,000	113,000
Transfers to Special Funds	**22,000**	**21,000**	**23,000**	**23,000**	**23,000**	**23,000**	**113,000**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Municipal Improvements

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Transfers Expense	**22,000**	**21,000**	**23,000**	**23,000**	**23,000**	**23,000**	**113,000**
Total Expenditures	**105,048,182**	**19,495,246**	**12,825,000**	**10,677,000**	**3,836,000**	**2,623,000**	**49,456,246**
Ending Fund Balance	1,328,082	952,836	752,836	605,836	1,204,836	1,521,836	1,521,836
TOTAL	**106,376,264**	**20,448,082**	**13,577,836**	**11,282,836**	**5,040,836**	**4,144,836**	**50,978,082**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

9-1-1 Dispatch Back Up Generator Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2026
Location	855 N San Pedro St., San Jose, CA 95110	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$5,000,000
Appropriation	TEMP_1227	**FY Initiated**	2025-2026

Description This project provides funding to replace two backup generators at the Police Communications Building, supporting all critical functions including the 911 Dispatch Center.

Justification The generators are beyond their useful life (25+ years old) and are subject to reliability issues. New generators will help ensure continued operations of all essential services from the Communications Building, including all 911 operations, in case of sustained utility power outages.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			500					500		500
Construction			4,500					4,500		4,500
Total			**5,000**					**5,000**		**5,000**
Funding Source Schedule (000s)										
General Fund			5,000					5,000		5,000
Total			**5,000**					**5,000**		**5,000**
Annual Operating Budget Impact (000s)										
Total										

Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Animal Care and Services - Various Improvements

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2016
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2017
Location	2750 Monterey Road	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	3rd Qtr. 2025
Council Districts	7	**Initial Project Budget**	$340,000
Appropriation	A7864	**FY Initiated**	2016-2017

Description This project provides funding for various Animal Care and Services improvements, including: the replacement of boilers, HVAC chillers and package units, various appliances such as sanitizers, dishwashers, washer/dryers, surgical vacuum system, cadaver refrigerator, and lighting control panel; LED retrofits throughout the San José Animal Care Center; and kennel door hardware upgrades.

Justification The improvements to the Animal Care Center will provide a safer environment due to improved HVAC and hot water efficiency and kennel door hardware upgrades. The replacement of various appliances and lighting LED improvements will result in energy efficiency and cost savings.

Notes

Major Cost Changes
2020-2024 CIP - Increase of $100,000 to recoat epoxy floors in kennel area and repair plumbing.
2021-2025 CIP - Increase of $450,000 for the procurement and installation of new mechanical system controls for the HVAC units at the site, along with repair work to the interior flooring and plumbing system.
2023-2027 CIP - Increase of $500,000, which was approved by council through the 2021-2022 Year-End Budget Review and subsequently rebudgeted, to improve the physical condition of the shelter including plumbing infrastructure rehabilitation ($250,000), kennel floor repairs ($150,000) and security improvements to the entry door ($100,000).
2024-2028 CIP - Increase of $500,000 for the replacement of the roof and sewer pipes and electrical repairs.
2025-2029 CIP - Increase of $250,000 for replacement of HVAC chillers and package units, new appliances, surgical vacuum system, cadaver refrigerator, lighting control panel and LED retrofit throughout facility, and upgrade kennel door hardware.
2026-2030 CIP - Increase of $250,000 for replacing two antiquated boilers that assist in maintaining heat for the facility.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	11									11
Project Feasibility Development	2									2
Design	20									20
Construction	1,772	332								2,104
Maintenance, Repairs, Other			250					250		250
Total	**1,806**	**332**	**250**					**250**		**2,388**
Funding Source Schedule (000s)										
General Fund	1,806	332	250					250		2,388
Total	**1,806**	**332**	**250**					**250**		**2,388**
Annual Operating Budget Impact (000s)										
Total										

Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Center for Performing Arts Chiller, Cooling Tower, and Boilers Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2023
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	4th Qtr. 2024
Location	255 Almaden Boulevard	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$7,600,000
Appropriation	A434Q	**FY Initiated**	2023-2024

Description The allocation provides funding for the replacement of the chiller, cooling tower, boilers, pumps, new controls and electrical service upgrade at the Center for Performing Arts.

Justification The existing mechanical equipment at the Center for Performing Arts (chiller, boilers, pumps, cooling tower and controls) is original to the building, over 50 years old, and has exceeded the industry standard life expectancy of 25 years. The equipment is in unreliable and poor condition and has been out of operation and serviced numerous times for different issues. The current Trane chiller has an R-11 refrigerant, which has been obsolete for over 15 years. The equipment requires replacement with more energy-efficient units and new controls to meet the current code and achieve energy savings goals.

Notes

Major Cost Changes 2026-2030 CIP - Increase of $600,000 to fund changes in electrical scope.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	10									10
Project Feasibility Development	1									1
Design	134	862								996
Bid & Award		66								66
Construction		6,528	600					600		7,128
Total	**145**	**7,456**	**600**					**600**		**8,200**
Funding Source Schedule (000s)										
General Fund	145	7,456	600					600		8,200
Total	**145**	**7,456**	**600**					**600**		**8,200**
Annual Operating Budget Impact (000s)										
Total										

Convention Center Air Handler Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2026
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2028
Location	150 W. San Carlos Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$3,550,000
Appropriation	TEMP_1205	**FY Initiated**	2026-2027

Description This allocation provides for a comprehensive site evaluation of the condition and functional performance of approximately 50 HVAC units serving various spaces within the San José McEnery Convention Center to ensure continued performance and comfort within the facility. Following the evaluation, the project allocation will cover the design phase and the first project phase, which will address the most urgent replacements. Future allocations will be needed for the full project scope, which will be determined during the evaluation phase.

Justification The heating and cooling systems for the San José McEnery Convention Center are provided through a central cooling and heating plant that consists of water-cooled chillers, boilers, and approximately 50 air handling units. While the chillers and boilers have been upgraded, the air handling units are original to the building (over 36 years old), and have far exceeded their expected lifespan of 25 years. Many of these units are located in non-accessible areas, making maintenance and repairs particularly challenging.

As the air handling units continue to deteriorate, there is a growing risk that certain areas within the Convention Center could lose heating or cooling capabilities, severely impacting the facility's operations. A thorough evaluation and strategic plan for the replacement or upgrade of these units is necessary to maintaining the functionality and comfort of the space, preventing future service disruptions, and ensuring the Convention Center can continue to meet the needs of its visitors and events.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design				300				300		300
Construction					3,250			3,250		3,250
Total				**300**	**3,250**			**3,550**		**3,550**
Funding Source Schedule (000s)										
Convention Center Facilities District Capital Fund (798)				300	3,250			3,550		3,550
Total				**300**	**3,250**			**3,550**		**3,550**
Annual Operating Budget Impact (000s)										
Total										

Convention Center Ballroom/Meeting Room Lighting Upgrade

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2027
Location	150 W. San Carlos Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$3,000,000
Appropriation	TEMP_1206	**FY Initiated**	2025-2026

Description This project involves upgrading the lighting systems in the ballrooms, meeting rooms, and other miscellaneous spaces within the San José McEnery Convention Center. The upgrade will include the installation of energy-efficient lighting solutions to enhance both functionality and aesthetics.

Justification The current lighting systems are outdated and inefficient, leading to higher energy consumption and increased maintenance costs. Upgrading the lighting will improve energy efficiency, reduce operational costs, and provide better lighting quality for various events. The project will ensure the San José McEnery Convention Center remains a top-tier venue for a wide range of events by improving control system management and allowing advanced audio-visual system integration to suit clients' evolving needs.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			250					250		250
Construction				2,750				2,750		2,750
Total			**250**	**2,750**				**3,000**		**3,000**
Funding Source Schedule (000s)										
Convention Center Facilities District Capital Fund (798)			250	2,750				3,000		3,000
Total			**250**	**2,750**				**3,000**		**3,000**
Annual Operating Budget Impact (000s)										
Total										

Convention Center Expansion Planning

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2024
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2025
Location	Convention Center Facilities	**Revised Start Date**	
Dept Owner	Office of Economic Development and Cultural Affairs	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$80,000
Appropriation	A438I	**FY Initiated**	2024-2025

Description This allocation supports consulting services to analyze the potential expansion of the San José McEnery Convention Center, including construction of a new headquarters hotel on City-owned property adjacent to the Convention Center. Funds will be provided on an as needed basis.

Justification This allocation allows for the planning of capital improvement projects at City-owned convention center facilities operated by Team San Jose.

Notes As directed in the Mayor's March Budget Message for Fiscal Year 2025-2026, this project provides funding for a consultant to assess the costs and benefits of future San José Convention Center expansion that would allow the City to secure and host larger conferences and events.

Major Cost Changes 2026-2030 CIP - Increase of $100,000 to fund a cost/benefit analysis of Convention Center expansion.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration		80	100					100		180
Total		**80**	**100**					**100**		**180**
Funding Source Schedule (000s)										
Convention Center Facilities District Capital Fund (798)		80	100					100		180
Total		**80**	**100**					**100**		**180**
Annual Operating Budget Impact (000s)										
Total										

Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Convention Center Fire Alarm Control Panel Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2027
Location	150 W. San Carlos Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$3,875,000
Appropriation	TEMP_1207	**FY Initiated**	2025-2026

Description This allocation funds the upgrade of the fire alarm panels at the San José McEnery Convention Center. The project includes the design and construction for the new fire alarm panels, initiating and notification devices, and upgrade of conduits and cables. The Convention Center will service as the primary network hub for the Center for Performing Arts, Civic Auditorium, and California Theater buildings, and funding to upgrade the fire alarm panels at those facilities is included in the Cultural Facilities Fire Alarm Panel Replacement appropriation.

Justification The existing devices are no longer supported and do not meet current fire code.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			500					500		500
Construction				3,375				3,375		3,375
Total			**500**	**3,375**				**3,875**		**3,875**
Funding Source Schedule (000s)										
Convention Center Facilities District Capital Fund (798)			500	3,375				3,875		3,875
Total			**500**	**3,375**				**3,875**		**3,875**
Annual Operating Budget Impact (000s)										
Total										

Convention Center HVAC Upgrades

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2019
Location	150 W. San Carlos Street	**Revised Start Date**	3rd Qtr. 2019
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$1,070,000
Appropriation	A408X	**FY Initiated**	2018-2019

Description This allocation provides funding to replace the building management system and controllers at the San José McEnery Convention Center, and to improve ducting for the delivery of conditioned air to meeting rooms and administrative offices within the facility.

Justification The current building management system, including software and field controls/sensors, is original to the McEnery Convention Center and obsolete, resulting in the inconsistent temperature control and difficulty in procuring replacement components. System replacement will afford greater control and efficiency, and allow facility operators to more quickly respond to clients and more effectively program system operation to address actual usage. Ducting improvements to meeting rooms and administrative offices will improve airflow and temperature control.

Notes The original project scope is recommended to be expanded to include the replacement of all HVAC controllers within the San José McEnery Convention Center for full system modernization and longevity. The prior project scope would have replaced the out-dated LonTalk controller system, inclusive of a software update and connecting the 45 existing variable air volume (VAV) controllers to the building management system.

Major Cost Changes
2020-2024 CIP - Increase of $500,000 due to higher than anticipated costs since the initial Engineer's estimate.
2021-2025 CIP - Decrease of $1.2 million in response to budgetary constraints resulting from the COVID-19 pandemic impacts on Convention Center Facility District Special Revenue Tax performance. The additional funding necessary to meaningfully continue this project will be evaluated as part of a future budget process.
2025-2029 CIP - Increase of $300,000 to restart the Convention Center HVAC Upgrades project, which was indefinitely postponed due to COVID-19 induced declines in Convention Center Facility District Special Tax revenues. Funds will support project planning and bid package preparation, with construction targeted for 2025-2026 in coordination with Team San Jose to minimize potential impacts on scheduled events at the San José McEnery Convention Center.
2026-2030 CIP - Increase of $3.0 million to fund the construction of the project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	28									28
Project Feasibility Development	12									12
Design	242									242
Bid & Award		371								371
Construction			3,000					3,000		3,000
Total	**282**	**371**	**3,000**					**3,000**		**3,653**
Funding Source Schedule (000s)										
Convention Center Facilities District Capital Fund (798)	282	371	3,000					3,000		3,653
Total	**282**	**371**	**3,000**					**3,000**		**3,653**
Annual Operating Budget Impact (000s)										
Total										

Convention Center Restrooms Upgrades

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2016
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2018
Location	150 W. San Carlos Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	3	**Initial Project Budget**	$600,000
Appropriation	A7882	**FY Initiated**	2016-2017

Description This upgrade reflects a modernization of the restrooms throughout the San José McEnery Convention Center and includes updated fixtures, tile, door stalls, and countertops.

Justification During the renovation and expansion of the San José McEnery Convention Center in fall 2013, a full update of the restrooms was not included. This project will complete the restroom upgrades.

Notes 2020-2024 CIP – Funding source changed to the Convention Center Facilities District Capital Fund.

Major Cost Changes 2018-2022 CIP – Increase of $1.8 million to match what was installed during the ballroom expansion project, and an increase of $1.2 million to upgrade the remaining (eight) restrooms that were excluded from the initial project scope.
2021-2025 CIP - Decrease of $1.0 million in response to budgetary constraints resulting from the COVID-19 pandemic impacts on Convention Center Facility District Special Revenue Tax performance.
2025-2029 CIP - Increase of $200,000 to restart the Convention Center Restrooms Upgrades project, which was indefinitely postponed due to COVID-19 induced declines in Convention Center Facility District Special Tax revenues. Funds will support project planning and bid package preparation, with construction targeted for 2025-2026 in coordination with Team San Jose to minimize potential impacts on scheduled events.
2026-2030 CIP - Increase of $1.8 million to complete construction targeted for 2025-2026.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
General Administration	83									83
Project Feasibility Development	4									4
Design	51									51
Bid & Award	12	225								237
Construction	2,148		1,800					1,800		3,948
Post Construction	28									28
Maintenance, Repairs, Other	218									218
Total	**2,544**	**225**	**1,800**					**1,800**		**4,569**
Funding Source Schedule (000s)										
Convention and Cultural Affairs Capital Fund (560)	908									908
Convention Center Facilities District Revenue Fund (791)	61									61
Convention Center Facilities District Capital Fund (798)	1,575	225	1,800					1,800		3,600
Total	**2,544**	**225**	**1,800**					**1,800**		**4,569**
Annual Operating Budget Impact (000s)										
Total										

Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

Cultural Facilities Fire Alarm Panel Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2028
Location	Various	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$5,735,000
Appropriation	TEMP_1208	**FY Initiated**	2025-2026

Description This allocation funds the upgrade of the fire alarm panels at the Center for Performing Arts, the Montgomery Theater, the San Jose Civic Center, and the California Theatre. These subsystems will be connected to the Convention Center's fire alarm network. The project includes the design and construction for the new fire alarm panels, initiating and notification devices, and upgrade of conduits and cables.

Justification The existing devices are no longer supported and do not meet current fire code.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Design			500	1,000				1,500		1,500
Construction				1,825	2,410			4,235		4,235
Total			**500**	**2,825**	**2,410**			**5,735**		**5,735**
Funding Source Schedule (000s)										
Convention and Cultural Affairs Capital Fund (560)			500	2,825	2,410			5,735		5,735
Total			**500**	**2,825**	**2,410**			**5,735**		**5,735**
Annual Operating Budget Impact (000s)										
Total										

Facility Lighting Replacement

CSA	Strategic Support	**Initial Start Date**	4th Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2026
Location	Various	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	City-wide	**Initial Project Budget**	$250,000
Appropriation	TEMP_1232	**FY Initiated**	2025-2026

Description This allocation provides funding to replace lighting that have burned out in City facilities, beginning with warming/cooling centers.

Justification As of January 1, 2025, fluorescent lighting sales have been banned in California, requiring lighting systems to be replaced with LED lights. Some of the City's facilities have fixtures and/or control systems that are not compatible with switching to LED lights, resulting in a full replacement of the fixture or installing a conversion kit, if available.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Maintenance, Repairs, Other			250					250		250
Total			**250**					**250**		**250**
Funding Source Schedule (000s)										
General Fund			250					250		250
Total			**250**					**250**		**250**
Annual Operating Budget Impact (000s)										
Total										

Measure T - City Facilities LED Lighting

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2019
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2022
Location	City-wide	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	2nd Qtr. 2026
Council Districts	City-wide	**Initial Project Budget**	$7,000,000
Appropriation	A414U	**FY Initiated**	2019-2020

Description This allocation funds the replacement of exterior lighting from low pressure sodium and metal halide to light emitting diode (LED) lamps, fixtures, and lighting controls at city-wide facilities including parks, trails, community centers, cultural facilities, public safety facilities, etc.

Justification Low pressure sodium lights are being phased out by manufacturing companies. Additionally, LED lights provide additional benefits such as reduced operations and maintenance and significant energy savings. Upgrading to LED lighting is also considered a "foundational action" and reporting is required under the City's Bloomberg Philanthropy American Cities Climate Challenge award.

Notes The installation of smart controllers throughout the system allows for the City to operate and control the new LED lights through a centralized lighting management system. Operating costs for the smart controllers include access to the cellular connectivity network, data costs, and software subscriptions. It is anticipated that these costs will be offset by savings in electrical utility costs.

Major Cost Changes 2022-2026 CIP - Increase of $1,872,000 to reflect a transfer from the Measure T LED Streetlight Conversion project in the Traffic CIP to properly align with the LED Replacement Plan that was presented and approved by Council in the June 25, 2019 memo. Decrease of $110,000 to reflect prior and future administration costs that are recorded in a separate appropriation under the Municipal Improvements CIP.
2025-2029 CIP - Increase of $2,400,000 to reflect a transfer from the Measure T LED Streetlight Conversion project in the Traffic CIP to allow for the conversion of additional LED lights at various city facilities.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	120									120
Construction	8,632	1,249	1,200					1,200		11,081
Total	**8,751**	**1,249**	**1,200**					**1,200**		**11,201**
Funding Source Schedule (000s)										
Public Safety and Infrastructure Bond Fund - Municipal Improvements (498)	8,751	1,249	1,200					1,200		11,201
Total	**8,751**	**1,249**	**1,200**					**1,200**		**11,201**
Annual Operating Budget Impact (000s)										
Total										

Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Detail of One-Time Projects

The Tech Interactive Corroded HVAC Pipes Remediation

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2025
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2026
Location	The Tech Interactive, 201 S. Market Street	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	
Council Districts	3	**Initial Project Budget**	$1,000,000
Appropriation	TEMP_1226	**FY Initiated**	2025-2026

Description This project involves a comprehensive investigation of the chilled water piping system throughout the museum and theater. The scope includes the identification and assessment of corroded piping, followed by the replacement of affected sections and the installation of necessary piping insulation.

Justification Significant corrosion of the existing chilled water piping was discovered while replacing mechanical equipment, including the chiller and cooling tower, posing a substantial risk to the building's cooling system. In its current state, the piping is highly vulnerable to failure, which could result in catastrophic flooding and disrupt the building's cooling operations. Such an incident could severely affect museum operations and exhibits. This project will address the critical need for pipe replacement and insulation installation to safeguard the building infrastructure and maintain uninterrupted operations.

Notes

Major Cost Changes

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Construction			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Funding Source Schedule (000s)										
General Fund			1,000					1,000		1,000
Total			**1,000**					**1,000**		**1,000**
Annual Operating Budget Impact (000s)										
Total										

Arena Repairs

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	3
Department Owner	Public Works	**Appropriation**	A6209

Description This allocation provides funding for necessary repairs to the San José Arena, such as roof and parking lot repairs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**
Funding Source Schedule (000s)							
General Fund	100	100	100	100	100	100	500
Total	**100**	**100**	**100**	**100**	**100**	**100**	**500**

Capital Program and Public Works Department Support Service Costs

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A6000_GF

Description

This allocation provides funding to cover capital program and Public Works Department support service costs that are ineligible for charging against general obligation bond funds. The City has various active general obligation bonds (Measures T, O, and P) that fund multiple projects within the Capital Improvement Program. Various costs are ineligible to be supported by these bond funds as there are requirements that this funding be spent on the acquisition of real property and the improvements to real property.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	180	110	115	120	125	130	600
Total	**180**	**110**	**115**	**120**	**125**	**130**	**600**
Funding Source Schedule (000s)							
General Fund	180	110	115	120	125	130	600
Total	**180**	**110**	**115**	**120**	**125**	**130**	**600**

City Hall and Police Communications Uninterrupted Power Supply Capital Maint.

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	3
Department Owner	Public Works	**Appropriation**	A7402

Description This allocation provides funding for the maintenance, inspections, and battery replacement of the Uninterrupted Power Supply (UPS) systems at City Hall and the 9-1-1 Emergency Communications Center.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**
Funding Source Schedule (000s)							
General Fund	200	200	200	200	200	200	1,000
Total	**200**	**200**	**200**	**200**	**200**	**200**	**1,000**

Closed Landfill Compliance

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4089

Description

Ongoing funding of approximately $450,000 is allocated for monitoring and repair costs to ensure compliance with County and State environmental statutes related to closed landfills. The City has four closed landfill sites that are funded through this allocation including Roberts, Story, Martin Park, and Singleton.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	3,840	450	450	450	450	450	2,250
Total	**3,840**	**450**	**450**	**450**	**450**	**450**	**2,250**
Funding Source Schedule (000s)							
General Fund	3,840	450	450	450	450	450	2,250
Total	**3,840**	**450**	**450**	**450**	**450**	**450**	**2,250**

Convention Center Rehabilitation/Repair – Electrical

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Office of Economic Development and Cultural Affairs	**Appropriation**	A431X

Description This project provides funding for a variety of electrical rehabilitation and repair projects at the San José McEnery Convention Center (SJCC), South Hall, and other appurtenant convention facilities managed by Team San Jose. Projects include: replacement of hard key access to key card access panels at the SJCC East & West Parkway Doors. Expenses for these projects are managed by Team San Jose with oversight provided by City staff. Funds will be provided on an as needed basis.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	145						
Equipment, Materials and Supplies		767	84				851
Total	**145**	**767**	**84**				**851**

Funding Source Schedule (000s)							
Convention Center Facilities District Capital Fund (798)	145	767	84				851
Total	**145**	**767**	**84**				**851**

Convention Center Rehabilitation/Repair – Mechanical

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Office of Economic Development and Cultural Affairs	**Appropriation**	A431Y

Description This project provides funding for a variety of mechanical rehabilitation and repair projects at the San José McEnery Convention Center (SJCC), South Hall, and other appurtenant convention facilities managed by Team San Jose. Projects include: the purchase of metal detectors, installation of permanent scaffolding for cooling tower maintenance, and purchase of utility carts. Expenses for these projects are managed by Team San Jose with oversight provided by City staff. Funds will be provided on an as needed basis.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	468						
Equipment, Materials and Supplies	450	347	134				481
Total	**918**	**347**	**134**				**481**
Funding Source Schedule (000s)							
Convention Center Facilities District Capital Fund (798)	918	347	134				481
Total	**918**	**347**	**134**				**481**

Convention Center Rehabilitation/Repair – Miscellaneous

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Office of Economic Development and Cultural Affairs	**Appropriation**	A431Z

Description This project provides funding for a variety of rehabilitation and repair projects at the San José McEnery Convention Center (SJCC), South Hall, and other appurtenant convention facilities managed by Team San Jose. Projects include: purchase of mobile concession carts; purchase of induction banquet tables; and replacement of trash receptacles at the SJCC. Expenses for these projects are managed by Team San Jose with oversight provided by City staff. Funds will be provided on an as needed basis.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	59						
Equipment, Materials and Supplies	568	1,400	919	874	538	170	3,901
Maintenance, Repairs, Other	30				350		350
Total	**657**	**1,400**	**919**	**874**	**888**	**170**	**4,251**
Funding Source Schedule (000s)							
Convention Center Facilities District Capital Fund (798)	657	1,400	919	874	888	170	4,251
Total	**657**	**1,400**	**919**	**874**	**888**	**170**	**4,251**

Convention Center Rehabilitation/Repair - Unanticipated

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Office of Economic Development and Cultural Affairs	**Appropriation**	A432A

Description This project provides funding to address a limited amount of unanticipated emergency repairs and rehabilitation needs at the San José McEnery Convention Center, South Hall, and appurtenant convention/event facilities managed by Team San Jose that are not budgeted elsewhere. Expenses for this project are managed by Team San Jose with oversight provided by City staff.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	100	100	100	100	100	100	500
Maintenance, Repairs, Other	150	150	150	150	150	150	750
Total	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**
Funding Source Schedule (000s)							
Convention Center Facilities District Capital Fund (798)	250	250	250	250	250	250	1,250
Total	**250**	**250**	**250**	**250**	**250**	**250**	**1,250**

Cultural Facilities Rehabilitation/Repair - Unanticipated

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Office of Economic Development and Cultural Affairs	**Appropriation**	A7660

Description This project provides funding to address a limited amount of unanticipated emergency repairs and rehabilitation needs at the cultural facilities and theaters managed by Team San Jose that are not budgeted elsewhere. Expenses for this project are managed by Team San Jose with oversight provided by City staff.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	356	250	150	150	150	150	850
Total	**356**	**250**	**150**	**150**	**150**	**150**	**850**
Funding Source Schedule (000s)							
Convention and Cultural Affairs Capital Fund (560)	356	250	150	150	150	150	850
Total	**356**	**250**	**150**	**150**	**150**	**150**	**850**

Unanticipated/Emergency Maintenance

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A5393

Description This allocation provides funding for the timely response to unanticipated maintenance needs.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	2,262	1,150	1,150	1,150	1,150	1,150	5,750
Total	**2,262**	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**5,750**
Funding Source Schedule (000s)							
General Fund	2,262	1,150	1,150	1,150	1,150	1,150	5,750
Total	**2,262**	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**5,750**

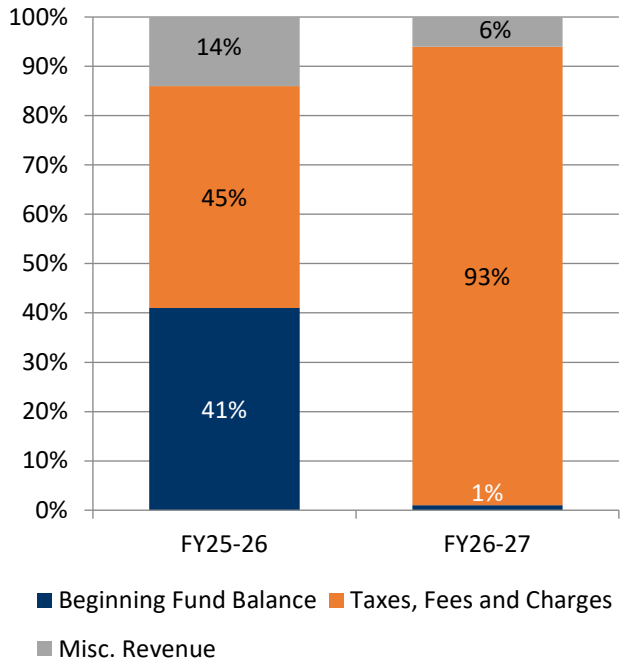
Municipal Improvements
2026-2030 Proposed Capital Improvement Program
Summary of Projects that Start After 2026-2027

Project Name	Convention Center Carpet Replacement
5-Yr CIP Budget	$1,650,000
Total Budget	$1,650,000
Council Districts	3
Initial Start Date	3rd Qtr. 2027
Initial End Date	2nd Qtr. 2028
Description	This project provides funding to replace the existing carpet at the San José McEnery Convention Center that was installed in 2012. Outdated appearance impacts overall aesthetic of public space including pre-function areas for events and clients.

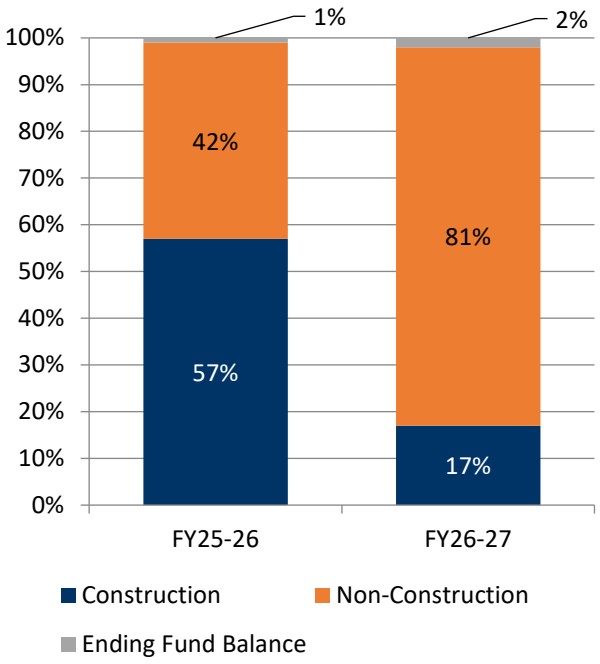
Project Name	Convention Center VIP Room Remodel
5-Yr CIP Budget	$550,000
Total Budget	$550,000
Council Districts	3
Initial Start Date	3rd Qtr. 2027
Initial End Date	2nd Qtr. 2029
Description	This project provides for new flooring, wall coverings, lighting, AV, and furniture for the VIP room and bathrooms at the San Jose McEnery Convention Center. The current finishes are original, circa 1989. The room is used during the sales process, pre-convention meetings with the Team San Jose Operations Team, and to conduct interviews or film heads of state, other elected officials, and celebrities.

SERVICE YARDS
2026-2030 Capital Improvement Program

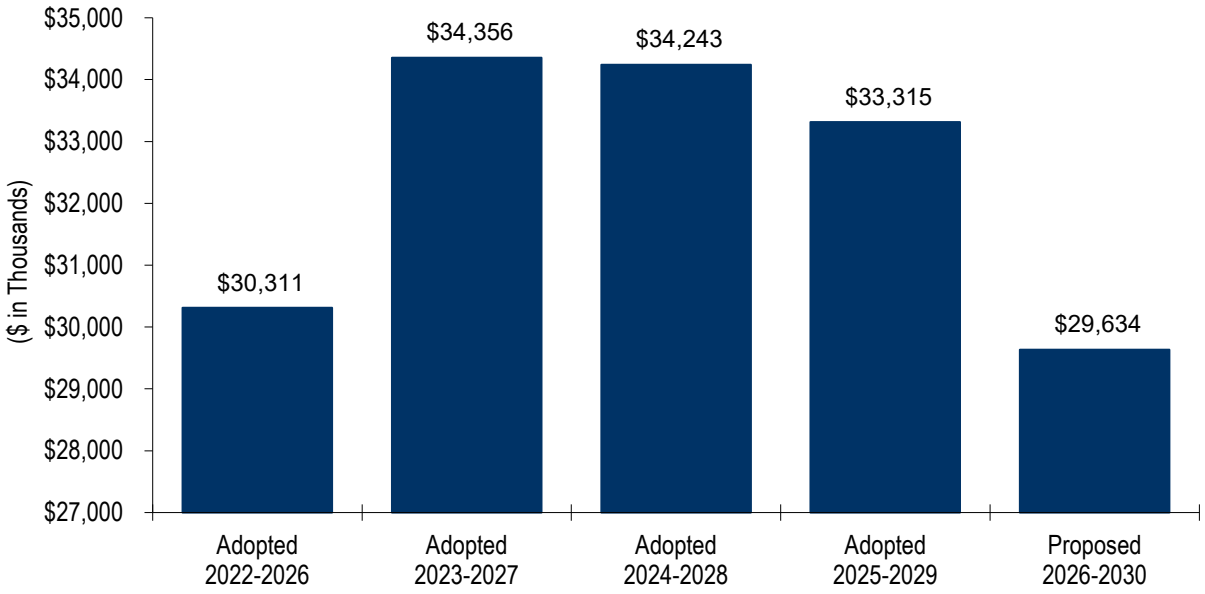
2025-2027 PROPOSED SOURCE OF FUNDS



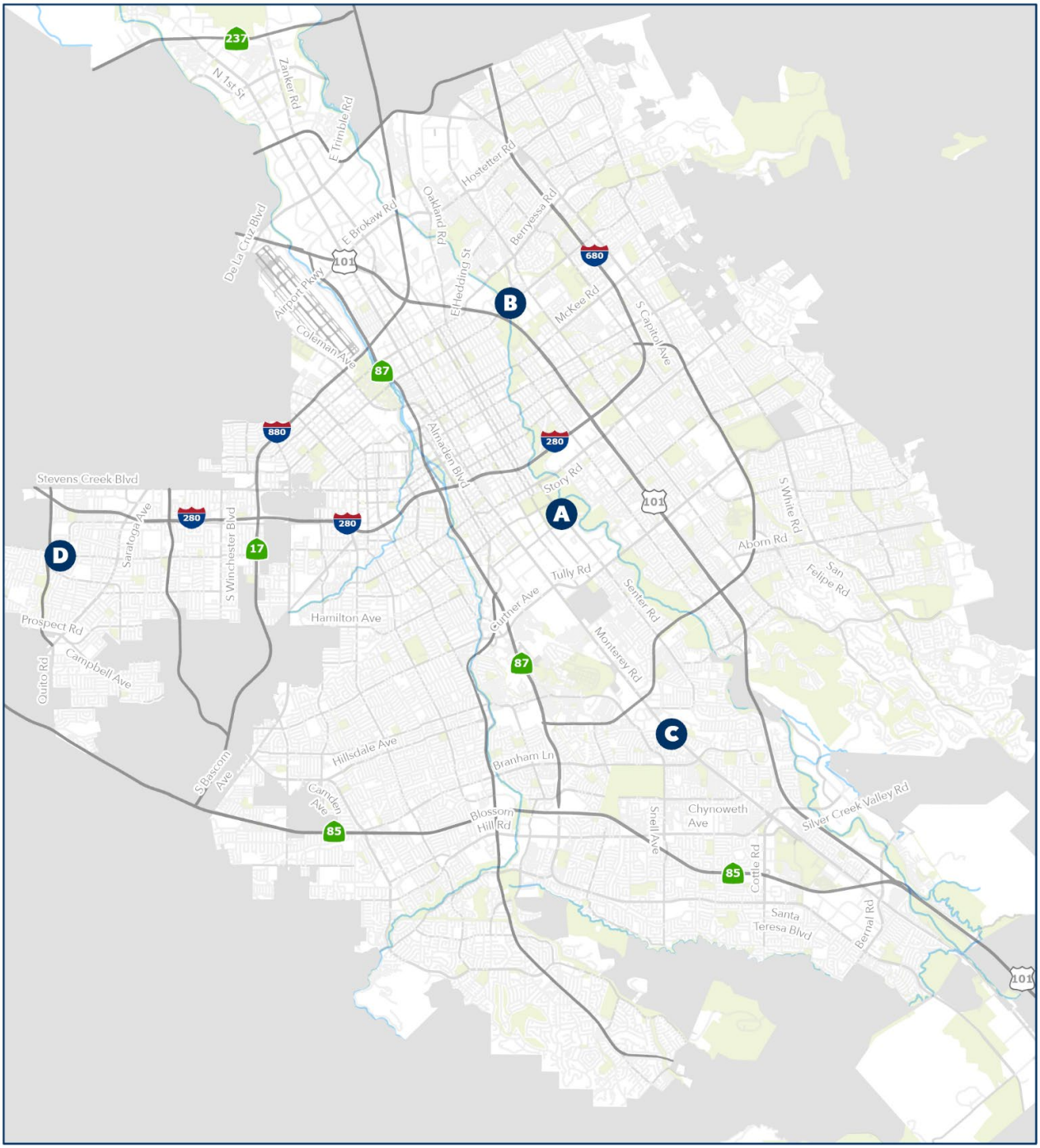
2025-2027 PROPOSED USE OF FUNDS



CIP History



Service Yards
2026-2030 Proposed Capital Improvement Program



A Central Yard
1661 Senter Road

C South Yard
4420 Monterey Road

B Mabury Yard
1404 Mabury Rd

D West Yard
5090 Williams Road

Service Yards
2026-2030 Proposed Capital Improvement Program

OVERVIEW

INTRODUCTION

City Service Yards house City staff from various departments that maintain City vehicles, buildings, sewer systems, pavement, and related public infrastructure facilities. The Service Yards Capital Improvement Program (CIP) funds the construction and capital improvements for the facilities, which support these maintenance functions. The current Service Yards include the Central Service Yard (at Senter Road and Phelan Avenue), the Mabury Yard (on Mabury Road near Highway 101), the South Yard (at Monterey Road and Skyway Drive), and the West Yard (on Williams Road near Lawrence Expressway).

SERVICE YARDS		
Location	**Facilities Sq. Ft.**	**Site Acreage**
Central Service Yard	284,517	6.53
Mabury Yard	37,612	0.86
South Yard	18,124	0.42
West Yard	6,546	0.15
Total	**346,799**	**7.96**

The 2026-2030 Proposed CIP provides funding of $29.6 million, of which $9.1 million is allocated in 2025-2026 and $4.7 is allocated in 2026-2027. This program is part of the Strategic Support City Service Area (CSA) and supports the following outcome: *Strategic Investments in People, Technology, and Assets*. The maintenance operations located in the Service Yards support the following CSAs: Environmental and Utility Services, Neighborhood Services, Public Safety, Strategic Support, and Transportation and Aviation Services.

PROGRAM PRIORITIES AND OBJECTIVES

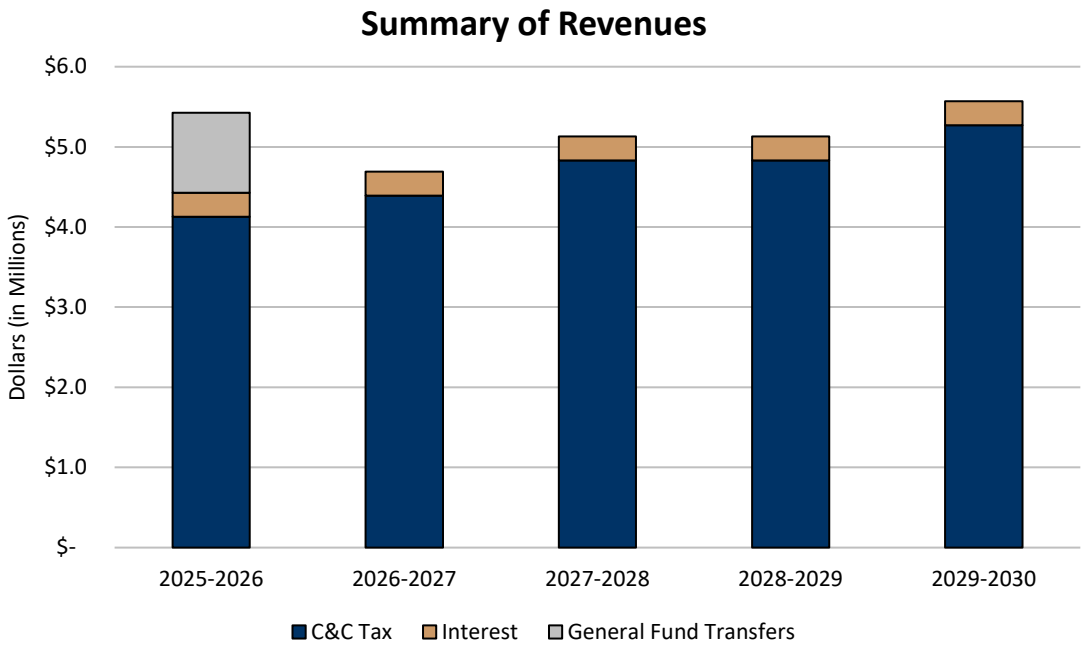
The objective of the Service Yards Capital Program is to maintain and improve the existing conditions at the Service Yards by implementing projects to reduce safety hazards, increase efficiencies, and provide necessary equipment and materials for operations. Projects are prioritized to meet the needs of CSAs working out of the Service Yards.

Service Yards
2026-2030 Proposed Capital Improvement Program

OVERVIEW

SOURCES OF FUNDING

The 2026-2030 Proposed CIP provides funding of $29.6 million. This funding level is $3.7 million (11.1%) below the 2025-2029 Adopted CIP funding of $33.3 million. Excluding beginning fund balance, Service Yards CIP revenues consist of Construction and Conveyance (C&C) Taxes ($23.4 million), interest earnings ($1.5 million), and General Fund contributions ($1.0 million).



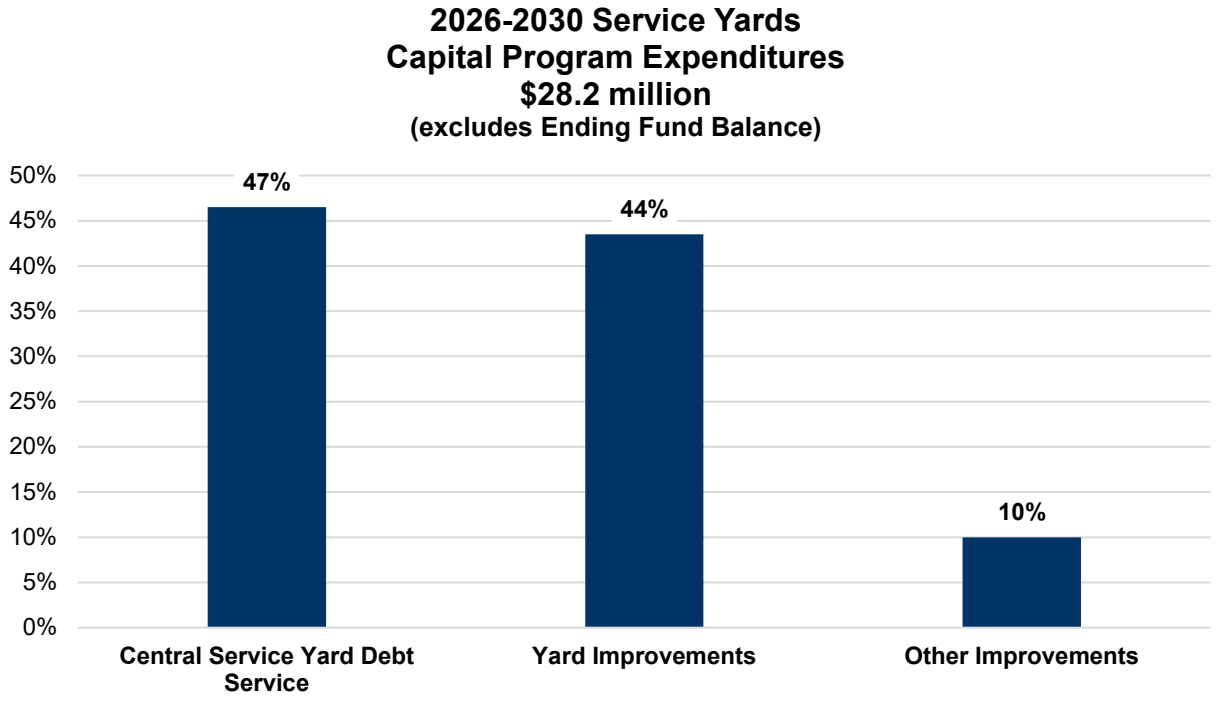
The 2025-2026 Proposed Capital Budget estimate for C&C taxes is $47.0 million, of which 8.78% ($4.1 million) is allocated to the Service Yards Capital Program. Approximately 99% of the C&C tax is derived from a transfer tax imposed upon each transfer of real property, with the remaining 1% generated from a construction tax levied on most types of construction. After record-setting collections of $64.5 million in 2021-2022, local real estate market activity declined substantially, resulting in collections of $37.9 million and $38.3 million in 2022-2023 and 2023-2024. With property values remaining steady and a moderate increase in real estate activity, 2024-2025 collections are anticipated to be $43.0 million. The CIP anticipates collections growing to $47.0 million in 2025-2026, then gradually increasing for the remainder of the CIP, with receipts in 2029-2030 totaling $60.0 million. As a result, the Service Yards CIP contains C&C tax revenue estimates ranging from $4.1 million to $5.3 million annually over the course of the CIP.

Service Yards
2026-2030 Proposed Capital Improvement Program

OVERVIEW

PROGRAM HIGHLIGHTS

The Service Yards Capital Program's expenditures are organized to show the use of funds in several categories. The following highlights the major projects in the program. Further information on the program's individual projects is included in the Detail Pages.



Central Service Yard Debt Service

The repayment of debt associated with the Central Service Yard (CSY) Phase I, Phase II, new CSY projects, and Fire Department Training Center (FDTC) represents the largest use of non-construction funds in the 2026-2030 Proposed CIP, with a total of $11.5 million is programmed for debt service.

The CSY Phase I project included the purchase of the current property and renovation of Building A. The construction of the CSY Phase II had to be completed in 2008 before the sale of the Main Yard, and commercial paper of $21.5 million was issued to provide interim financing.



Vehicles waiting for Maintenance at the Central Service Yard

OVERVIEW

PROGRAM HIGHLIGHTS

Central Service Yard Debt Service (Cont'd.)

A portion of the commercial paper, $17.5 million, was repaid as the sale of the Main Yard was completed in 2016-2017. Additional debt of $22.8 million, in the form of lease revenue bonds (Series 2021A), was issued in November 2021 to consolidate all debt related to CSY Phase I and II and to provide funding for a portion of the construction costs for the new FDTC and various Central Service Yard rehabilitation projects.

Through the issuance of the Series 2021A lease revenue bonds, $7.6 million was allocated in the 2024-2028 Adopted CIP to fund Central Service Yard projects. As listed below, the remaining projects will be completed in the 2026-2030 Proposed CIP, which are described further within their individual project detail pages.

Project	Estimated Completion
Central Service Yard – Service Yards Generators Replacement	1st Qtr. 2026
Central Service Yard – Fueling Island	4th Qtr. 2026

With the consolidation of all debt in the Service Yards CIP and the issuance of the Series 2021A lease revenue bonds, the estimated annual debt service payments over the 2026-2030 Proposed CIP is $2.3 million annually. The final payment on the Series 2021A lease revenue bonds is scheduled in 2034-2035.

MAJOR CHANGES FROM THE 2025-2029 ADOPTED CIP

The overall size of the Service Yards CIP has decreased by approximately $3.7 million from $33.3 million in the 2025-2029 Adopted CIP to $29.6 million in the 2026-2030 Proposed CIP primarily due to the progression and completion of various Central Service Yard projects. The following table outlines the most significant changes to project budgets, including new/augmented allocations and reduced/eliminated allocations.

Project	Increase/(Decrease)
Central Service Yard – Fueling Island	$1.3 million
Roof Replacement, Painting and Supplemental Needs	$900,000

OPERATING BUDGET IMPACT

It is anticipated that there will be no additional operating and maintenance costs associated with projects included in the 2026-2030 Proposed CIP.

Service Yards

2026-2030 Proposed Capital Improvement Program

Source of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Service Yards Construction and Conveyance Tax Fund (395)							
Beginning Balance	9,859,133	3,690,633	58,133	93,133	439,133	752,933	3,690,633
Reserve for Encumbrance	1,109,495						
Transfers and Reimbursements							
Transfer from the General Fund		1,000,000					1,000,000
TOTAL Transfers and Reimbursements		**1,000,000**					**1,000,000**
Revenue from the Use of Money/Property							
Interest Income	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000
TOTAL Revenue from the Use of Money/Property	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Construction & Conveyance Tax							
C&C Tax Proceeds	3,775,000	4,127,000	4,390,000	4,829,000	4,829,000	5,268,000	23,443,000
TOTAL Construction & Conveyance Tax	**3,775,000**	**4,127,000**	**4,390,000**	**4,829,000**	**4,829,000**	**5,268,000**	**23,443,000**
Total Service Yards Construction and Conveyance Tax Fund (395)	**15,043,628**	**9,117,633**	**4,748,133**	**5,222,133**	**5,568,133**	**6,320,933**	**29,633,633**
TOTAL SOURCES	**15,043,628**	**9,117,633**	**4,748,133**	**5,222,133**	**5,568,133**	**6,320,933**	**29,633,633**

* The 2026-2027 through 2029-2030 Beginning Balances are excluded from the FIVE-YEAR TOTAL SOURCE OF FUNDS to avoid multiple counting of the same funds.

Service Yards

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Service Yards							
Central Service Yard - Bldg. F Expansion	284,000						
Central Service Yard - Fire Alarm Panels							
Central Service Yard - Fueling Island	417,666	4,300,000	100,000				4,400,000
Central Service Yard - Painting and General Repairs	37,000						
Central Service Yard - Water Main Replacement	1,690,129						
Mabury Pavement Repair/Resurfacing	1,478,700						
Mabury Yard - Elevator Modernization	150,000						
Mabury Yard - Generator	100,000						
Roof Replacement, Painting, and Supplemental Needs	507,000	675,000	700,000	900,000	900,000	900,000	4,075,000
Central Service Yard - Service Yards Generators Replacement	2,619,000	200,000					200,000
Service Yards - HVAC Repair and Replacement	25,000						
Other Service Yards - Construction	**7,308,494**	**5,175,000**	**800,000**	**900,000**	**900,000**	**900,000**	**8,675,000**
Service Yards - Construction	**7,308,494**	**5,175,000**	**800,000**	**900,000**	**900,000**	**900,000**	**8,675,000**
Asset Management Database	98,000	98,000	100,000	100,000	100,000	100,000	498,000

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Service Yards

2026-2030 Proposed Capital Improvement Program

Use of Funds (Combined)

	Estimated 2024-2025	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5-Year Total
Central Service Yard Security Cameras	185,000						
Debt Service - CSY and FDTC	2,300,000	2,307,000	2,302,000	2,299,000	2,299,000	2,300,000	11,507,000
Facilities Capital Repairs	32,001	33,000	36,000	37,000	38,000	39,000	183,000
Service Yards Equipment	95,000	95,000	95,000	95,000	95,000	95,000	475,000
Service Yards Management	499,000	580,000	600,000	620,000	640,000	660,000	3,100,000
Underground Fuel Tank Renovation/Replacement	59,000	59,000	59,000	59,000	59,000	59,000	295,000
VTA Property Lease	32,500	34,500	37,000	40,000	43,200	46,000	200,700
General Non-Construction - Service Yards	**3,300,501**	**3,206,500**	**3,229,000**	**3,250,000**	**3,274,200**	**3,299,000**	**16,258,700**
Service Yards - Non-Construction	**3,300,501**	**3,206,500**	**3,229,000**	**3,250,000**	**3,274,200**	**3,299,000**	**16,258,700**
Public Art Allocation	11,000						
Public Art Projects	**11,000**						
Capital Program and Public Works Department Support Service Costs	260,000	126,000	65,000	65,000	65,000	65,000	386,000
Infrastructure Management System - Service Yards	150,000	236,000	243,000	250,000	258,000	266,000	1,253,000
Allocations	**410,000**	**362,000**	**308,000**	**315,000**	**323,000**	**331,000**	**1,639,000**
City Hall Debt Service Fund	23,000	16,000	18,000	18,000	18,000	18,000	88,000
Transfers to Special Funds	**23,000**	**16,000**	**18,000**	**18,000**	**18,000**	**18,000**	**88,000**
General Fund - Interest Income	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000
Transfers to the General Fund	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**300,000**	**1,500,000**
Transfers Expense	**323,000**	**316,000**	**318,000**	**318,000**	**318,000**	**318,000**	**1,588,000**
Total Expenditures	**11,352,995**	**9,059,500**	**4,655,000**	**4,783,000**	**4,815,200**	**4,848,000**	**28,160,700**
Ending Fund Balance	3,690,633	58,133	93,133	439,133	752,933	1,472,933	1,472,933
TOTAL	**15,043,628**	**9,117,633**	**4,748,133**	**5,222,133**	**5,568,133**	**6,320,933**	**29,633,633**

* The 2025-2026 through 2028-2029 Ending Balances are excluded from the FIVE-YEAR TOTAL USE OF FUNDS to avoid multiple counting of the same funds.

Central Service Yard - Fueling Island

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2018
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2019
Location	Central Service Yard, 1661 Senter Road	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	4th Qtr. 2026
Council Districts	7	**Initial Project Budget**	$500,000
Appropriation	A410F	**FY Initiated**	2018-2019

Description This allocation funds the design and construction of a fueling island at Central Service Yard to provide fueling capacity to City vehicles maintained at the Central Service Yard.

Justification Funding is necessary for the efficient fueling of City vehicles. Approximately 250 vehicles are stationed at the Central Service Yard. Currently, staff travel to the other service yards to refuel these vehicles.

Notes

Major Cost Changes
2022-2026 CIP - Increase of $300,000 to reflect additional funding needed to complete the construction of the fueling island at Central Service Yard.
2023-2027 CIP - Increase of $560,000 to reflect additional funding needed to complete construction.
2025-2029 CIP - Increase of $2.6 million to reflect increased construction costs.
2026-2030 CIP - Increase of $1.3 million to reflect increased construction costs.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	1									1
Design	373	18								391
Bid & Award		22								22
Construction	75	378	4,300	100				4,400		4,853
Total	**450**	**418**	**4,300**	**100**				**4,400**		**5,267**
Funding Source Schedule (000s)										
Service Yards Construction and Conveyance Tax Fund (395)	450	418	4,300	100				4,400		5,267
Total	**450**	**418**	**4,300**	**100**				**4,400**		**5,267**
Annual Operating Budget Impact (000s)										
Total										

Central Service Yard - Service Yards Generators Replacement

CSA	Strategic Support	**Initial Start Date**	3rd Qtr. 2022
CSA Outcome	Strategic Investments in People, Technology, and Assets	**Initial End Date**	2nd Qtr. 2023
Location	Central Service Yard, 1661 Senter Road	**Revised Start Date**	
Dept Owner	Public Works	**Revised End Date**	1st Qtr. 2026
Council Districts	7	**Initial Project Budget**	$1,650,000
Appropriation	A428D	**FY Initiated**	2022-2023

Description This allocation provides funding to replace the backup power generator at the Central Service Yard and installation of a new generator at the Fire Training Center.

Justification The current backup generators at the Central Service Yard are old and are beyond the service life. With the projected continuance of public safety power shutoff (PSPS) events in the near future, it is necessary to replace these aging generators to ensure continued operation of the Central Service Yard during a PSPS event or in response to a natural disaster.

The Fire Training Center building is adjacent to the Central Service Yard. The Fire Training Center building is mainly used by the Fire Department staff, but during emergencies, it will also be used as an annex building to support the Emergency Operation Center; therefore, it is essential to install a generator in that building.

Notes

Major Cost Changes 2025-2029 CIP - Increase of $1.2 million to reflect additional funding needed for the increased scope and to complete the construction phase of this project.

	PRIOR YEARS	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 YEAR TOTAL	BEYOND 5 YEARS	PROJECT TOTAL
Expenditure Schedule (000s)										
Project Feasibility Development	2									2
Design	48									48
Bid & Award	19									19
Construction	7	1,619	200					200		1,826
Equipment, Materials and Supplies		1,000								1,000
Total	**76**	**2,619**	**200**					**200**		**2,895**
Funding Source Schedule (000s)										
Service Yards Construction and Conveyance Tax Fund (395)	76	2,619	200					200		2,895
Total	**76**	**2,619**	**200**					**200**		**2,895**
Annual Operating Budget Impact (000s)										
Total										

Asset Management Database

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7406

Description This allocation provides funding for the ongoing support of the AssetWorks database, which tracks the City's assets.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	98	98	100	100	100	100	498
Total	**98**	**98**	**100**	**100**	**100**	**100**	**498**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	98	98	100	100	100	100	498
Total	**98**	**98**	**100**	**100**	**100**	**100**	**498**

Debt Service - CSY and FDTC

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A425J

Description This allocation provides funding for debt servicing of lease revenue bonds for the consolidation and refunding of Phase I and II Central Service Yard (CSY) borrowing, new CSY projects and the new Fire Department Training Center.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	2,300	2,307	2,302	2,299	2,299	2,300	11,507
Total	**2,300**	**2,307**	**2,302**	**2,299**	**2,299**	**2,300**	**11,507**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	2,300	2,307	2,302	2,299	2,299	2,300	11,507
Total	**2,300**	**2,307**	**2,302**	**2,299**	**2,299**	**2,300**	**11,507**

Facilities Capital Repairs

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A7388

Description This allocation funds capital repairs at the City's Service Yards. Funding is used to address the maintenance requirements of Service Yard facilities to avoid significant failures.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Maintenance, Repairs, Other	32	33	36	37	38	39	183
Total	**32**	**33**	**36**	**37**	**38**	**39**	**183**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	32	33	36	37	38	39	183
Total	**32**	**33**	**36**	**37**	**38**	**39**	**183**

Roof Replacement, Painting, and Supplemental Needs

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4276

Description This allocation funds emergency repairs and miscellaneous projects such as parking site improvements and repaving, roof repair and replacement, and painting.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Construction	507	675	700	900	900	900	4,075
Total	**507**	**675**	**700**	**900**	**900**	**900**	**4,075**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	507	675	700	900	900	900	4,075
Total	**507**	**675**	**700**	**900**	**900**	**900**	**4,075**

Service Yards Equipment

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A6088

Description This allocation funds the purchase of shop equipment including lifts, stands, overhead reels, air systems, and computer hardware.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Equipment, Materials and Supplies	95	95	95	95	95	95	475
Total	**95**	**95**	**95**	**95**	**95**	**95**	**475**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	95	95	95	95	95	95	475
Total	**95**	**95**	**95**	**95**	**95**	**95**	**475**

Service Yards Management

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	N/A
Department Owner	Public Works	**Appropriation**	A5886
Description	This allocation provides funding for Service Yards program staff.		

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
General Administration	499	580	600	620	640	660	3,100
Total	**499**	**580**	**600**	**620**	**640**	**660**	**3,100**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	499	580	600	620	640	660	3,100
Total	**499**	**580**	**600**	**620**	**640**	**660**	**3,100**

Underground Fuel Tank Renovation/Replacement

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	City-wide
Department Owner	Public Works	**Appropriation**	A4275

Description This allocation funds the monitoring of fuel tanks at City facilities and the removal and/or replacement of leaking fuel tanks and necessary soil clean-up. Costs for replacement and soil clean-up will vary depending on the extent of fuel leakage.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Project Feasibility Development	59	59	59	59	59	59	295
Total	**59**	**59**	**59**	**59**	**59**	**59**	**295**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	59	59	59	59	59	59	295
Total	**59**	**59**	**59**	**59**	**59**	**59**	**295**

VTA Property Lease

CSA Outcome	Strategic Investments in People, Technology, and Assets	**Council Districts**	4
Department Owner	Public Works	**Appropriation**	A4913

Description This allocation funds leased space owned by the Valley Transportation Authority (VTA) that is adjacent to the Mabury Yard. This funding is necessary to provide critical parking and storage for Mabury Yard operations.

	FY25 EST	FY26	FY27	FY28	FY29	FY30	5 Year Total
Expenditure Schedule (000s)							
Property & Land	32	35	37	40	43	46	201
Total	**32**	**35**	**37**	**40**	**43**	**46**	**201**
Funding Source Schedule (000s)							
Service Yards Construction and Conveyance Tax Fund (395)	32	35	37	40	43	46	201
Total	**32**	**35**	**37**	**40**	**43**	**46**	**201**

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: CITY COUNCIL **FROM:** Mayor Matt Mahan

SUBJECT: MARCH BUDGET MESSAGE FOR FISCAL YEAR 2025-2026 **DATE:** March 12, 2025

APPROVED: Matt Mahan

RECOMMENDATION

Direct the City Manager to submit a balanced budget for Fiscal Year 2025-2026, guided by the policy direction and framework of priorities outlined in this March Budget Message.

* * *

In accordance with Section 1204 of the San José City Charter, I present my Fiscal Year 2025-2026 March Budget Message for consideration by the City Council and the residents of San José. With Council approval, this initial framework provides the City Manager with direction to prepare proposals for the Council's budget deliberations in May and to formulate the Fiscal Year 2025-2026 Proposed Budget.

OVERVIEW

I. Following Through on Focus

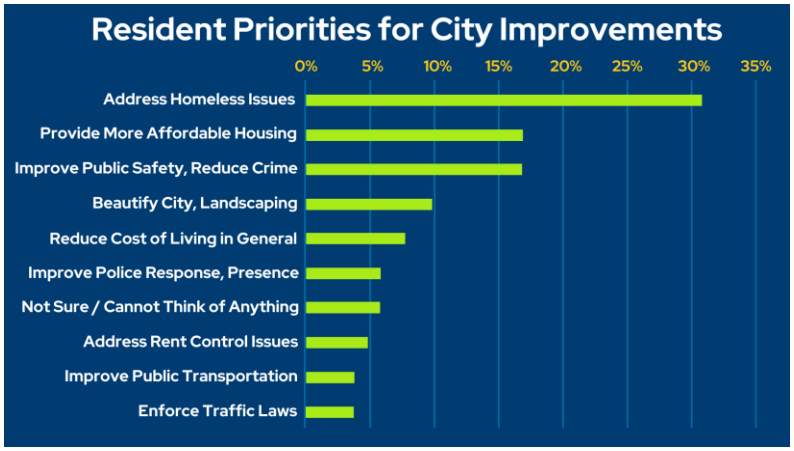
Since taking office in 2023, I have advocated for increased focus to help us better prioritize our goals and align resources, effectively track progress, and ultimately deliver better outcomes for our community on the most dire challenges we face as a city. The previous City Council adopted four key Focus Areas – Reducing Unsheltered Homelessness, Increasing Community Safety, Cleaning Up Our Neighborhoods, and Attracting Investment in Jobs and Housing. These Focus Areas put us on a path toward greater accountability and results. We will increase residents' trust in local government by working together to produce tangible improvements that our residents can see and feel in their daily lives.

We can achieve this mission if we remain focused, embrace pragmatic solutions, and make operations more efficient. Since the beginning of the current fiscal year, we've opened 417 placements for homeless neighbors by adding emergency interim housing (EIH) beds, converted motel rooms, and safe parking spaces with 1,044 net new placements expected to open by the end of 2025. In parallel, we've opened 298 new affordable housing units and we're issuing a Notice of Funding Availability (NOFA) allocating at least $50 million for new construction of affordable homes. To speed up police hiring, we've invested in streamlining background checks. We've completed deployment of a network of 474 automatic license plate readers (ALPRs) and secured funding for an automated speed enforcement pilot to supplement our officers. To achieve

and maintain a cleaner city, we've expanded BeautifySJ's capacity to abate encampments and clean up graffiti and illegal dumping.

Additionally, this past fiscal year we made a historic $27 million investment toward our efforts to address the impacts to our environment created by homelessness along the City's waterways and comply with our Stormwater Permit. Council's adopted Stormwater Permit Implementation plan outlined three primary obligations the City must meet for final approval, including the development of safe or alternative sleeping sites that allow us to move encampments out of these areas, ongoing outreach and sanitation services, and services for preventing the flow of human waste into the waterways.

The Focus Areas we've seen progress in over the last year align with our residents' priorities, which have been incredibly consistent across polling and surveys in recent years. Residents made clear in the 2023-2024 Annual Report on City Services once again that they want City Hall to end unsheltered homelessness, make housing more affordable, improve public safety, and address blight. In addition to these priorities, past Councils have wisely recognized that economic development underpins our ability to expand housing supply, create economic opportunity, staff public safety, and provide vital services to our residents. Attracting investment must continue to be a priority.



Given our current budget outlook, we will have to prioritize efficiency and make targeted tradeoffs in order to deliver better outcomes in these Focus Areas. According to the City Manager's 2026-2030 Five-Year Forecast and Revenue Projections, and in line with trends we see in many other California big cities, San José faces projected budget deficits this year and in each of the next two fiscal years. The City Manager's Budget Office projects a shortfall of $46 million in FY 25-26 and, if fully resolved with ongoing solutions, we would still face an additional ongoing deficit of $53 million in FY 26-27.

These projected deficits are due to slowing revenue growth coupled with continued cost increases to deliver essential city services. For example, shortly following the pandemic, revenues from property tax and sales tax – the City's two largest revenue sources – experienced combined annual growth of 7.5% and 9%. But that revenue growth has cooled along with the local economy – starting last year and continuing into 2025-2026, growth in these categories is forecasted to range from 2% to 4% annually. Meanwhile, cost pressures continue, led by growth

in salary and benefit costs in 2025-2026, followed in 2026-2027 by the full annualization of temporary housing costs to move people off of our streets in accordance with prior City Council direction and the costs to operate new Police and Fire facilities constructed by Measure T.

2026 – 2030 General Fund Forecast
Incremental Surplus/(Shortfall)

	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	2029 -2030	Five Year (Shortfall)
Incremental Surplus (Shortage)	($45.7M)	($52.9M)	($3.7M)	$4.0M	$1.2M	($97.1M)
% of Budget (Based on Expenditures)	2.9%	3.1%	0.2%	0.2%	0.1%	

Importantly, our FY 25-26 projected shortfall also does not include $8.5 million in previously one-time funded programs. These one-time funded programs include the San José Police Department (SJPD) sworn backfill program, lateral hiring incentives for officers, staffing related to disaster recovery and grants management, the Trusted Response Urgent Support Team (TRUST), 2026 special events preparations, BeautifySJ initiatives, and equity through data staffing. Additionally, the shortfall does not include any investments to address the City's significant unmet/deferred infrastructure and maintenance needs of City-owned infrastructure. This includes $151 million to address the backlog of repairs to facilities funded by the General Fund and $27 million of ongoing maintenance.

I want to thank City Manager Jennifer Maguire for responding quickly and prudently to recent revenue trends by enacting a hiring freeze, restricting overtime, and limiting consultant services for the remainder of FY 24-25. Since then, the City Manager has worked with departments to prepare potential FY 25-26 spending reductions in advance of our budget deliberations in order to give the Council clear budget options and tradeoffs. Last year, the Council and City Manager worked together to resolve a projected $53 million service level shortfall without layoffs through the elimination of long vacant roles, strategic cost and service level reductions, and using our Measure E funds flexibly. We are once again committed to balancing our budget in a way that minimizes impacts to our workforce and their ability to deliver results for our residents, especially within our Focus Areas.

That said, this year's budget outlook will require more difficult tradeoffs than last year, as costs continue to rise and low-hanging opportunities for savings have been realized.

II. Balancing the Budget and Prioritizing Our Work

Achieving an overall balanced budget across the next two years requires a multi-year strategy. This strategy must not only reduce ongoing costs in FY 25-26, but also take steps to preemptively plan cost reductions in FY 26-27. Taking a two-year approach will greatly reduce the administrative burden on City staff as well as Council, while also providing greater advanced notice to employees whose roles are limit-dated or impacted by shortfalls in FY 26-27.

In order to fully resolve the $46 million shortfall on an ongoing basis in 2025-2026, make a meaningful dent in the following year's additional $53 million shortfall, minimize the impact to existing services, and enable us to allocate a modest amount of new funding targeted at the City Council's most urgent priorities, the City Manager is directed to bring forward a Proposed Budget that includes:

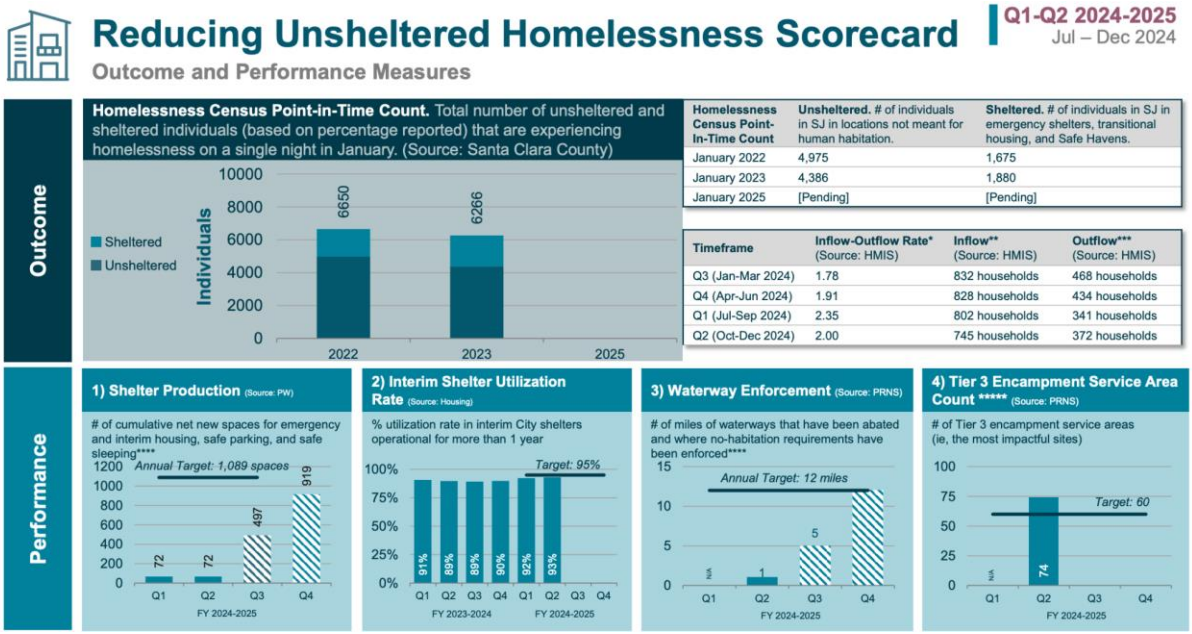
1) Modifying City Council Policy 1-18, Section 22, on an ongoing basis, to minimize the need to cut community services previously authorized by the City Council, by preserving the existing 5% allocation of Measure E revenues for program administration, with the remaining revenue allocated in the following ways:
    a) Preserve the existing 10% allocation for homelessness prevention.
    b) On a sliding scale as determined in the annual budget process, increase from 15% to up to 90% the amount for homeless support programs that may include, but are not limited to, case management, outreach teams, encampment services, safe parking, homeless shelters and interim housing construction and operations.
    c) Any remaining funds will be used to fund new affordable housing development.
2) Identifying areas for efficiencies that have minimal impacts on service delivery, including a thorough analysis of existing consulting services and other contracts that might be candidates for renegotiation, re-bidding, consolidation, or elimination.
3) Cutting costs through the targeted reduction and elimination of services that – while likely important and impactful to some – may no longer represent the highest and best use of our limited resources.
4) Minimizing use of the Budget Stabilization Reserve – which is already extremely limited and well below the minimum levels set by existing City Council policy – to offset any remaining shortfall in 2024-2025, as needed, and allow for a very limited amount of strategic one-time investments.

While difficult, the actions laid out above establish a stable financial foundation for the years ahead as we make tangible progress in our Focus Areas – Reducing Homelessness, Increasing Community Safety, Cleaning Up our Neighborhoods, and Attracting Investments in Jobs and Housing. In recognition of the complexity associated with an economic development plan that drives jobs and housing production, I am proposing bifurcating the fourth category, thus creating five focus areas:



The General Fund shortfall significantly limits the amount of new resources we can bring to bear to address our community's concerns. While I believe a modest amount of new funding allocations are necessary, much of the work ahead requires the prioritization of our existing resources toward the most impactful outcomes. Accordingly, the City Manager is directed to bring forward a Manager's Budget Addendum (MBA) that identifies current work efforts or previous City Council direction and referrals that will be dropped or deferred to enable the timely completion of the direction detailed throughout the remainder of this document. City Council's approval of this MBA ensures that the City's work and leadership capacity is appropriately aligned with Council's expectations of results.

III. Reducing Unsheltered Homelessness



Over 4,000 people live in unmanaged, unsafe conditions on our streets and along our creeks. In survey after survey, residents rank homelessness as their top priority for City Hall by a two-to-one margin. They also rate City's efforts to address homelessness as the single lowest-performing city service.

Over the past two years, the Council has committed significant resources to reducing unsheltered homelessness with a recent focus on our waterways to comply with our Stormwater Permit. Thanks to these historic investments and the work of City staff across multiple departments, San José will double our shelter capacity, bringing more than 1,000 net new placements – including EIH, hotel/motel conversions, and safe sleeping sites – online by the end of 2025. While San José is proud to open more safe, managed placements than any other large city on the West Coast, we cannot end unsheltered homelessness on our own. The County, State, and surrounding cities must similarly step up their efforts to ensure every human being on our streets has a safe place to be. To ensure that our solutions achieve the scale required to address this crisis, we must prioritize greater efficiency within our shelter system and look to new partnerships with public and private actors who can support our work. And, as beds come online, we must hold people accountable for accepting shelter when offered.

Unsheltered homelessness in California is a complex, statewide crisis that requires coordination and shared accountability among the State, counties, cities and other governing bodies. No single city has the resources or jurisdiction to tackle the systemic issues driving homelessness, such as the shortage of affordable housing, economic disparities, lack of mental health and addiction services, and legal framework for requiring people to come indoors. Counties are responsible for delivering social services, while the State must provide the funding, legal framework, and policy tools to deliver results. Our surrounding cities must also collaborate to ensure that we are not simply shifting the crisis from one jurisdiction to another. Sustainable solutions demand a unified approach, with all levels of government working together to create policies, allocate resources,

and implement strategies that effectively address the root causes of homelessness rather than merely managing its symptoms – and visible results for communities.

Increasing Shelter Supply

Thanks to the hard work of our City Manager's Office and Housing Department, we now have a mathematical model and program framework that maps the investments the City, County, and other partners would need to make in order to effectively end unsheltered homelessness in our community. This new framework uses data from city programs serving unsheltered residents, the County's Homeless Management Information System (HMIS), the biennial homeless census, and other key metrics to identify a target for building and operating enough safe, dignified solutions to achieve "functional zero" – a milestone realized when more people are leaving homelessness than entering, a newly unsheltered individual's experience lasts fewer than 30 days on average, and the overall unsheltered count drops toward and remains near zero. Staff's analysis estimates that under current conditions we would need to fund approximately $225 million in one-time capital investments and $234 million in annual operating expenses to make San José the first major West Coast city to end unsheltered homelessness.

While these are significant sums, they are on an order of magnitude that is achievable over multiple years with support from other levels of government as well as philanthropic and corporate partners. In addition to the potential for inflow and outflow rates to change over time, the primary limiting factor on achieving functional zero is annual operating costs, which outstrip annual revenue from Measure E (which itself is a volatile source). To move toward our goal, the City must maintain investments in homelessness prevention to reduce inflow, bring down per capita operating costs within the shelter and interim housing system, ensure the County and State appropriately share in the cost of supporting our most vulnerable residents, and continue to be a pro-housing city that welcomes investment in housing at all income levels.

To ensure that the City, County, and our partners act in coordination and leverage each other's strengths, the City Manager is directed to engage all relevant stakeholders to align the Community Plan to End Homelessness for 2025-2030 with the City's framework for achieving functional zero. Further, the City Manager is directed to explore updating the outcome section of our Reducing Unsheltered Homelessness Scorecard by aggregating HMIS data, city staff counts, and the biennial homeless census to provide more regular updates on the estimated number of people experiencing unsheltered homelessness in San José.

As we scale solutions, we are fortunate to have generous philanthropists and foundations here in our Valley that have already expressed interest in our model, and more specifically, in establishing a campus like Haven for Hope, an initiative in San Antonio which hosts the full continuum of shelter, housing, and supportive services – from cots for safe sleeping to permanent affordable housing, with onsite child and health care. The City Manager is directed to organize a study mission to San Antonio with city staff, county counterparts, philanthropists, faith leaders, and other relevant partners to better understand the Haven for Hope model and how it might be adapted to San José. The City Manager and City Attorney are further directed to identify potential sites that the City might use for such a campus, including but not limited to the former Agnews site, the County Fairgrounds, and underutilized land near the 237 corridor.

The Housing Department has identified other preliminary ideas for creative public-private partnerships that can help us deliver the next phase of supply along the full spectrum of shelter and housing solutions. The City Manager is directed to further explore these opportunities for private partners to purchase land and property that the City can lease at below-market rate values for interim housing, with a commitment to redevelop the site for permanent affordable housing in the future.

We must also reduce the development costs of interim solutions altogether. The Interim Housing Act (SB 1395) authored by Senator Josh Becker and inspired by the work San José has done to expand our shelter system passed last session. It encourages local governments to address homelessness with urgency by eliminating red tape and extending zoning and building code flexibilities for interim housing. The City Manager is directed to research methods for reducing the average per unit development costs by at least 20% for new interim solutions. The report back should outline how other cities are developing new sites cost-effectively, explore the use of low-cost mobile units permitted under state law, and reassess whether there is additional city-owned land that can be used for interim solutions. Consistent with Council direction from June 2024, the City Manager should advance additional sites for interim shelter, as funding is available, to meet the requirements of our Stormwater Permit.

It is vital that none of the aforementioned work divert focus from opening the over 1,000 net new placements by the end of 2025 and sustaining a 95% utilization rate as outlined in the Reducing Unsheltered Homelessness Scorecard.

Reducing Operating Costs

Delivering the next phase of supply across the continuum of shelter solutions hinges on our ability to reduce operating costs without compromising the quality of onsite security and supportive services. The City currently operates 1,214 safe, dignified placements that will grow to 2,258 by the end of the year. The costs to provide services at our existing sites varies significantly, from $85 to $146 per bed per day. This indicates that there are significant opportunities to standardize service delivery and leverage economies of scale. Therefore, the City Manager is directed to continue work already underway in the Housing Department to separately bid and award competitive contracts for security, food, and property management, with the goal of reducing net operating costs by at least 20%. This work should allow our onsite providers to focus on what they do best: delivering case management and other supportive services to clients. To track our progress, the City Manager is directed to include an operating cost per bed performance metric with a reduction target in the Reducing Unsheltered Homelessness Scorecard.

We must also expand partnerships to drive down costs and expand the number of people we can move indoors. We appreciate the County's and Housing Authority's collaboration on interim housing at Pacific Motor Inn, Sunrise Pavilion, and Branham-Monterey, and recognize the ongoing work to strengthen and expand our partnership to improve service delivery, particularly for residents with acute medical and behavioral health needs. The City Manager is directed to continue collaboration with our system partners and return to Council by the end of the calendar year with a report on leveraging reimbursements under the County's Medi-Cal program, opportunities for the County to provide on-site medical and behavioral health services, and

potential cost-share agreements for case management services and other operational costs. Further, the City Manager is directed to work with the Housing Authority on a plan for applying housing-choice vouchers to interim housing units as part of the next iteration of the Moving to Work Plan.

Unless there are cost-sharing agreements with our partners that dictate otherwise, the City Manager is directed to ensure that our portfolio of safe placements will continue following local preference during the 90 days before and 30 days after a site opens, and prioritizing direct referrals from the City's proactive outreach team, which includes our work along the waterways.

We also must find efficiencies in our targeted outreach to our homeless neighbors as we prepare to open over 1,000 new placements this year. Therefore, the City Manager is directed to strategically align and deploy proactive outreach workers as new sites open, with the goal of maximizing the Housing Department's outreach capacity by transitioning to a primarily in-house staffing model and compressing contracted services to realize cost-savings. Further, consistent with Council direction in March 2024, the City Manager is directed to provide weekly updates on outreach outcomes as new sites open, including: a count of all individuals residing in the targeted outreach area, acceptance of Homeward Bound or other shelter and housing placement, CARE Court and conservatorship referrals, reasons for why people did not successfully transition into shelter or housing, and waitlists for city-operated sites.

Expanding and Sustaining Safe Parking

With an estimated 960 lived-in vehicles parked on public streets, we must improve our approach to safe parking programs. Data from the City's Santa Teresa Safe Parking site indicates that many people living in RVs prefer to reside in their vehicles long-term and are reluctant to relinquish their vehicle even when offered interim or permanent housing. Based on these insights, the City Manager is directed to explore long-term solutions for our safe parking program, such as understanding how other cities are achieving successful transitions to housing or charging appropriate fees for utilities to help offset operating costs. Furthermore, the City Manager is directed to identify quick-turn lots with low upfront capital costs within or outside of San José; explore partnerships with churches, schools, or other nontraditional partners; and engage our County partners to explore using the old RV park located at the fairgrounds or other County land for short and long-term RV parks.

Homelessness Prevention, Intervention, and Bridge Employment

Consistent with the strategies outlined in the Community Plan to End Homelessness, San José is doing its part to end homelessness by consistently saying "yes" to new affordable housing developments and significantly expanding interim housing and shelter capacity, among other investments. However, we will not be able to end unsheltered homelessness without meaningfully reducing the rate at which people become homeless. While the City will continue to do its part to prevent homelessness, our partners at the State and County must increase investment in and improve the most foundational social safety nets that are within their jurisdictional responsibility. They must modernize safety net services to better meet the needs of our most vulnerable residents with efficiency, accessibility, and impact, especially by removing

barriers to essential services such as housing assistance, mental health support, drug treatment, and job training.

As for the City's role in upstream prevention, the City Manager is directed to preserve 10% of Measure E revenues for homelessness prevention and explore potential local, state, federal, and philanthropic sources of additional prevention dollars that we can leverage to increase local impact. Additionally, I encourage my colleagues to directly engage with County and State leaders to advocate for increased upstream investments to break cycles of homelessness before they begin.

Last year, we established the Homeward Bound program to provide outreach workers with tools to reunite people living on our streets with their loved ones within or outside of San José. This short-term financial support covers transportation costs, rental deposits, utilities, and other expenses associated with relocation and family reunification. The City Manager is directed to explore integrating Homeward Bound as an ongoing, immediate offering to people in need of shelter and, at minimum, continue the program for another year as we collect and assess performance data.

In the same vein, we must also continue to uplift formerly homeless residents on their path to self-sufficiency. Since its inception in 2022, San José Bridge (SJ Bridge) has provided job training to 357 individuals, with 125 securing full-time or part-time jobs after graduating from the program. We should build on these programs by providing training in the skill sets needed to maintain and upkeep our housing solutions. The City Manager is directed to evaluate incrementally increasing existing budgeted resources to expand job training programs for clients in all of our existing and planned shelter communities, with particular focus on training related to site management and building maintenance.

Reducing the Impacts of Homelessness

As we work to provide more shelter and housing, we must simultaneously step up our efforts to better manage conditions on our streets, particularly at a time when resident surveys consistently tell us homelessness is a primary driver of concerns about blight and public safety. Sprawling, unsanitary and unsafe encampments implicitly signal that we are comfortable with semi-permanent encampments in a way that most neighboring cities are not. Behaviors such as lighting uncontrolled fires, cutting down trees, tapping into electrical infrastructure, damaging public property, and accumulating items such as stolen shopping carts, bicycles, or flammable propane tanks create visible disorder and risk the safety and quality of life for everyone in our community.

We must consistently set and enforce clear expectations for behaviors we will not tolerate by any member of our community. This includes our homeless neighbors in homeless encampments, lived-in vehicles, on city streets, public rights of way, and private property. Whether you're homeless or housed, you should be accountable for being a good neighbor and complying with the law.

In recent years, escalated clean-ups and abatements have served as the primary response to addressing encampment impacts. Through last year's budget, the Council provided enough

resources to more than double BeautifySJ's abatement capacity to comply with our Stormwater Permit. Enhanced abatement capacity has also allowed BeautifySJ to more regularly respond to "Code of Conduct" violations at encampments. The City Manager is directed to maintain these investments in BeautifySJ and adjust the Reducing Unsheltered Homelessness Scorecard to reflect updated performance goals for miles of waterways cleared and protected as well as reductions in Tier 3 encampments citywide in the coming fiscal year.

While our abatement resources focus on land within the City's jurisdiction, we shouldn't ignore encampments that cross jurisdictional lines. Some of the most impactful and unsafe encampments in San José are located along freeways, where trash, fires, and other impacts accumulate while we wait for Caltrans to respond. In partnership with Senator Blakespear, we are pursuing legislation that could help resolve these encampments quickly. SB 569 would require Caltrans to develop a joint action plan with local governments to appropriately address encampment abatements. By giving cities flexibility to enter Caltrans jurisdiction, offer resources, and conduct abatements with State reimbursement, we can significantly reduce blight and public safety risks. If SB 569 passes, the City Manager is directed to immediately negotiate a Delegated Maintenance Agreement in which Caltrans reimburses the City for abatement costs along State right-of-way. In parallel, the Mayor's Office is working with Senator Cortese and Caltrans on a potential pilot of this concept, which the City Manager is directed to pursue should SB 569 fail to pass this year.

Outreach and abatements do not always curb activities that jeopardize the health and safety of homeless residents, the broader community, and the environment. San José's Municipal Code already prescribes a number of laws that are intended to protect everyone's quality of life. However, our current codes contain gaps that do not adequately address some of the behaviors we witness every day in our neighborhoods, in front of businesses, and along our waterways. Our lack of consistent enforcement has led to a lawlessness that harms everyone.

For example, Titles 10 and 13 of the Municipal Code prohibit damage to park property; driving in parks or on trails; public urination or defecation; smoking, drinking, and fires in parks or on trails; and water pollution. We witness many of these behaviors on a daily basis without consistent enforcement or consequences. Getting San José back on track requires the consistent application of basic laws that serve to enhance safety and quality of life for everyone in our community, both housed and homeless.

We also need to clearly set the expectation that people should not have the choice to live in unsafe, unmanaged conditions when they're offered a better alternative, particularly after multiple offers and efforts to remove barriers for accepting help. When the Monterey/Branham EIH opened last month, one in three homeless residents encamped nearby rejected placement even though they were offered a private unit with en-suite bathrooms and kitchenettes. If an individual is repeatedly unable or unwilling to accept a safe space with supportive services, the City has used all the tools we have available to help them. At this stage, we have a responsibility to get people into the care of the County. There the magistrates who oversee our behavioral health courts can determine, and mandate if need be, a better path forward interrupting the unhealthy cycles that are keeping people on the streets.

Therefore, the City Attorney is directed to work with the City Manager to return to Council by June 2025 with:

1) Changes to existing ordinances to enable efficient and effective enforcement of behaviors frequently witnessed on city streets that are already prohibited in the Municipal Code.
2) New or amended ordinances to address gaps within our existing Municipal Code by adding other behaviors frequently witnessed on our streets, such as harassment, trespassing, management of biowaste, damage to any city-owned property (including electrical infrastructure and vegetation), and accumulating materials outside of a 12' x 12' footprint.
3) A Council "Responsibility to Shelter" policy to be reflected in departmental procedures that imposes misdemeanor charges for trespassing or other relevant code violations after three documented refusals to accept shelter or housing within an 18-month period.

To enable effective enforcement of existing and expanded ordinances, the City Manager is directed to dedicate staff within SJPD, looking to San Diego's Neighborhood Policing Division as a model. Preliminary ideas for how a "Responsibility to Shelter" policy will be structured and adequately resourced for implementation should be brought to Council for review and discussion through the Budget Study Sessions in May 2025.

We've already seen that enforcement of our Municipal Code can lead to visible improvement in our downtown. In response to budget direction last year and for the first time in years, SJPD is enforcing the Downtown Pedestrian Facilitation Zone, which is prescribed in our Municipal Code. It prohibits individuals from obstructing sidewalks between 10:00 a.m. and 12:00 a.m. within certain areas of the downtown. Since the start of enforcement, survey data indicates that public perception of safety has improved quarter over quarter downtown. We've also received positive feedback from numerous downtown residents and businesses. To build on this success, the City Manager is directed to strategically expand the physical geography of the pilot program and identify one-time funding to install associated signage.

Finally, the City Attorney is directed to analyze and advise on options to pursue legal action against or financial restitution from neighboring cities that effectively encourage the relocation of their homeless population to the City of San José through their laws, ordinances, or abatement practices. Every city must take responsibility for its fair share in addressing homelessness rather than merely sending homeless residents to San José.

Lived-In Vehicles

In response to increased frustration with lived-in vehicles and RVs on city streets, Council allocated $1.5 million last year to establish the Oversized and Lived-In Vehicle Enforcement (OLIVE) pilot program. Since OLIVE's launch in January, our hard working Department of Transportation (DOT) teams have decommissioned eight vehicle encampments from our most impacted neighborhoods. While successful in encouraging circulation and providing relief to neighbors and small businesses who have experienced a seemingly permanent vehicle encampment for months, if not years, OLIVE alone does not allow us to nimbly address the serious health and safety concerns posed by lived-in vehicles on public streets.

To augment the OLIVE program, the City Manager is directed to prepare an MBA that provides options for shifting resources towards enhanced coordination between DOT and SJPD for more frequent enforcement of regulations related to inoperable vehicles, vehicles parked longer than 72 hours, and vehicles with an expired registration beyond 6 months. The MBA should also assess the cost of installing permanent tow-away signs to facilitate regular street sweeping and delegating authority to the Director of DOT to install permanent signs prohibiting oversized vehicle parking without the need for formal engineering studies. In addition, the City Attorney is directed to work with the City Manager to identify gaps in the California Vehicle Code to allow new ordinances and improved enforcement provisions to address the quality-of-life impacts from lived-in vehicles and increase circulation. Specifically, the City Attorney should explore an ordinance that would require vehicles to move at least 1,000 feet away from their current location every 72 hours, akin to Fremont's Enhanced Parking Ordinance. Finally, the City Manager is directed to prioritize enforcing parking restrictions within No Return Zones.

Beyond enforcement, we can and should use additional tools to compel people to relinquish their vehicle when offered shelter or housing, then ensure that those towed vehicles do not re-enter circulation. In the aforementioned MBA, the City Manager should evaluate options for a vehicle buy-back program and lien purchase program with the goal of removing towed vehicles from circulation. Considering past vehicle buy-back programs capped the total amount the City could pay for a vehicle at $500, the City Manager should explore increasing the payout amount.

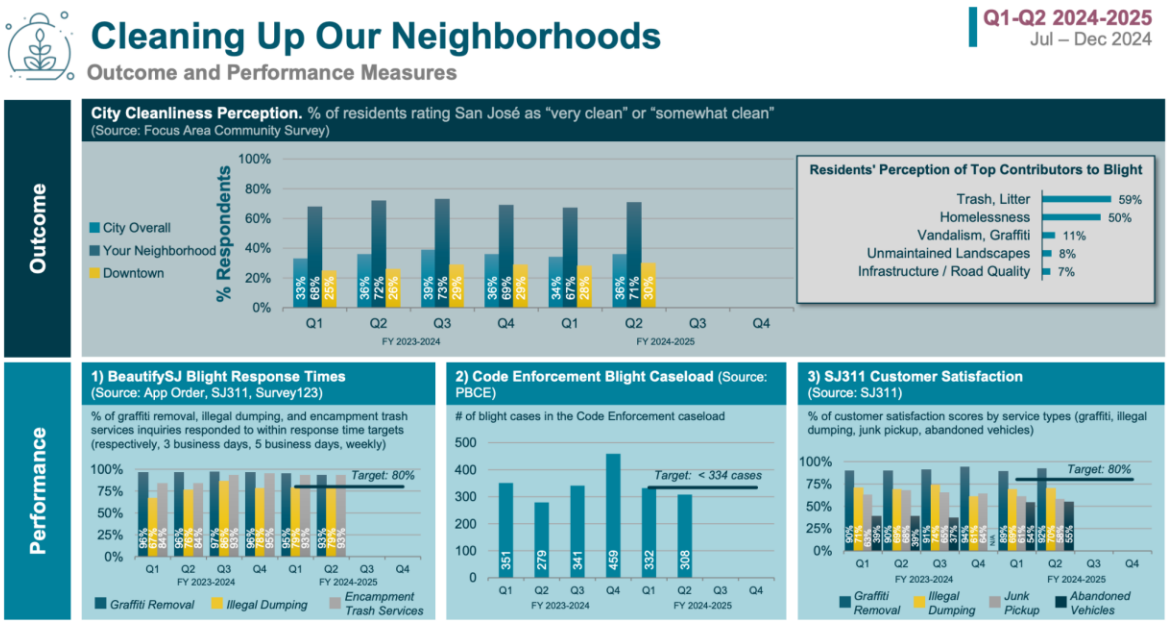
Shifting our approach for the RV Pollution Prevention Program (RVP3) may help us realize cost-savings that could be applied towards enhanced enforcement or a vehicle buy-back program. Nearly half of the vehicles serviced through RVP3 have moved from current trash routes due to implementation of the OLIVE program, leaving few RVs to benefit from our sanitary services and straining staff time to re-establish outreach. Instead of requiring staff to drive around looking for RVP3 participants, the City Manager is directed to explore establishing one or more dedicated drop stations for waste disposal, clearer communication of existing rules regarding dumping, and enforcement of those rules.

Improving Transparency

Investments aimed at reducing the impacts of homelessness must come with improved transparency for the public. Our residents deserve honest answers when they're understandably frustrated with encampments and lived-in vehicles that have impacted their neighborhoods and businesses for months, if not years. The City Manager is directed to explore integrating the Encampment Reporting Tool into SJ311 and providing associated data reporting and customer satisfaction ratings, similar to Portland's Impact Reduction Program Dashboard.

At a minimum, the SJ311 feature should provide residents with insights into the expected outcome of each service request, such as trash pick-up, escalated clean-up, abatement, vehicle tow, or an explanation if no response is warranted; and when applicable, before and after pictures if a service is provided. Additionally, just as we provide for other SJ311 services, the City Manager is directed to produce an associated public-facing performance dashboard that tracks: 1) Number of service requests, categorized by open, in progress, and closed; 2) Average response time and response time per service request; and 3) Overall customer satisfaction score ranked against a target.

IV. Cleaning Up Our Neighborhoods



As with encampments, our approach to addressing other forms of visible blight have been insufficient in recent years. We've been too slow to enforce blatant code violations when negligent property owners let their properties fall into disarray. Each year, we invest more and more of our residents' hard-earned tax dollars into blight eradication, while putting far too little effort into enforcement of our existing laws to prevent blight in the first place. Tolerance of persistent blight and a lack of accountability for perpetrators doesn't just make our city unsightly – it erodes public perception of safety, civic pride, and government legitimacy.

Blighted and Nuisance Properties

Dilapidated buildings drag an entire community down by deterring investment and discouraging foot traffic, therefore attracting crime, graffiti, and illegal dumping. When property owners aren't held accountable for addressing code violations that contribute to visible blight and disorder, it sends a resounding message that the City tolerates neglect. The City Manager is directed to continue the Enhanced Vacant Building and Storefronts position for another year, expand the position to address visible code violations at occupied buildings downtown, and explore assessing a programmatic fee that would improve cost-recovery for the position.

In suburban neighborhoods, blighted and nuisance properties can have a significant impact on quality-of-life. The Responsible Landlord Engagement Initiative (RLEI) provides a forum for peer accountability between negligent property owners and aggrieved neighbors by notifying landlords of necessary improvements and, in extreme cases, pursuing legal remedies in small claims court. The City Manager is directed to develop an MBA that explores the use of Community Development Block Grant (CDBG) dollars to provide one-time funding for RLEI and proposes metrics to assess the program's return on investment.

Enforcement of Graffiti and Illegal Dumping

Everyday, our BeautifySJ teams work tirelessly to eradicate blight across our city, but they simply can't keep up with ever-increasing graffiti and illegal dumping. Just last year, the Removing and Preventing Illegal Dumping (RAPID) program collected over 9.5 million pounds of trash, representing a startling 33% increase in the amount of debris collected from the prior year. BeautifySJ and contractors also eradicated almost three million square feet of graffiti, representing a 17% increase over the last three years. These unsustainable trends will continue unless we get serious about enforcement and deterrence measures.

Through last year's budget and again in October 2024, Council directed staff to return with new or enhanced strategies to enforce and deter illegal dumping and graffiti. Staff responded with an assessment in March 2025 that includes recommendations to coordinate efforts between SJPD, Code Enforcement, and BeautifySJ teams to conduct sting operations and issue citations. In addition, staff also included strategies to establish fixed sites for dumpster days in key areas where illegal dumping is more prevalent. The City Manager is directed to allocate the resources required for stronger graffiti and illegal dumping enforcement and deterrents, and incorporate outcomes into the annual BeautifySJ Neighborhood Blight Reduction Status Report. To enable more effective enforcement, the City Attorney should explore amending the Municipal Code to allow for vehicle seizure in illegal dumping cases. The City Manager should also add a performance metric to the Cleaning Up Our Neighborhoods Scorecard related to expanding enforcement actions against graffiti and illegal dumping.

Deterring graffiti and illegal dumping also requires ongoing coordination with our jurisdictional partners. Over the last year, my office has convened partners from Caltrans, the District Attorney's Office, and SJPD to work collaboratively on enforcement to counter graffiti on our streets and freeways. Thanks to investigative work by SJPD detectives, we recently identified a prolific tagger responsible for felony-level damages to Caltrans property. I also want to thank District Attorney Jeff Rosen for his team's partnership and willingness to bring accountability back to our toolkit. The City Manager is directed to establish a comprehensive enforcement strategy between Caltrans, SJPD, California Highway Patrol, and the District Attorney's office that reduces access to and increases monitoring of hotspot areas in order to hold repeat offenders accountable.

Clean Gateways

Ongoing efforts to enhance 11 of the most heavily-trafficked gateways across Districts 3, 5, 6, and 7 have reduced weeds, debris, and graffiti at key entry points to our shared Downtown. By June, staff expects to complete the second phase of beautification work funded in last year's budget, which will add enhanced landscaping, deterrents, and limited artwork. To ensure continued upkeep of the gateways, the City Manager is directed to identify private companies or community groups willing to sponsor a gateway or contribute to maintenance costs. If additional resources are required to sustain gateway improvements, the City Manager is directed to identify one-time funding for maintenance or explore leveraging current resources, like DOT's in-house maintenance team. Pending the availability of additional resources in future years, we should also consider expanding the Gateways program to other parts of the city, particularly in high-traffic areas and those near commercial districts.

Increasing Engagement

Cleaning up and beautifying San José requires everyone to step up and do their part. Over the last year, the BeautifySJ Grant program provided $250,000 to support 365 neighborhood beautification projects across every Council district. The City Manager is directed to allocate one-time funding to maintain the BeautifySJ Grant Program at FY 2024-2025 funding levels. Further, the City Manager is directed to evaluate expanded funding for the City's nonprofit creek clean-up partners to complement our efforts to clean up waterways.

County Expressways

Every day, thousands of residents and visitors drive along freeways and expressways that are often neglected, overgrown with weeds, barren, or littered with trash. Just as we pursue opportunities to help Caltrans better maintain the State right-of-way through a potential Delegated Maintenance Agreement, we should pursue a partnership with the County to enhance blight eradication and beautification efforts along expressways. The City Manager is directed to explore a potential reimbursement or cooperative agreement with the County that could result in DOT providing more regular weed abatement, litter removal, and tree or vegetation planting along expressways within San José.

SJ 311 Service Enhancement

San José 311 receives about 300,000 requests per year for services including graffiti, abandoned vehicles, potholes, streetlight outages, Free Junk Pickup, and other key quality-of-life issues. As the City's needs evolve, so must the primary tool residents rely on to request basic city services. Last year, SJ311 enhancements improved our vehicle concerns response system and added guidance for how to report sewer/water complaints. In order to make SJ311 an even more useful and widely adopted tool, we must accomplish the following objectives:

1) Fully transfer ownership of the technology stack to our IT Department and reduce our reliance on external vendors to provide service upgrades;
2) Ensure full integration of the SJ311 program in the City Manager's customer service improvement initiative;
3) Deliver a first-in-class user interface and experience that allows for seamless reporting, promotes public engagement, and facilitates frequent feedback loops; and
4) Integrate new high-value features, including:
    a) Enhanced geotagging by address, approximate location, and adding a pin on a map
    b) Expanding size limits on photos
    c) Integrating push notifications or SMS updates on the status of tickets
    d) Information about community events and city proceedings
    e) Photo confirmation of services rendered where appropriate and other loop-closing mechanisms
    f) Investigate opportunities to use advanced technologies, including AI, to proactively detect and address SJ311 related services.
    g) Investigate collaboration opportunities with the Groundwerx clean and safe program to leverage additional resources to support City staff.

The City Manager is directed to explore ways to dedicate technical resources to oversee the development of SJ311 under the operation and control of the Information Technology Department to enable faster service enhancements and a best-in-class SJ311 resident experience. The City Manager is also directed to allocate sufficient funding to implement the service enhancements outlined above.

V. Increasing Community Safety



Year after year, San Joséans have made it clear that reducing crime, improving police response times, and increasing police presence are top priorities. However, like many law enforcement agencies across the country, SJPD continues to grapple with a high vacancy rate that has strained the department. Currently, we have only 971 street-ready officers working to protect our community. Over the last two fiscal years, we have invested in new recruitment and retention efforts to combat hiring challenges. And while we have begun to see a positive trend in Academy applicants and class sizes, we haven't yet reached our goal of a fully staffed police force.

Staffing shortages force us to reevaluate how we allocate our resources. While we shouldn't lose sight of the importance of recruitment and retention, we must also continue to prioritize technology that assists us in deploying our sworn officers to maximize public safety outcomes for our community. Strategic adjustments allow us to operate within our budget while keeping San José safe, even in the face of staffing challenges.

Police Recruitment and Retention

Our three Police Academy classes in 2024 – SJ47, SJ48, and SJ49 – graduated a combined 67 officers to patrol. Despite these gains, we continue to face challenges in keeping up with attrition, as we lost 77 sworn officers over the same period. We need to maximize our academy's capacity and increase the number of graduates per class while maintaining the hiring standards that sets SJPD apart from other departments. The City Manager is therefore directed to continue investments in marketing, recruitment, and backgrounding approved in last year's budget. To

measure the impact of these investments, the City Manager is directed to include an associated performance metric in the Increasing Community Safety Focus Area Scorecard that reflects the goal of increasing Academy class sizes from 30 to 40.

Hiring incentives have proven to be effective in attracting new talent to SJPD from other jurisdictions. Last year, we added nine seasoned officers to SJPD by leveraging our lateral hiring bonus. The City Manager is directed to continue and explore increasing the lateral hiring bonus to encourage recruitment of qualified talent.

To attract the next generation of SJPD officers, last year's budget message allocated stipends for SJPD cadets aged 18-21 to maintain engagement and interest until they are eligible to apply for the Academy at age 21. We have since learned that drop-off in applications to our academy is largely attributable to the time and cost associated with fulfilling SJPD's education requirement. Therefore, the City Manager is directed to work with the department to explore optimizing the cadet stipend, perhaps by allocating a portion of the stipend towards college tuition assistance on the condition of application to the Academy.

Finally, to help our thinly-staffed department meet growing service demands and focus on high-priority issues, the City Manager is directed to consider eliminating less impactful units to allow the redeployment of officers toward more urgent needs, explore new or expanded classifications, and other actions to help us optimize service delivery, such as:

- **Detention Service Officers:** SJPD officers frequently support the County Sheriff's Department by transporting arrested individuals to jail or supervising them during a hospital stay. While necessary, this process significantly burdens our officers who spend upwards of three hours away from patrol duties, often working overtime to complete their duties and reports. Our Chief of Police and City Manager have identified a potential fix that can alleviate this strain and keep more officers on patrol. The City Manager is directed to establish a new classification for detention service officers who will respond to the scene of arrest and transport individuals to jail or supervise them in the hospital.
- **Reserve Unit:** Reserve officers have the same talent and training as sworn officers, and can exercise the same duties under law, making them ideal to further expand patrol capacity by working their own beat or post. When there is limited sworn officer capacity to cover a full district, reserve officers should have the ability to fill this role. The City Manager is directed to evaluate allowing reserve officers to patrol their own beat.
- **Rehired Retirees:** Many of our retirees bring valuable institutional knowledge, mentorship, and connections within the law enforcement community. The City Manager is directed to evaluate how rehired retirees are currently utilized within the department and identify areas where their contributions can be expanded to enhance operational effectiveness, cost savings, and overall efficiency. Specifically, the City Manager should explore leveraging rehired retirees to provide visible police presence and respond to lower priority calls in designated neighborhoods, looking to the San Francisco Police Department's Community Ambassador Program as an example.

Leveraging Technology

While we continue to increase staffing, we should also adopt technology solutions designed to make everyday operations more efficient and effective for our existing officers. Our ALPR network has grown to 474 cameras – enhancing enforcement capacity and leading to numerous apprehensions of suspects accused of committing a range of crimes. Building on our success with the ALPR system, we can introduce more tools to supplement our officers.

Last year, we allocated funding to build a foundation for the Real Time Intelligence Center (RTIC), a physical space where SJPD can aggregate data from arrest records, calls for service, digital evidence, digital forensics, crime bulletins, and camera footage from our ALPR and DOT networks to give first-responders greater intelligence to investigate and react in real-time, and reduce back-end detective work. Early examples show RTIC's impact – digital forensics analysis has expedited critical case information from one week to two hours and officers can quickly learn a person's history of altercations before arriving at the scene. The City Manager is directed to continue funding for the Real Time Intelligence Center and evaluate additional funding that could enhance this cost-effective policing.

Our officers spend an extensive amount of time generating police reports, diverting personnel from critical field operations and investigations. This year, we will pilot an AI-assisted transcription service for body-worn cameras to assess if this technology can reduce the time required to generate reports by hand. The City Manager is directed to evaluate the pilot's outcomes and determine whether to continue to pursue AI-assisted transcription.

Copper Wire Theft

Organized crime rings have stolen copper wire from more than 1,000 streetlights in San José over the last nine months, leaving entire neighborhoods in the dark, damaging utility boxes, and causing over half a million dollars in damages. SJPD and DOT have made progress tracking theft patterns, identifying hotspots, and educating recyclers on responsible wire purchases. However, enforcing theft is difficult without catching suspects in the act or proving ownership of the wire itself. The City is co-sponsoring AB 476 this legislative session. If enacted by the Legislature, it will require recyclers to verify proof of ownership for copper wire and seller licensing. While waiting for this bill to pass, the City Manager is directed to advance solutions that clearly identify copper wire as city property, such as coating wire to stamp ownership. Further, the City Attorney is directed to work with the City Manager to develop an ordinance that makes it illegal to possess copper wire without credible proof of ownership.

Alternative Call Response Strategies

Last year, the Council allocated $450,000 for a San José-focused TRUST team. The City's ongoing investment in TRUST must be predicated on performance measures that demonstrate a clear return on investment for San José taxpayers. Successful outcomes need to include connecting people with severe behavioral health issues on our streets to the care they need. As the Council awaits initial outcomes in May from the first quarter of the San José TRUST team, the City Manager is directed to continue to engage Santa Clara County on 988 call transfers and reiterate our request to embed a trained behavioral health professional in 911 dispatch centers.

Strengthening this coordination could provide a seamless diversion of relevant 911 calls to 988, reducing the burden of sworn-officers and ensuring individuals in crisis receive the appropriate response from the start.

Wildfire Prevention and Preparedness

Earlier this year our fellow Californians in Los Angeles faced deadly and destructive fires that claimed 29 lives, forced thousands from their homes, and burned nearly 17,000 structures. This disaster raised concerns, rightfully so, about our own capacity and preparedness to address a similar catastrophe. In response, the City Manager released a Wildfire Preparedness Information Memo describing our current strategies and response models. However, it is apparent that we can do more, particularly around fuel reduction.

San José's wildfire risk extends beyond land within the City's control. While the City Manager's Information Memo provided a helpful assessment of fuel reduction efforts in City-owned parkland, we rely on information from the County, CalFire, and private property owners to quantify the full scope of fuel reduction responsibilities and efforts across all land in the Wildland-Urban Interface (WUI). The City Manager is directed to solicit information from these partners to devise a comprehensive assessment of vegetation management activities within high-risk WUI lands, quantifying high-risk acreage, monitoring capacity, and annual fuel reduction actions by responsible jurisdiction (e.g. city, county, state, private property owner).

New tools and approaches can help us reduce fire risk and improve evacuation plans. The East Bay Regional Park District recently conducted a large-scale aerial assessment project for 125,000 acres of parkland that informed where thinning might best prevent wildfire risk. San José State University (SJSU) is home to the Wildfire Interdisciplinary Research Center, which could provide the expertise needed to conduct similar work using emerging AI-powered tools. The City Manager is directed to engage SJSU and other public and private technical partners to explore partnerships to improve the City's prevention and response efforts.

Beyond prevention, effective emergency response requires real time alerts and coordination. San José currently operates an emergency evacuation software that uses data-driven intelligence from critical facilities and traffic patterns to determine zone-based evacuations and to communicate appropriate responses through AlertSCC. To date, the City has established evacuation zones in this software which will improve response coordination across jurisdictions. However, this effort was implemented with one-time funding from a State grant and will sunset on August 31, 2025. The City Manager is directed to identify resources to continue use of a similar community evacuation notification software.

Above all, our ability to protect San José against wildfires, structural fires, and other emergencies depends on our excellent Fire Department's swift and effective response. With three new fire stations – Fire Station 8, Fire Station 32, and Fire Station 36 – coming online this year, we must ensure adequate staffing levels within our Fire Department. The City Manager is directed to maintain existing recruitment, hiring, and training resources for Fire Academy classes.

Partnerships to Improve Public Safety Outcomes

Many repeat offenders struggle with addiction and mental illness. To improve their lives and increase public safety, we need to break the cycle of reoffending through effective implementation of reforms to California's behavioral health and justice systems. As new tools like CARE Court, Prop 1, Prop 36, and SB 43 expand access to mandated treatment and interventions for those suffering on our streets, we must actively engage the County as the primary provider of public health services. The City Manager is directed to partner with the County to establish clear strategies to address repeat offenders and those with untreated behavioral health issues, such as funding CARE Court referral training for outreach workers, first responders, and law enforcement. To ensure accountability and public confidence in these reforms, the City Manager is directed to collaborate with SJPD and the District Attorney's Office to establish a data sharing agreement for tracking and publicly reporting Prop 36 sentencing outcomes, net new treatment beds added through Prop 1, CARE Court utilization, and repeat offender releases.

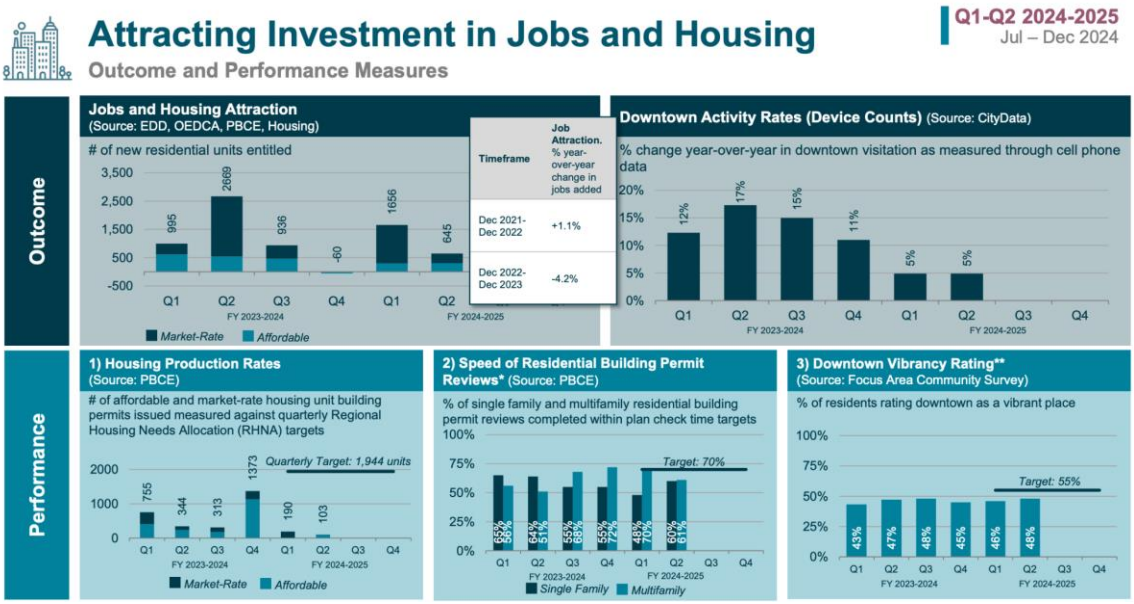
Dispatcher Infrastructure Support

As the first link in our emergency response chain, San José's public safety dispatchers field over 1 million calls for service and police events every year and regularly work 8 to 12 hour emotionally intense shifts. They deserve to work in an environment that reflects the care and dedication that their job demands. Two years ago, the Council funded a renovation project to expand the 9-1-1 Call Center into the space previously occupied by the Emergency Operations Center. While the expansion will bring natural light into the center, refreshing essential features sooner can help improve the space and boost morale before the larger project commences. The City Manager is directed to accelerate previously allocated funding as appropriate to replace the 9-1-1 Call Center carpets, office chairs, and other equipment as necessary.

Vision Zero

In 2015, San José adopted the Vision Zero initiative to eliminate fatal and severe traffic injuries. The City Council's updated 2025 Vision Zero Action Plan sets a goal to reduce fatalities and severe injuries by 30% by 2030 and eliminate them by 2040 by focusing on evidence-based solutions and accountability metrics. In order to meet these ambitious goals, the City Manager is directed to explore opportunities to maximize available funding for the Vision Zero program, including the leveraging of external resources and continuing to deploy low-cost, high-yield, quick-build traffic safety infrastructure on Priority Safety Corridors. The City Manager is also directed to minimize any impacts to the crossing guard program to ensure the safety of schoolchildren.

VI. Growing Our Economy



In difficult budget years, our first instinct is often to cut back on services or pursue new revenue measures – both of which balance a budget in the short term, but negatively impact our hard-working residents. While both strategies will play a role in this and future budgets, they remain insufficient. Our already thinly-staffed departments can only reduce costs so much without painful impacts to our community. Those cuts then risk eroding our tax base as a diminished quality-of-life results in the loss of employers, tourism, and other economic activity. As for new revenue, voters in our heavily-taxed community have made clear in recent polling they oppose new revenue measures, with only limited exceptions. Therefore, our best path forward is one that makes economic development – growing the proverbial pie – a central strategy.

Every new business that opens, every new development that breaks ground, every tourist attraction, and every job created adds to our tax base. These investments generate revenue growth – property taxes, sales taxes, and business fees – that funds essential services our community relies upon. Without economic growth, budget deficits become endemic, forcing painful tradeoffs year after year as we seek to fairly compensate our workforce and maintain service levels. We can grow our tax base by facilitating emerging industries and areas of strong market demand, betting on the experience economy and our downtown, and supporting our small businesses.

Supporting Emerging and Rapidly Growing Industries

The rapid growth of AI and increasing demand for data centers present a unique opportunity to expand our tax base. A typical 99 MW data center ramps up operations over several years, and the City stands to generate $3.5 to $6.4 million in annual General Fund revenues once it reaches full capacity. PG&E's recent data center market study found approximately 1.1 GW worth of signed and potential agreements for new data centers in San José, representing substantial demand for data center development that, if realized, will drive sustained economic activity, job creation, and expand our tax base. To put this investment in perspective, the full buildout of

these projects would roughly double San José's current total energy demand. To secure this historic investment in our city, the City Manager is directed to allocate funding for a limited number of new positions dedicated to attracting and facilitating data center investments and other large-load customers, potentially leveraging resources from a new agreement between the City and PG&E should all parties choose to move forward in the coming months.

Moreover, since new data centers and associated R&D uses are especially likely to be viable in the 159 acres of dedicated economic development land near the Regional Wastewater Treatment Facility, the City Manager is directed to prepare and release an RFQ for future development of these lands by Fall 2025.

Betting on the Experience Economy

While the office market continues to lag and recent commercial real estate transactions have demonstrated lower property values and short-term risks to our tax base, we are seeing tremendous potential for growth in what we have dubbed our "experience economy." This dynamic sector – built around in-person, social experiences – attracts residents to Downtown and other vibrant mixed-use neighborhoods to enjoy sports, entertainment, arts and cultural performances, dining, nightlife, and related activities.

In a first for any city or region, the San José metro area will host both the Super Bowl and the World Cup in 2026 – a once-in-a-generation opportunity to elevate our infrastructure, enhance our reputation, and establish San José as a premier destination for both Bay Area residents and international travelers. Our goal over the coming year should be to maximize the potential economic windfall associated with these global sporting events, which will bring tens of thousands of visitors and hotel stays between February and July, and capture more of this growing economic sector in the years to follow.

While additional coordination is needed amongst City departments and external partners to detail specific opportunities and project costs, the City Manager is directed to provide one-time funding for the following initiatives for 2026 and beyond:

- **Safety and Security:** Like any large events hosted in or near San José, 2026 events and fan experiences will require enhanced security in specific activation areas. The City Manager is directed to prioritize the funding needed to support event security and safety measures within San José.
- **Consultant Support:** The City's 2026 partners require support to develop branding, wayfinding, and event activations that will draw residents and visitors into San José and keep their consumer dollars here. The City Manager is directed to provide one-time funding to the San Jose Sports Authority to hire a consultant to design a coherent brand and fan experience around the variety of large sporting events coming to our region.
- **Wayfinding:** A downtown wayfinding initiative is already underway, but remains only partially funded. As we prepare for 2026, securing these upgrades is essential to seamlessly guide pedestrians, enhance connectivity, and strengthen Downtown's sense of place. The City Manager is directed to install wayfinding ahead of 2026 to enhance Downtown's identity and create a dynamic, easily navigable, and inviting streetscape.

- **Stitching Districts:** Existing pockets of vibrancy downtown lack the seamless connectivity that creates a truly unified and walkable experience. Building on the success of the Santa Clara Street Refresh, the next phase of public realm improvements should connect the SAP Center, Little Italy, and San Pedro Square along St. John Street. These improvements should maximize private and philanthropic investment alongside public investment and activation efforts to ensure a vibrant downtown for 2026 and beyond. The City Manager is directed to provide one-time funding for the Stitching Districts initiative and work with the stakeholders to complete this project prior to the 2026 sporting events.
- **Guadalupe River Park:** As a north-south gateway for visitors and residents traveling through Downtown, the Guadalupe River Park (GRP) has the potential to be San José's "Central Park." However, years of neglect have left it in disrepair. Building on the success of last year's Encampment Resolution Grant—which cleared the waterway and established a strict no-encampment zone—it's time to take the next step in revitalizing this critical space. In preparation for 2026, the City Manager is directed to leverage resources from internal city departments and external partners to clean up and revitalize GRP, building on discussions the Mayor's Office has initiated with the District 3 Office, GRP Conservancy, Valley Water, Caltrans, and other partners.

As important as 2026 is for our local economy and sense of civic pride, fully capturing the potential of our local experience economy requires a longer-term plan for establishing our downtown as a true destination for sports and entertainment. To define this vision, the City Manager is directed to allocate one-time funding as necessary and return to Council by December 2025 with a conceptual plan and next steps for the creation of a designated sports and entertainment district in the downtown area. Initial research should be coordinated with the San Jose Chamber of Commerce and other relevant stakeholders who can help define the initial scope of this work plan and potentially take on and fund elements of the research and planning process with outside partners. Leveraging resources from the Convention Center Facility District Revenue Fund, the City Manager is also directed to allocate one-time funding for a consultant to assess the costs and benefits of future San Jose Convention Center expansion that would allow us to secure and host larger conferences and events.

Building Momentum in Downtown

Investing in a vibrant downtown creates a flywheel effect for economic and cultural development, generating returns to our General Fund and fostering prosperity across our entire city. To strengthen the long-term vitality of Downtown San José, the City Manager is directed to pursue strategic initiatives aimed at increasing residential density, improving parking availability, and revitalizing Plaza de Cesar Chavez.

- **Downtown Office to Residential Conversion:** Spartan Village on the Paseo is a recent successful example of a commercial-to-residential conversion. With more conversion opportunities on the horizon, the City Manager is directed to return to Council with recommendations to waive the inclusionary housing requirements and park in-lieu fees for office-to-residential conversions.
- **Expanding Homeownership by Densifying Downtown:** Recognizing the need for starter homes in San José, the City's adopted Housing Element included strategy P-35 to facilitate more small multifamily housing. The City Manager is directed to return to the City Council with recommendations on the Small Multifamily Housing strategy,

including any necessary land use changes to promote increased density in neighborhoods near major thoroughfares, with a particular focus on areas surrounding Downtown. Additionally, the City Manager is directed to evaluate and bring forward recommendations for the City Council to provide incentives for small multifamily housing construction, including pre-approved plans for this housing type.

- **First Church of Christ, Scientist Building.** The First Church of Christ, Scientist building – a prominent and historic structure in the downtown – has been vacant and blighted for years. Its prolonged neglect poses safety concerns, limits economic activity, and hinders efforts to revitalize the surrounding area. The City Attorney is directed to implement a plan to eminent domain the First Church of Christ, Scientist Building.
- **Remedy City Parking Challenges:** The City Manager is directed to explore opportunities to integrate the Milligan Parking lot with ParkSJ, identify ways to expand parking availability in the SoFA district, and evaluate the feasibility of adding the Convention Center parking facility to ParkSJ's 90-minute free parking program.
- **Plaza de Cesar Chavez:** As San José's most frequented downtown park, Plaza de Cesar Chavez needs strategic upgrades for future sports, arts, and cultural events. To enhance event programming, reduce event costs, and create lasting public value, the City Manager is directed to convene event producers to identify and fund solutions for activation pain points, such as stage improvements or electrification upgrades. The City Manager is further directed to provide one-time funding to launch a Plaza de Cesar Chavez Conservancy, contingent upon the City securing representation on its board. These efforts are especially timely as we approach the Cesar Chavez Centennial in 2027.

Supporting our Small Businesses

San José's status as a welcoming city that offers upward mobility to a large and diverse population rests largely on the strength of our small business community and the entrepreneurial spirit immigrants bring to our country. In fact, nearly half of the more than 60,000 small businesses in San José are immigrant-owned. Our ability to continue to provide broad-based economic opportunity depends on creating a business-friendly environment that fosters investment, streamlines approval processes, and supports small business expansion. To stay competitive and responsive to emerging economic opportunities, we must reduce bureaucratic barriers, enhance direct outreach, and strengthen our business districts through the following actions:

- **Special / Conditional Use (SUP/CUP) Permitting Reform:** San José's SUP/CUP permitting process limits the full potential of our small business ecosystem. Permitting timelines average 7 months, and initial submittal fees can start at around $19,000 for a SUP and over $26,000 for a CUP. Final costs often climb much higher. Our small business permitting process should be simpler, faster, and cheaper for everyone. The City Manager is directed to bring back recommendations to streamline the SUP/CUP permitting process, beginning in the downtown core.
- **Strengthening Business Outreach and Commercial Corridor Support:** San José's business outreach — particularly for Latino and Vietnamese-owned businesses — has benefited from time-limited staffing resources. To sustain this progress, the City Manager is directed to maintain 3 time-limited business outreach roles and continue fostering business associations in key commercial corridors like Story Road, East Village, and

Alum Rock. Additionally, Business Improvement Districts (BIDs) play a vital role in enhancing vibrancy, cleanliness, and placemaking. Last year, for the first time in 16 years, San José established two new BIDs — the Tully Road Eastridge Business Association and the Monterey Corridor Business Association. The City Manager is directed to build on this momentum by supporting the creation of two new BIDs in commercial districts with the local backing and financial capability to succeed.

- **Protecting Small Businesses from Legal Action:** Recently, several businesses in our historic Japantown and other key commercial districts were served with ADA lawsuits that threaten their operations and could lead to closure. While ensuring accessibility is vital, bad actors can take advantage of strict ADA laws. The City Manager is directed to explore the allocation of one-time funding to offer a grant program that provides legal support for small businesses facing frivolous ADA lawsuits and other legal suits. This could involve extending a grant agreement with Elevate set to expire in October 2025.

VII. Building More Housing

San José faces a housing affordability crisis driven by decades of underbuilding housing across all income levels, culminating in a new record low for production in 2024: zero new market rate multifamily housing starts. Because of our housing shortfall – especially relative to regional job growth – the San José metro area is one of the most expensive places to rent or buy in the country, and many families are just a paycheck away from losing the roof over their heads.

In order to give housing affordability the attention it deserves – it consistently ranks as a top concern for San Joséans in annual surveys – we must create a distinct focus area for building more housing. Performance metrics for this focus area should consider factors within our control, such as the time a planning application is with staff; metrics that measure the applicant experience, including the time it takes an applicant to navigate our processes and respond to comments; and an overall customer experience metric. Outcomes should measure progress on the total number of homes built, number of affordable homes built, and number of multifamily units built using a streamlined state or local ministerial process. The City Manager is directed to decouple "Housing" from the Attracting Investment in Jobs and Housing Scorecard, retitle it "Building More Housing," and assign these respective outcome and performance measures.

Removing Barriers to Housing Development

The California Environmental Quality Act (CEQA) review process can delay housing development by years, inject uncertainty into the process, and cause projects to miss financing windows, ultimately driving up costs. By prioritizing CEQA process reform, we will accelerate development timelines, increase predictability, and instill confidence for housing investors. The City Manager is directed to prioritize CEQA reform work in the following areas: 1) Standardizing residential impacts and mitigations for traffic, noise, and air quality to streamline environmental analyses and reports by August 2025, 2) Expanding the Ministerial Ordinance into downtown, the airport land use area, and other growth areas by December 2025, and 3) Implementing recommendations from the 2022 CEQA process improvement audit to outline roles and expectations for environmental consultants and create guidelines and standard templates for preparing CEQA and NEPA documents.

Too often, the Planning Division is hamstrung by its cost recovery model, in which staffing levels and work plans are reliant on development fees from current applications. This burdens applications with high costs and reduces our ability to staff proactive policy work in support of future development opportunities and innovation within the department. Over time, we hope to achieve a higher baseline level of planning staffing that allows the City to make countercyclical planning investments that enable greater housing investments when the financial markets improve. The City Manager is therefore directed to ensure sufficient staffing resources are dedicated to achieve CEQA reform initiatives, even if it requires additional General Fund resources.

The Downtown Employment Priority Area mandates overzealous, unrealistic commercial requirements – sometimes dictating two or even three floors of commercial space within new multi-family developments – which can prove a significant barrier to housing feasibility. The commercial requirements are not necessary for street level vibrancy due to the more sensible Active Area Use Overlay which requires ground-floor retail and activation along major corridors. Imposing high minimum floor area ratios for commercial use conflicts with our goal of fostering dense, transit-oriented housing in the downtown core. Therefore, the City Manager is directed to eliminate the Downtown Employment Priority Area as part of the next city-initiated General Plan amendment hearing.

On a citywide basis, we also see specific impediments to new housing that should be addressed in the next General Plan update. For example, commercial requirements burden housing developments well beyond the downtown. In recent years, we've seen projects built with the required retail fail to secure tenants and have to come back to the City to convert the unused space to housing at significant additional cost. Instead of our current "one size fits all" approach to commercial requirements, we should embrace a more nuanced approach that protects vibrant business districts while lessening the burden where additional retail will likely sit vacant for years. We should also expand our growth areas to where there is current market demand for housing and job centers.

Addressing these and other barriers to housing will involve deeper analysis and therefore must be addressed through an update to San José's General Plan. The scope for the General Plan update shall include:

- Eliminating ground floor commercial requirements for housing developments that are not on vibrant business corridors.
- Expanding the amount of housing units in the General Plan EIR.
- Eliminating CEQA-related thresholds in the General Plan where they are not necessary.
- Expanding our growth areas to where there is current market demand for housing and employment uses, except in areas with immitigable Vehicle Miles Traveled (VMT) impacts.
- Exploring a dedicated designation for faith land and allowing mixed-income housing within this designation.

The City Manager is directed to initiate a General Plan Four-Year Review starting in fall of 2025 that will conclude by the end of FY 25-26. The final recommendations from the review may take longer to be fully implemented due to necessary CEQA analysis and other constraints, but the

agreed upon set of policies should be finalized next year. This review shall be undertaken with approaches to community outreach and engagement that streamline the process.

If we're serious about speeding up housing construction, we also need to be more flexible with existing rules and processes that contribute to longer development timelines. For example, housing developers currently are not permitted to continue construction through the weekend, dragging out construction timelines. The City Manager is directed to bring back an update to the Municipal Code to allow limited weekend construction hours by default in areas zoned for commercial, industrial, and high-density housing, with a mechanism for Council to reduce or modify the allowed hours to address site-specific concerns.

San José's entitlement timelines can also cause unnecessary development delays as projects are entitled for only two years with the option for two one-year extensions. Requests for extension have to come back for a public hearing, consuming staff time and creating uncertainty for investors. Allowing entitlements to span four years will create greater certainty within an investment cycle and reduce staff time preparing paperwork for extensions that are virtually always approved. Therefore, the City Manager is directed to return to the City Council with recommendations to reform entitlements to allow for a longer entitlement period.

New technology can play a role in improving planning processes and customer service. Just as we've successfully utilized AI-powered translation services to make public meetings more accessible, we can embrace technology to deliver better customer service in PBCE. For example, AI can help create checklists for development applicants, calculate fees, help an applicant navigate our online permitting processes, and point out specific rules in the Municipal Code. The Mayor's Office of Technology and Innovation has applied for funding through the Bloomberg Mayors Challenge to implement innovative ideas such as these. Should funding be awarded, the City Manager is directed to work with the Mayor's Office on an AI pilot within PBCE to improve the customer experience.

Many older buildings in San José have one shared meter for water. Due to city regulations, residents of these master-metered buildings do not pay for the water they use, disincentivizing conservation and exponentially increasing utility bills for property owners. To promote conservation and reduce costs associated with master-metered buildings, the City Manager is directed to return to the City Council with recommendations to align city policy with HUD guidelines that allow property owners to charge proportionally for tenants' use of utilities on master-metered properties.

Incentivizing Housing Development

With limited funding sources for affordable housing construction and tax-fatigue amongst voters, we must be agile in pursuing new sources of capital for affordable housing construction. Housing Revenue Bonds allow government agencies to issue tax exempt bonds at lower interest rates to finance construction of affordable housing that will be paid back through rental income. Enhanced Infrastructure Financing Districts apply a tax increment that may be paired with broader redevelopment opportunities in areas planned for significant development. In pursuit of funding mechanisms that don't add new taxes, the City Manager is directed to explore the feasibility of utilizing Housing Revenue Bonds and Enhanced Infrastructure Financing Districts.

Historically, during periods of high immigration and population growth, big cities have found ways to accommodate people in low-cost, naturally affordable housing with shared amenities such as single room occupancy (SRO) housing, boarding houses, and long-stay hotels. These affordable-by-design options allowed residents and workers to find an affordable place to live when moving to a new city. In San José, we have ordinances that allow for SRO and co-living typologies, but they haven't taken off in the ways we expected. To foster more naturally occurring affordable housing, the City Manager is directed to explore ways to reduce barriers in our Municipal Code and incentivize construction of SRO and co-living housing types such as through fee waivers and ministerial approvals.

The lack of federal, state, and local resources has made it increasingly difficult to finance 100% affordable housing projects because they require such deep subsidies. While the City has set aside land specifically for 100% affordable projects, viable projects haven't moved forward due to financing challenges. Mixed-income housing offers a sustainable alternative that leverages private investment to offset development costs and ensure greater financial stability over time. Additionally, research shows economically diverse communities foster positive social outcomes. Therefore, the City Manager is directed to return to the City Council with recommendations allowing for mixed-income housing development on City-owned land.

Affordable workforce housing fills a vital role in our housing continuum, yet we haven't built it at the scale we need. Instead, we've focused on creating a market of 100% affordable housing for lower-income residents and market-rate housing for everyone else when market conditions allow, leaving a significant gap in between for most working families. Our Inclusionary Housing Ordinance (IHO) was meant to incentivize developers to incorporate affordable housing in new developments on-site, but developers nearly always elect to pay in-lieu fees that sit in a fund and generate small numbers of new units with considerable lag time. To increase the production of workforce housing, the City Manager is directed to revise IHO regulations to: 1) Streamline processes, 2) Incentivize greater utilization of the credit exchange system, 3) Revise the fee structure to incentivize on-site, affordable unit builds for residents earning 60-120% Area Median Income (AMI), and 4) Ensure any project that is 100% affordable at or below 100% AMI are not subject to the IHO by default.

VIII. GOVERNMENT EFFICIENCY AND ACCOUNTABILITY

Focus Area Tracking and Reporting

Through the budget process each year the Council adopts a set of priorities, which we have in recent years called our Focus Areas. These are areas of extra emphasis for the Council and Administration that are set apart from other important and ongoing work because they reflect the community's top goals and typically involve complicated issues for which we are trying to significantly change one or more outcomes. Achieving these outcomes requires a unique level of policy iteration, programmatic investment, and collective effort. To keep the Council and the community apprised of progress and – perhaps more importantly – challenges and learnings associated with our limited set of Focus Area goals, the City Manager is directed to update the performance measures and outcomes within the Scorecards as frequently as is practicable and provide a quarterly opportunity for Council to learn from updates, ask questions, and provide feedback on performance. To ensure constructive updates and discussion, the City Manager

should present individual Focus Area reports to the relevant Council Committees quarterly, and cross-reference these reports and the associated Scorecards and Dashboards to the full Council at least twice per year.

Pay for Performance

As the Council and Administration work together to make progress within our key focus areas, those of us serving in positions of authority with the power to set priorities, allocate resources, adopt aligned programs and policies, and oversee large teams should be held accountable for delivering meaningful outcomes. In adopting the 2023-2024 Mayor's March Budget Message, Council directed the City Manager to overhaul the Senior Staff Management Performance Program (MPP) to ensure that performance pay is aligned specifically to the achievement of the outcomes and performance measures within the Focus Areas, along with the success of other priority core service areas. The City Manager responded to this direction via Informational Memorandum.

Building on our efforts to align resource allocation, performance reviews, and pay raises with Council-adopted goals and measurable progress, the Council should extend this model to our own pay and ensure that it is being consistently used for Council Appointees and their Senior Staff. I propose updating our salary setting process to align with a Pay for Performance model that ties performance-based raises (e.g. those in excess of any annual cost-of-living adjustment) for elected officials directly to measurable progress on Focus Area goals set through the budget process, or otherwise updated by the Council during the fiscal year based on new information. These and other top priority goals – aligned with Council's policy direction and adopted budget priorities – should be directly incorporated into each Council Appointee's annual work plan and the annual performance review and feedback process the Council is hiring an outside consultant to help redesign.

Goals and performance targets that will be used for Pay for Performance targets for the Mayor, Council, Council Appointees and their Senior Staff should be set by the Council through the budget process and reflected in the Final Adopted Budget, and they should be assessed at the end of each fiscal year by the Council as a key input to the Salary Setting Commission's review of elected officials' compensation, the evaluation process for Appointees, and the Management Performance Program (MPP) review for Senior Staff.

To bring performance review and salary-setting processes into alignment with the progress we collectively need to achieve our most important goals, the City Manager and City Attorney are directed to work together and return to the Council by June 2025 with recommend language for a 2026 Charter amendment that, if passed by the voters, would:

1. Amend the salary setting process for the Mayor and Council by directing the Salary Setting Commission to align any pay raises beyond cost-of-living increases with actual performance relative to the Council's adopted Pay for Performance goals within the Council's Focus Areas, which should be reported to the Commission on an annual basis. Goals and performance each fiscal year will be summarized and reported to the Commission via an annual report prepared by the City Manager and adopted by the Council in an open session.
2. Make clear that any pay raises for Council Appointees and their Senior Staff in excess of cost-of-living increases will be tied to measurable goals that reflect community impact. The Council's adopted Pay for Performance goals within the Focus Areas that impact Council Appointees' and Senior Staff's areas of responsibility should take priority and account for at least a majority of their performance-based raise.

Preliminary ideas for how such a ballot measure may be structured should be brought to Council for review and discussion through the Budget Study Sessions in May 2025. Once Council has adopted ballot language, this 2026 measure should be placed on whichever of the 2026 June Primary or November General Election ballots is likely to require the least cost to taxpayers.

Return to Work

Today, our default expectation is that employees work in person 5 days per week. For public-facing roles like police officers and park maintenance workers, in-person work is required to carry out basic job duties. Some of us at City Hall have greater flexibility. Per our City Manager, approximately 20% of our overall workforce have Flexible Workplace Agreements in place where they work 3-4 days in the office and 1-2 days at home. Returning those City employees to the office more days a week would likely strengthen teamwork, communications, efficiency, and accountability, provide more opportunities for mentorship and professional development, and bring more people into the downtown during workdays. Therefore, the City Manager and all other Appointees should consider bringing more employees into the workplace in accordance with the City's Flexible Workplace Policy, which may include increasing the baseline expectation for flexible work to in-person work four days per week.

Building a Customer-centric Culture

As public servants, we dedicate ourselves to improving the daily lives of everyone in our community. In order to stay close to our customers – the people who live, work in, and visit our city – we should increase opportunities for City employees to get out of City offices and into each of our neighborhoods where we can witness conditions first-hand, speak with residents and small business owners, and take direct action. To this end, the City Manager should explore deploying City employees across the city to engage with, clean up, beautify, and otherwise support our neighborhoods on a periodic basis, as their work schedules permit – this work would be intended first and foremost to bring our entire workforce closer to the "customer," our residents, and should include use of the SJ311 app.

IX. OTHER IMPORTANT AND ONGOING WORK

The above sections outline critical investments within our core Focus Areas, while being mindful about the fiscal constraints we face. Of course, there are many other important services that we must sustain in these uncertain times. In the Fiscal Year 2025-2026 Budget Priority Study Session on February 11, 2025, the City Manager outlined her City Service Area outcomes and key priorities, including the City Manager's Foundational Priorities. While many of these priorities overlap with the direction included in this message, the City Manager is directed to recommend budgetary adjustments, where necessary, to ensure that this work is continued in 2025-2026.

The following sections highlight a few key investments in other important and ongoing work that we must prioritize even as we make difficult budget trade offs this year.

Protecting Our Immigrant Community

During a time of uncertainty for so many of our immigrant neighbors, it is important for this Council to reaffirm our commitment to being a welcoming and inclusive city. The City Manager is directed to provide $200,000-$250,000 in one-time funding for services to support and protect our immigrant community, which could include expanding legal services, counseling and peer support networks, family preparedness plans, and strengthening privacy systems for non-profit partners.

San José Animal Care and Services (SJACS)

Dedicated SJACS staff, volunteers, and rescue partners provide critical care for thousands of animals every year. Last fall, the City Auditor released an audit that confirmed SJACS is over capacity and needs help keeping up with the large number of animals coming through the shelter's doors. When the audit came before Council in December, the Council provided additional direction for staff to restore Trap, Neuter, and Release (TNR) programs five days a week and work towards providing publicly available, low-cost spay and neuter services for owned pets. The City Manager is directed to prepare an MBA that evaluates options to redeploy existing resources to significantly scale up the weekly volume of TNRs and restore community spay and neuter services.

Climate Smart San José

The City Manager intends to shift the Climate Smart work within the Environmental Services Department to the Energy Department to allow for better alignment with the City's climate policy and energy-related efforts. We look forward to the increased spending on energy efficiency and renewable energy programs through San José Clean Energy, while also ensuring that sufficient General Fund resources remain focused on non-energy related activities to achieve our carbon neutrality goals.

2026-2027 Future Deficit Reserve: As part of our two-year strategy to balance the budget, we need to begin to address the additional incremental shortfall of $53 million forecasted for 2026-2027. While incorporating the direction within this message into the 2025-2026 Proposed Budget, the City Manager is directed to establish a 2026-2027 Future Deficit Reserve to set aside ongoing savings from cost reductions authorized in this budget cycle that will help address the projected shortfall for next year's budget cycle.

Prior One-Time Funded Items: If not identified previously, the City Manager is directed to evaluate programs funded on a one-time basis in 2024-2025, in context of the direction included in this message and the Budget Balancing Strategy Guidelines referenced below, for potential continuation in 2025-2026.

Essential Services Reserve: For the 2025-2026 budget cycle the City Manager is directed to set aside $1,000,000 in the Essential Services Reserve. This reserve allows Councilmembers to request one-time funds for critical projects through Budget Documents.

Budget Balancing Strategy Guidelines: In addition to the direction described in this memorandum, the City Manager is directed to deploy the Budget Balancing Strategy Guidelines, as described in Appendix A, to guide her approach to crafting a balanced budget in the year ahead.

Cost Estimate Request and City Council Budget Document Guidelines: This March Budget Message includes definitions and guidelines for the Cost Estimate Request and Budget Document process to continue to ensure the delivery of meaningful budgetary information for City Council decision-making. These guidelines can be found in Appendix B.

I have coordinated this March Budget Message with the City Manager and City Attorney and their respective offices.

I respectfully request my colleagues' support of this message.

Any questions may be directed to Stephen Caines, the Mayor's Budget Director, at Stephen.Caines@sanjoseca.gov.

APPENDIX A

2025-2026 Budget Balancing Strategy Guidelines

1. As directed by the priorities identified in the City Council-approved Mayor's March Budget Message, develop a budget that balances the City's delivery of the most essential services to the community with the resources available. Consider current needs in the context of long-term service delivery priorities.

2. Pose explicit questions of equity – including who benefits and who is burdened – when considering changes to City services to achieve a balanced budget.

3. Balance ongoing expenditures with ongoing revenues to maximize service delivery within existing resources, to ensure no negative impact on future budgets, and to maintain the City's high standards of fiscal integrity and financial management. Pursue a two-year strategy to address the multi-year shortfalls by also considering actions to take effect in 2026-2027, and the establishment of a Future Deficit Reserve in the General Fund to cover any projected budgetary shortfall in the following year as a stopgap measure.

4. Evaluate program-level budgets to identify opportunities to reduce/eliminate or restructure services that yield cost reductions and allow for the preservation of City Council-approved Focus Areas service levels, critical CSA services and programs, and the City Manager's Foundational Strategic Support Focus Areas, to the extent practicable.

5. Prioritize resources to address truly significant community or organizational risks, critical services funded on a one-time basis in 2024-2025 in the General Fund, and/or respond to specific City Council direction.

6. Review existing vacancies for opportunities to reorganize work groups to realize cost savings or to achieve current service level demands through alternative means. Factor in performance measure data in proposal development.

7. Focus on business process redesign to improve employee productivity and the quality, flexibility, and cost-effectiveness of service delivery (e.g., streamlining, reorganizing functions, and reallocating resources).

8. Explore alternative service delivery models (e.g., partnerships with non-profit, public, or private sector for out- or in-sourcing services) to ensure no service overlap, reduce and/or share costs, and use City resources more efficiently and effectively. Explore mechanisms to improve equity and inclusion within service delivery models.

9. Identify City policy changes that would enable/facilitate service delivery improvements, as well as one-time and ongoing General Fund savings, including changes to the policy governing the use of Measure E revenues.

10. Analyze non-personal/equipment/other costs, including contractual services, for cost savings opportunities. Contracts should be evaluated for their necessity to support City operations and to identify negotiation options to lower costs.

11. Consider delaying the opening of new City facilities as a near term cost reduction strategy.

12. Explore expanding existing revenue sources and/or adding new revenue sources.

13. Establish a fees, charges and rates structure designed to fully recover operating costs, while considering the impacts on fee and rate payers whereby a cost recovery structure may be lower in certain circumstances, and explore opportunities to establish new fees and charges for services, where appropriate.

14. Focus any available one-time resources on investments that 1) continue a very small number of high-priority programs funded on a one-time basis in 2024-2025 for which ongoing funding is not available; 2) address the City's unmet or deferred infrastructure needs; 3) leverage resources to or improve efficiency/effectiveness through technology and equipment or other one-time additions; 4) accelerate the pay down of existing debt obligations where applicable and appropriate; 5) increase budget stabilization reserves to address future budget uncertainty; and/or 6) provide for funding needs for non-bond eligible furniture, fixtures, and equipment associated with the continued implementation of Measure T.

15. Engage employees in department and/or city-wide budget proposal idea development.

16. Continue a community-based budget process where the City's residents and businesses are educated and engaged, as well as have the opportunity to provide feedback regarding the City's annual budget.

17. Use the General Plan as a primary long-term fiscal planning tool and link ability to provide City services to development policy decisions.

APPENDIX B

Cost Estimate Request and City Council Budget Document Guidelines

Consistent with prior years, the City Manager's Budget Request also includes guidelines for the process whereby City Councilmembers submit cost estimate requests to the Administration in preparation for their Budget Documents that are ultimately submitted to the Mayor's Office for potential inclusion in the Mayor's June Budget Message. This process is extremely beneficial in focusing the work of the Administration on feasible and implementable programs and services. The Administration recommends that the following definitions and guidelines – which provide definitions and limits to the Cost Estimate Request and Budget Document process to ensure the delivery of meaningful budgetary information for City Council decision-making – again be incorporated into City Council's approval of the Mayor's March Budget Message.

Cost Estimate Request: A request by a Councilmember to the Administration seeking the cost of a new project or program to be performed by City. The request from the Councilmember should include a clear description of the work to be performed and the anticipated outcomes that identifies how the change would affect services for San José residents, businesses, community groups, etc. Each Councilmember should submit no more than five Cost Estimate Requests.

The request must have a modest scope so that a reliable cost estimate response can be quickly and accurately completed. The anticipated scope should be a small-scale project that the City has delivered in the past, or an extension of a service that already exists that would only require a modest staffing addition on a one-time basis. Recent examples include the installation of targeted neighborhood traffic calming improvements, a radar speed display sign along a neighborhood street, or additional street tree plantings within a City Council District.

Requests that involve complex service delivery and/or large ongoing staffing resources for new programs (e.g., at-home STEM educational programs for children in Title I schools supplemented with free Wi-Fi hotspots), or large capital construction projects that require extensive design (e.g., new streetlight infrastructure, highway overpasses, etc.) are not appropriate for this process.

The request should identify the anticipated funding source to pay for the program (though City staff may suggest alternative funding sources in its response) and indicate if the project/program is a one-time or ongoing effort. To keep the budget structurally balanced, one-time expenditure requests should be offset by one-time funding sources, while ongoing expenditure requests should be offset by ongoing funding sources.

Cost Estimate Response: A response by the Administration to the Councilmember's request that clearly identifies the one-time and ongoing costs, as appropriate, any additional full-time equivalent positions that would be needed, and eligible funding sources. Explanatory notes are provided only if necessary to clarify what is included in the cost estimate response.

Budget Documents: Memoranda issued by a Councilmember to the Mayor recommending adjustments to the City Manager's Proposed Budget. Typically, Budget Documents are based on the information received in a Cost Estimate Request and Response, but they may also recommend targeted funding for community groups whose programs or actions serve the public

interest, but would not be performed by City staff. All Budget Documents that recommend a City-provided service or project must be based on a Cost Estimate Response.

As the Proposed Budget is fully balanced, Budget Documents must also identify the offsetting actions to pay for the recommended adjustment, such as the Essential Services Reserve. For example, if a Budget Document seeks to fund a $50,000 project, then a typical offset would be a $50,000 reduction to the Essential Services Reserve. It is important to note that the Essential Services Reserve is not an ongoing funding source. To pay for any ongoing costs, and to align within City of San José Budget Principles, the Budget Document would also need to identify an ongoing service in the Proposed Budget to defund.

Submittal Dates:

- **Wednesday, May 7:** Deadline for Councilmembers to submit Cost Estimate Requests to the City Manager's Budget Office
- **Friday, May 16:** Cost Estimate Responses returned to Councilmembers
- **Thursday, May 22:** Budget Documents due to Mayor's Office

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ART IN PUBLIC PLACES


Artist: Michael Amescua, *River Life*, 2025

In developing the 2026-2030 Proposed Capital Improvement Program (CIP), staff reviewed each capital program for public art funding based on revisions to the Public Art Master Plan approved by the City Council on March 13, 2007, and in accordance with Chapter 22.08 (Art in Public Places) of the San José Municipal Code. One percent of all construction project funding is required to be allocated to public art, excluding funding for seismic and ADA retrofits, rehabilitation, maintenance and operations, non-construction projects (such as studies), affordable housing, and projects at the Water Pollution Control Plant. Attached is a breakdown of public art allocations in the 2026-2030 Proposed CIP (Attachment A) and a sampling of projects that are currently being developed (Attachment B).

As shown in Attachment A, a total of $4.1 million is programmed for public art projects in the 2026-2030 Proposed CIP. This figure does not include the $7.2 million in public art expenditures estimated for 2024-2025, or outside funding from grants and consulting projects being managed by San José's Public Art Program staff. Due to the outreach and development process, the timing and completion of projects may vary from when the funding is allocated.

The sample public art project list that follows (Attachment B) includes major highlights of some of the projects funded through the Public Art allocations in this CIP. Given the scope and schedule of specific public art projects still under development and determined as funding allows, not all public art projects are reflected in this document. Further details and discussion of all specific public art projects can be found in the annual Citywide Capital Improvement Program Status Report provided by the Public Works Department[1]. The 2023-2024 report was presented to the City Council in December 2024.

In accordance with the San José Municipal Code, the Public Art Five-Year Work Plan for FY 2026-2030 was submitted to the Public Art Committee on April 1, 2025, and will be considered for recommendation by the Arts Commission on May 19, 2025.

[1] https://www.sanjoseca.gov/your-government/departments-offices/public-works/public-reporting

PERFORMANCE MEASURES

A set of consistent and comprehensive performance measurements along with targets and goals have been established for the entire capital program and adopted for each individual CSA. Measures focus on schedule (cycle time) and project delivery cost. Please see the Budget Guide section narrative for additional information on capital performance measures. While its investment spans across each CSA, performance measures for Public Art are presented below for ease of reference.

Outcome: Quality CIP Projects Delivered On-Budget

5 Year Strategic Goals			2023-2024 Actual	2024-2025 Target	2024-2025 Estimate	2025-2026 Target	2026-2027 Target	5-Year Goal
Community and Economic Development CSA delivers quality Capital Improvement Program (CIP) projects on-time and on-budget	1.	% of CIP projects that are completed within the adopted baseline budget[1]	**100% (11/11)**	100%	**100% (19/19)**	100%	100%	95%

1 Projects are considered "completed" when final cost accounting has occurred, and the project has been accepted; projects are considered "on budget" when the total expenditures do not exceed 101% of the baseline budget.

In 2024-2025, nineteen (19) projects are estimated to be completed within their baseline budgets. Notable Public Art projects expected to be delivered within the baseline budget are: Office of Emergency Management and Fire Training Center (Phase II), city-wide murals (15 murals), San José Mineta International Airport Art Lenticular Lab, River Oaks Pump Station perimeter fence art, and Thank you America Monument. Projects estimated to be delivered in 2025-2026 include Water Resources Administration and Operations Facility's Building Facade Art, Fire Station 8 Public Art, Children's Discovery Museum Environmental Awareness project, and many murals city-wide.

CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program
Attachment A - Public Art Projects

	2024-2025 Estimated	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5 - Year Total
Airport Capital Program							
Airport Renewal and Replacement Fund (527)	$2,392,933			$1,000,000	$1,000,000		$2,000,000
Total Airport Capital Program	**$2,392,933**			**$1,000,000**	**$1,000,000**		**$2,000,000**
Municipal Improvements Capital Program							
Convention Center Facilities District Capital Fund (798)	$65,000						
Total Municipal Improvement Capital Program	**$65,000**						
Parking Capital Program							
General Purpose Parking Capital Fund (559)	$111,000						
Total Parking Capital Program	**$111,000**						
Parks & Community Facilities Development Capital Program							
Parks and Recreation Bond Projects Fund (471)	$2,000						
Council District 1 Construction and Conveyance Tax Fund (377)	$156,000	$12,000	$4,000	$8,000	$1,000		$25,000
Council District 10 Construction and Conveyance Tax Fund (389)	$85,000						
Council District 2 Construction and Conveyance Tax Fund (378)	$18,000	$1,000	$3,000				$4,000
Council District 3 Construction and Conveyance Tax Fund (380)	$11,000	$10,000					$10,000
Council District 4 Construction and Conveyance Tax Fund (381)	$211,000	$10,000	$1,000				$11,000
Council District 5 Construction and Conveyance Tax Fund (382)	$23,000	$11,000	$3,000	$2,000			$16,000
Council District 6 Construction and Conveyance Tax Fund (384)	$154,000	$14,000					$14,000
Council District 7 Construction and Conveyance Tax Fund (385)	$44,000	$5,000	$2,000				$7,000
Council District 8 Construction and Conveyance Tax Fund (386)	$73,000	$3,000	$3,000				$6,000
Council District 9 Construction and Conveyance Tax Fund (388)	$135,000	$33,000	$7,000				$40,000
Lake Cunningham Fund (462)	$88,000	$13,000					$13,000
Parks City-Wide Construction and Conveyance Tax Fund (391)	$237,000	$11,000	$33,000	$19,000			$63,000
Subdivision Park Trust Fund (375)	$105,000						

CITY OF SAN JOSE
2026-2030 Proposed Capital Improvement Program
Attachment A - Public Art Projects

	2024-2025 Estimated	2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	5 - Year Total
Public Safety and Infrastructure Bond Fund - Parks (498)	$89,000						
Total Parks Capital Program	**$1,431,000**	**$123,000**	**$56,000**	**$29,000**	**$1,000**		**$209,000**
Public Safety Capital Program							
Public Safety and Infrastructure Bond Fund - Public Safety (498)	$853,970	$31,659					$31,659
Total Public Safety Capital Program	**$853,970**	**$31,659**					**$31,659**
Sanitary Sewer Capital Program							
Sewer Service and Use Charge Capital Improvement Fund (545)	$485,498	$89,000	$100,000	$124,000	$378,000	$106,000	$797,000
Sanitary Sewer Connection Fee Fund (540)	$3,000	$1,000	$1,000	$1,000	$1,000	$1,000	$5,000
Total Sanitary Sewer Capital Program	**$488,498**	**$90,000**	**$101,000**	**$125,000**	**$379,000**	**$107,000**	**$802,000**
Service Yards Capital Program							
Service Yards Construction and Conveyance Tax Fund (395)	$11,000						
Total Service Yards Capital Program	**$11,000**						
Storm Sewer Capital Program							
Storm Sewer Capital Fund (469)	$615,000	$116,000	$3,000	$3,000	$3,000	$3,000	$128,000
Public Safety and Infrastructure Bond Fund - Storm Sewer (498)	$270,000	$5,000	$5,000				$10,000
Total Storm Sewer Capital Program	**$885,000**	**$121,000**	**$8,000**	**$3,000**	**$3,000**	**$3,000**	**$138,000**
Traffic Capital Program							
Construction Excise Tax Fund (465)	$176,000	$15,000	$14,000	$6,000	$6,000	$6,000	$47,000
Building and Structure Construction Tax Fund (429)	$580,610	$192,000	$405,000	$179,000	$45,000	$4,000	$825,000
Total Traffic Capital Program	**$756,610**	**$207,000**	**$419,000**	**$185,000**	**$51,000**	**$10,000**	**$872,000**
Water Utility Capital Program							
Water Utility Capital Fund (500)	$152,460	$42,000					$42,000
Major Facilities Fund (502)	$25,000						
Total Water Capital Program	**$177,460**	**$42,000**					**$42,000**
Total All Programs	**$7,172,472**	**$614,659**	**$584,000**	**$1,342,000**	**$1,434,000**	**$120,000**	**$4,094,659**

ART IN PUBLIC PLACES

2026-2030 Proposed Capital Improvement Program

Attachment B - Sample of Projects

Project Name	Description	Location	Total Estimated Project Funding	Estimated Start Date	Estimated Completion Date
Almaden Winery Park Signature Sculpture	This project creates a largescale exterior sculpture to replace the de-installed historic wine press.	Almaden Winery Park	$50,000	2nd Qtr. 2020	2nd Qtr. 2028
Coleman and Bassett Illuminated Underpass	This project will create an illuminated underpass and will be augmented by an AHSC matching grant.	Bassett Park	$200,000	2nd Qtr. 2018	4th Qtr. 2028
Environmental Art Projects	This funds a series of environmental public art projects that educate the public about the water collection system, litter awareness, and other environmental concerns.	City-Wide	$455,000	3rd Qtr. 2018	On-going
Market/San Pedro Parking Facade Illuminated Enhancement	Enhances the exterior facade of the parking garage with an illuminated artwork. Design phase complete.	Market/San Pedro Parking Garage	$1,800,000	3 Qtr. 2018	4th Qtr. 2027
Fire Stations	Up to six public art projects will be created at new fire stations being built in San Jose. Fire Station 8 and 32 are underway.	City-Wide	$713,000	2nd Qtr. 2019	4th Qtr. 2027
River Oaks Pump Station	An educational artwork/gateway, along the Guadalupe River Trail, is in the fabrication phase.	City Hall	$147,000	3st Qtr. 2022	2th Qtr. 2026
Mural Projects	Up to 12 murals projects are in various stages of planning city-wide.	City-Wide	$380,000	4th Qtr. 2022	4th Qtr. 2025
Water Resources Administration & Operations Facility	Project in scoping stages but could create an educational artwork, façade enhancement, or both.	Water Resources Administration & Operations Facility	$280,000	4th Qtr. 2021	4th Qtr. 2026

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CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: TRANSPORTATION AND ENVIRONMENT COMMITTEE

FROM: Matt Loesch

SUBJECT: **STATUS REPORT ON DEFERRED MAINTENANCE AND INFRASTRUCTURE BACKLOG**

DATE: 3/18/24

Approved		Date	**3/25/24**

BACKGROUND

In October 2007, the first comprehensive report on the City's Deferred Maintenance and Infrastructure backlog was presented to the Transportation and Environment Committee and then to the full City Council in a special Study Session. This report analyzed the unfunded infrastructure and ongoing maintenance needs over a 5-year period for 14 discrete programs in the City. The 2007 report identified a one-time unfunded need of $915,000,000 and an ongoing unfunded need of $45,000,000. The report has been updated annually since that time.

This staff report provides an update on the City's Deferred Maintenance and Infrastructure Backlog (DMIB) and discusses near-term strategies being employed to minimize further increases to the backlog.

Overall, the DMIB totals roughly $1.7 billion in unfunded costs, with an additional $129.07 million needed annually to maintain the City's infrastructure.

ANALYSIS

Staff has updated the DMIB estimates last provided in 2022 to reflect more recent work and funds anticipated for inclusion into the 2025-2029 Proposed Capital Improvement Program (CIP), which will be released in late April. The current backlog of deferred needs is estimated at $1.7 billion, with an additional $129.07 million needed annually.

Based on these updates, the following table summarizes the current state of the City's Deferred Maintenance and Infrastructure backlog. The costs in the chart below represent staff's best

estimate based upon available data. Further analysis and refinement of these estimates would be required before funding is requested to address specific unfunded needs.

Infrastructure Backlog (numbers in millions)

Program	One Time Backlog			Annual Ongoing Unfunded Needs		
	2022	2024	Change	2022	2024	Change
Airport	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
City Operated Buildings [1]	$246.50	$293.80	$47.30	$20.10	$33.07	$12.97
Cultural Facilities Operated by Others (OCA)	$13.80	$38.74	$24.94	$6.80	$10.00	$3.20
Sports Facilities Operated by Others	TBD	$26.87	TBD	TBD	$7.90	TBD
Convention Facilities (TSJ)	$73.50	$75.00	$1.50	TBD	TBD	TBD
Fleet	$7.70	$17.40	$9.70	$1.40	$1.20	($0.20)
Parks, Pools and Open Space [2]	$284.90	$339.80	$54.90	$36.50	$38.80	$2.30
Sanitary Sewer	$50.00	$65.00	$15.00	$0.90	$0.30	($0.60)
Service Yards	$14.10	$14.10	$0.00	$0.70	$5.80	$5.10
Storm Sewer [3]	$180.00	$180.00	$0.00	$5.00	$13.20	$8.20
Information Technology [4]	$47.50	$45.80	($1.70)	$5.70	$3.30	($2.40)
Radio Communications [5]	$3.80	$7.70	$3.90	$0.40	$3.50	$3.10
Transportation Infrastructure [3]	$736.90	$552.20	($184.70)	$14.00	$12.00	($2.00)
Regional Wastewater Facility	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Water Utility	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total	**$1,658.70**	**$1,656.41**	**($29.16)**	**$91.50**	**$129.07**	**$29.67**

(1) For PRNS Parks Buildings Annual Ongoing is $22.6M and $10.47M for other facilities. Note that in the 2022 report, the annual ongoing number was only for Parks Buildings only; other facilities annual ongoing number was not included.
(2) The one-time backlog number for parks and open space may significantly increase in future years as a result of the aging system as described further later on in this report.
(3) Measure T investments include over $38M in the Storm Sewer, $30M in Transportation Infrastructure's streetlights and bridges, and $300M in on-going pavement annualized over 10 years.
(4) Technology needs within departments not managed by the IT Department are not included. Those departments present their technology needs within their program costs and plans.
(5) The one time backlog cost is to replace only the radios that will be no longer supported. The annual ongoing need is based on replacing all SVRCS radios in a long term contract with Motorola to receive the highest discount.

The One-Time Backlog of deferred needs column is the unfunded cost to restore a given asset to a satisfactory and serviceable condition rating. The Annual Ongoing Unfunded Needs column describes the additional funding needed to maintain the asset in satisfactory and serviceable condition or to establish a sinking fund for strategic asset maintenance or rehabilitation.

Attachment A is a summary of the department's operations, description of assets, funding, status and key changes from the prior reports in each asset category. Included is information on the status of near-term actions that the City has taken or could take to reduce the Deferred Maintenance and Infrastructure Backlog, along with any discussion of future opportunities relating to the asset category.

Some programs, funded either through enterprise funds or other funding mechanisms, while still facing sizable deferred maintenance and infrastructure backlogs, are sustainable and have confirmed no budget shortfall.

The Airport Department continues to monitor and identify vertical and horizontal deferred maintenance backlog needs. The Airport Department funded several one-time projects and completed additional deferred maintenance items within the Airport's 5-year Capital Improvement Program (CIP).

Similar to the 2022 report, with funding collected from tributary agencies and revenue from ratepayers, the Regional Wastewater Facility and Water Utility programs reported no unfunded needs.

Transportation Infrastructure continues to have the largest unfunded need. This area, focusing on the City's street network, roadway lighting, and right-of-way landscaping assets, has successfully leveraged Federal, State, and Regional funding to partially address the needs of the assets. Although the one-time backlog associated with street maintenance has stabilized and will continue to decrease in the coming years, conditions will likely start to deteriorate when funding is exhausted in the Public Safety and Infrastructure Bond Fund (Measure T).

City-operated buildings reported increases in one-time unfunded needs based on recently completed life cycle cost analysis reports.

The Parks, Recreation, and Neighborhood Services Department (PRNS) continues to evaluate infrastructure backlog against baseline conditions established in 2013-2014 and recognizes the need to advance a new city-wide analysis to provide a new benchmark of cost data.

The City's storm sewer program faces a significant reduction in funding transfer in the next few years. The need to rehabilitate the existing storm sewer infrastructure has become more crucial as these systems are deteriorating, causing them to be inundated while dealing with the effects of climate change. Lastly, additional funding is necessary to stay in compliance with the Consent Decree and the latest Municipal Regional Permit 3.0, which has been evaluated and will be included in this year's report. In the next few years, the City must develop and implement a new sustainable funding strategy to support the Storm and GSI programs. The City Manager's Office and Public Works, Transportation, and Environmental Services departments will be working with consultant firms and meeting with other jurisdictions and public agencies to discuss sustainable funding mechanisms to support similar programs.

Additionally, Attachment B provides the breakdown of DIMB by General Fund and Capital Funds on a one-time and ongoing basis.

COORDINATION

This memorandum was coordinated with the following Departments: Airport, Environmental Services, Information Technology, Libraries, Parks, Recreation and Neighborhood Services, Transportation, and the City Manager's Budget Office.

/s/
MATT LOESCH
Director of Public Works

For questions, please contact Mathew Nguyen, Deputy Director for the Department of Public Works at (408) 535-8300.

ATTACHEMENTS:

Attachment A - Program Details
Attachment B - General Fund vs. Capital Fund

ATTACHMENT A
PROGRAM DETAILS

AIRPORT

The Airport is an enterprise fund that is required to be self-sufficient. The Airport is able to maintain self-sufficiency by relying on a combination of funding sources that may either be used for capital improvements or repayment of debt service for capital improvements: Federal Grants (FAA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC), and General Airport Revenue.

The Airport currently has no infrastructure backlog during this reporting period.

The Facilities & Engineering and Planning & Development Divisions of the Airport Department are responsible for maintaining buildings and pavement. These facilities include:

- 2 Runways, 4 parallel taxiways, 14 cross taxiways, aprons and service roads (Airport Operations Area);
- 1 Fire Department building (ARFF);
- 1 Police Department building (SJPD Airport Division);
- 7 Terminal Area Buildings (A-Plus, Terminals A and B, Interim Gates Facility, FIS, T/A Baggage Claim, Central Plant);
- Miscellaneous support buildings;
- Smaller support buildings for maintaining building structure only;
- 3 Public Parking Garages;
- 4 Surface Parking Lots; and
- Several miscellaneous buildings used to support the maintenance of Airport structures.

The Airport tracks physical assets, horizontal and vertical, utilizing two computer-based systems as well as specialized studies. For the pavement assets (horizontal), the Airport utilizes "PAVER" computer software for condition assessment and prioritization and Hexagon EAM is utilized for building condition assessments (vertical). Special studies and consultants are used to supplement these two programs as well as in-house resources.

The last major upgrade and improvement to the Airport campus was completed in June 2010 and six temporary gates were added in 2019 — these assets are requiring additional maintenance to continue operating at the established efficiency levels. Maintenance items are categorized, prioritized, and addressed within the Airport's 5-year CIP as funding permits. The Airport currently has no infrastructure backlog.

Additional structures outside the terminal zone are primarily used in support of aviation functions, such as parts storage and tenant maintenance activities. The Airport Master Plan Amendment including a new CEQA Environmental Impact Report (EIR) was approved by the

City Council on April 28, 2020, and identified existing facilities requiring replacement to maximize the land use and allow the construction of modernized terminal facilities.

Critical pavement areas that are maintained by the Airport include taxiways, runways, and aircraft parking areas within the Air Operations Area (AOA) and the public right-of-way surfaces. The Airport maintains a Pavement Maintenance and Management Program to prioritize, plan and track maintenance activities for the Air Operations Area (AOA). This program is an industry-accepted, best management practice for identifying pavement life and cost estimates for planning purposes. Typically, airports that serve commercial aircraft traffic have used various "cut-off" points, a critical Pavement Condition Index (PCI) value, at which a pavement section requires rehabilitation. Generally, a Critical PCI of 70 for runways, 60 for taxiways and aprons, and 55 for shoulders and roadways is accepted throughout the industry. Preventive maintenance activities such as crack and joint sealing and patching are recommended for pavements that have a PCI greater than the critical PCI identified.

Overall, the pavement network at the Airport had an area weighted PCI value of 80 (on a scale of 0-100, 100 being zero maintenance required) based upon the last study conducted in 2021.

BUILDING FACILITIES

The Facility Management Division of Public Works Department supports maintenance, operations, oversight, and capital improvements at over 400 City buildings and structures, comprising more than 5 million square feet. These buildings are broken up into four different categories in this report as follows:

- City Operated Buildings
  - 37 Fire Department Buildings;
  - 3 Police Buildings;
  - 23 Libraries;
  - 47 Community Centers;
  - 251 Park Facility Buildings;
  - 3 City Hall Buildings;
  - 2 ESD Buildings
  - 1 Animal Care & Services Center (ACS)

- Cultural Facilities Operated by Others
  - 6 Cultural Facilities;
- Convention Facilities
  - 6 Facilities Operated by Team San Jose (TSJ);
- Sports Facilities Operated by Others
  - 3 Sports Facilities

Buildings and their systems and equipment have expected useful life. Building systems like the building envelope, HVAC, plumbing, electrical, and interior finishes have industry prescribed expected useful life. Some systems like HVAC and roofs have a 20-25 years expected useful life,

while others like plumbing and electrical may serve a 30-50 years useful life. Many of the City's building systems are nearing their useful life and some systems are already serving beyond their expected useful life.

There are a few factors worth noting that are impactful to the useful life of building systems. The high use of systems is one contributing factor. City owned facilities usage is high with many buildings operating 7 days a week and some systems running 24/7, 365 days a year. Another significant contributing factor is the lack of a robust preventative maintenance program in place to proactively service systems and equipment to maximize their useful life. The City has challenges to adequately fund a preventative maintenance program. With the technological advancements in building systems over the years, more components and items were added to the routine maintenance need list, and those needs cannot always be met.

The higher demand for preventative maintenance has been challenging to meet due to previous budget deficits and shortfalls from sources generally used to fund capital maintenance activities. Forced reductions have left insufficient resources to meet the maintenance needs of the facilities. Even as a portion of this funding has been restored, the deferred work continues to increase. This in turn can lead to building system premature failures and not achieving industry prescribed expected useful life. Another strain on facilities maintenance is bringing in new building inventory, either through new construction or the acquisition of new building facilities. These combined factors with continued staffing deficiencies and funding shortages have added to the challenge of properly and promptly making needed corrective and preventative maintenance repairs and/or system replacements.

The Facilities Management Division of Public Works Department, when resourced, continues to conduct facility condition assessments to determine the current status of building systems, projected end of life of systems, and cost estimates for repair and replacement. These assessments have historically been performed through consultants. Until such assessments can be further funded, resourced, scheduled, and analyzed, this report will use building assessments and estimates completed to date.

City Operated Buildings

The current backlog for deferred maintenance in building facilities is estimated at $293.8 million**,** which includes approximately $215 million for Parks Buildings. Additionally, many significant City owned facilities are in need of re-assessment due to the data being approximately a decade old. It is likely that current backlog is higher but will need to be further evaluated when resources are available. The remainder of the backlog needsis derived from a combination of consultant building assessment work completed to date by in-house staff and a small number of third-party building assessments. City Hall has been experiencing water intrusion into the basement recently, and consulting assessment and testing are scheduled in the next few weeks. The preliminary rough cost for design and repair is in the range of $15 million. Additionally, a facility condition assessment was performed at the three City Hall buildings by a consulting firm in the last week of January 2024. A report with the estimated repair/maintenance costs is expected to be available by April 2024, and those numbers will be incorporated in the next DMIB update.

The preventative maintenance program is very important and provides proper maintenance of building systems in order to prolong the useful life of building systems. The focus of the program has been 1) the completion of work items that address life safety needs, and 2) the preservation of assets. However, recognizing the need for cost saving measures, the funding allocation for preventive maintenance activities in the Facilities Management Division has been reduced over the years. Although not an ideal situation, cost savings were achieved through the increase of cycle times for maintenance activities related to the preservation of assets. In the short term, these reductions will result in a slightly higher rate of building system failures needing corrective action. Over the long term, the result of these reductions will shorten building systems' useful life and accelerate the need for full equipment replacement requiring capital funding.

Facilities Operated by the City	Backlog
Parks Buildings	$214,500,000
City Hall	$35,320,000
Police	$8,480,000
Animal Care and Services	$2,500,000
Fire Stations	$9,000,000
Libraries	$24,000,000
Total Backlog	**$293,800,000**

Cultural Facilities Operated by Others

These facilities, totaling over 900,000 square feet, include those listed in the following table.

Cultural Facilities	Estimated Five-Year Rehabilitation Need
Children's Discovery Museum	$4,950,000
Tech Interactive Museum	$8,755,000
History San Jose Facilities	$6,280,000
Museum of Art	$3,350,000
Hammer Theatre	$14,191,000
Mexican Heritage Plaza	$1,218,000
Total Budget Need	**$38,744,000**
Cultural Facilities Capital Maintenance Reserve	$0
Remaining Unfunded Need	**$38,744,000**

The current estimated rehabilitation needs through FY 2028-29 have been recently updated to approximately $38.7 million. Within this overall estimate, multiple facilities' funding needs have increased significantly. Hammer Theater's aging equipment and building components and worn-out roof need replacement. The Tech Interactive Museum's escalators and elevators had a long history of downtime and complaints and require replacement. The History San Jose Park has

major rehabilitation work identified for the Firehouse building, as well as roofing, painting, electrical, and repairs needed on various buildings onsite.

The operators at the Mexican Heritage Plaza, the Tech Interactive Museum, Hammer Theatre, and the Children's Discovery Museum are participating in a capital maintenance funding program. This program shifts a portion of their annual City subsidy into a separate account to specifically address minor capital funding needs. Note that the Cultural Facilities Capital Maintenance Reserve has been liquidated.

Sports Facilities Operated by Others

There are three sports facilities that are operated by others. They are the SAP center which is the home of the national hockey league San Jose sharks, TechCU Arena/Shark Ice which is the home of the American hockey league San Jose Barracuda, and Excite Ballpark which is the home of the San Jose Giants. TechCU Arena/Shark Ice just completed its expansion in 2022 which added two rink centers to the existing facility under the 2020B bonds funding. SAP center which opened in 1993 has a deferred repair and upgrades list of around $21 million including site ADA upgrades, AV system upgrades, Flooring repairs and upgrades, etc. A table below shows the estimated five year rehabilitation needs for these three sports facilities.

Sport Facilities	Estimated Five-Year Rehabilitation Need
Excite Ballpark	$750,000
TechCU Arena/Shark Ice	$4,357,000
SAP Center	$21,765,000

Convention Facilities Operated by Team San Jose

These facilities are operated by Team San Jose on the City's behalf and total approximately 1.4 million square feet, including the new areas added with the recent expansion of the Convention Center.

Facilities Operated by Team San Jose	Backlog
California Theater	$1,900,000
Center for Performing Arts	$44,000,000
Civic Auditorium	$4,100,000
Montgomery Theater	$1,500,000
San Jose Convention Center	$21,000,000
South Hall	$2,500,000
Total Backlog	**$75,000,000**

Center for the Performing Arts (CPA) is in need of major rehabilitation throughout the entire building including elevator upgrades, structural seismic retrofit, seating rearrangement, ADA upgrades, etc. A $7.6 million chiller, cooling tower and boiler replacement project for CPA is

scheduled for construction in 2025. Convention Center's air handler system and HVAC control system both have reached their service life of 30 years and need to be replaced. The initial Convention Center Restroom Upgrades project was completed in December 2019 at a cost of $2.3 million. The remaining restrooms needs to be upgrades as well at an estimated cost of $3 million.

FLEET

The City's Fleet Management Program provides preventive maintenance, repairs, statutory inspections, acquisition, disposal and fueling services for a fleet inventory consisting of 2,763 vehicles and equipment that support public safety, public health, and general government operations citywide.

These vehicles and equipment are categorized as follows:

Category	Qty.
Police Patrol	456
Fire Front Line	111
General Fleet	1,407
Off Road Fleet	266
Other Equipment	523
Total	**2,763**

This year's vehicle and equipment inventory decreased by 107 assets or 4% from last year's total of 2,870. The decreases occurred primarily in the General Fleet category and were comprised of general fleet light duty vehicles. The City's fleet assets inventory will continue to "right-size" as the organization's overall service delivery systems adjust to the current and future budget reality of the City. As this "right-sizing" occurs, vehicles that are no longer needed for one program will be shifted to another to ensure the City is replacing the vehicles that are the oldest or no longer meet the City's current sustainability goals. This strategy helps extend the useful life of the entire vehicle and equipment inventory.

To assist in the overall management of the City's fleet asset inventory, Public Works utilizes an asset management software application called AssetWorks to monitor equipment utilization, maintenance and repair programs, and fuel management operations. AssetWorks provides the information and reporting to assist staff in maximizing the lifecycle of the City's investment in vehicle and equipment assets.

The current backlog for the entire Fleet Management Program is $17.4 million. Vehicles that provide support for General Funded activities have a current backlog of approximately $7.4 million. The current vehicle replacement funding in the General Fund for the General Fleet of $5.6 million leaves an additional ongoing need of $1.2 million each year to replace eligible vehicles if the annual funding is consistent. This has been a challenge for Fleet Management as the vehicle replacement funds are not consistent each fiscal year. In addition to the General Fund-only portion of the backlog, a backlog exists for vehicles that are not funded in the General

Fund. This year's backlog includes $9.9 million for vehicle replacements in Special and Capital funds. This includes equipment at the Regional Wastewater Facility, vehicles supporting fee programs, and vehicles supporting capital programs. Public Safety vehicle funding has remained fully funded to ensure service. The replacement projections are calculated with vehicles reaching both age and mileage thresholds. There are a significant number of vehicles reaching age only that are not included in the backlog. It is important to consider, older vehicles cost significantly more to maintain. Replacing older vehicles regardless of miles results in lower operating costs, higher availability, cleaner emissions, greater safety features, and better fuel economy. In addition, the previous City Administration prompted a review of the eligibility age and milage for vehicles to be considered for replacement in order to expedite the conversion of the City's fleet to become more hybrid or electric only, thus requiring more replacement funding due to such earlier vehicle retirements.

PARKS, RECREATION AND NEIGHBORHOOD SERVICES

The Department of Parks, Recreation and Neighborhood Services (PRNS) manages parks, trails, community centers and various properties throughout the city. The Capital Program within PRNS is part of the Neighborhood Services CSA and is responsible for the development of new facilities and the renovation of existing facilities. The main funding sources for the program are generated from Construction and Conveyance Taxes and fees paid through residential developments under the Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO), collectively called Park Trust Funds. Other episodic funding sources include grants, donations, partnerships, and bonds. The five-year capital budget for 2024-2028 is $384.8M.

The annual funding needs of the program fluctuate based on expiring life cycles of existing facilities and the funding required to develop new facilities to meet General Plan goals which aim to provide 3.5 acres of neighborhood parkland for every 1,000 residents, 7.5 acres of regional parkland per 1,000 residents, 500 SF of community center space for every 1,000 residents, and a 100-mile trail network. In addition to these General Plan goals, the City also strives to provide a park to every resident within a 10-minute walk.

Funding strategies focus on prioritizing spending on replacing aging infrastructure, reducing costs through efficient means of project delivery, and supplementing funds through external sources such as grants, earmarks, and partnerships.

The Capital Park Condition Assessment program was launched in 2020 as a means to gather data on the condition of capital infrastructure. Staff has used this data to identify amenities that are beyond their useful life in order to prioritize funding for the most critical replacements. Of the categories assessed since 2020:

- 2 dog parks have been renovated.
- 21 playgrounds (10 youth lots, 10 tot lots, and 1 all ages lot), have been replaced or renovated; Additionally, 15 playgrounds are funded and are in various stages of

renovation from planning, design, and bidding (11 tot lots and 4 - 5-12 playgrounds are in process)
- 14 basketball courts have been renovated; 3 are in process
- 8 tennis courts have been renovated; 1 in process
- 7 pickleball courts have been renovated;
- 1 futsal court has been renovated;
- 21 pieces of exercise equipment have been renovated;
- 20.1 miles of trails have been renovated;
- 5 parking lots have been resurfaced; and
- 3 Park restrooms are in process of being renovated.

The park assessments continue to grow in scope and quality with new categories added to capture other assets such as shade structures and synthetic turf sports fields.

While a main strategy of PRNS is stewardship, "taking care of what we already have", we also acknowledge the growing demands of the City and continue to fill gaps in the amenity inventory by installing new parks, trails, and adding new features to existing parks. As an example, 19 new pickleball courts have been added since 2020, 9 new parks have been constructed, 2 new community gardens have been constructed and 7.84 miles of trail have been opened. While it is critical to construct new facilities to meet the demand of the growing population, it also increases the future funding needs as new amenities age out and require replacements over time.

Project delivery methods also offer the opportunity to increase efficiency and reduce costs, thereby reducing the total infrastructure backlog costs. Recent effort has been made to secure purchase orders (POs) that allow minor replacements to be made at a lower delivery cost. An example of this approach is the recent PO for synthetic turf for dog parks that allowed turf to be replaced at an existing dog park, cutting the cost to one quarter of the original estimate. A similar approach is in progress to secure a PO for synthetic sports field turf.

External funding sources have advanced a number of projects across the PRNS inventory including trail development, all-inclusive playground construction, and new park construction. A few recent examples include the Open Space Authority (OSA) Grant that advanced the construction of Mariposa Park, the Affordable Housing and Sustainable Communities (AHSC) Grant which supported trail development of Coyote Creek from Phelan to Tully, and the Emma Prusch all-inclusive playground that benefited from the Santa Clara County All-Inclusive Playground Program. Staff continues to seek out new grant programs, inventory opportunities for future grants, and develop a system that provides grant fronting funds. The greatest limitation in seeking grants is the requirement to pay for all costs up front and receive the grant funds after work is completed through reimbursements. This requires all projects to have 100% of funding fully appropriated at the time of the award contract, which creates the largest obstacle in meeting equity goals.

Partnerships and earmarks provide an opportunity to secure funds that may not require fronting. While this type of funding is the most sought after, they are also hard to secure. Lake Cunningham was granted a $1.5 million earmark for a pilot project to improve water quality with the support of elected officials. Other partnerships are found with non-profit organizations or

conservancies such as the Happy Hollow Foundation and the Guadalupe River Park Conservancy. These organizations offer strong partnership opportunities but are challenged to raise the larger investments needed for major capital projects.

Bonds may offer the greatest solution to neutralize all immediate facility needs and reduce the infrastructure backlog. The last Measure P Bond in 2000 provided plentiful resources to build community centers, construct playgrounds, and expand the PRNS inventory. However, new amenities were improved in the same time period causing bond improvements to age out in bulk, requiring greater funding needs for replacements. We are now witnessing a wave of replacement needs that our standard funding sources cannot absorb. A more sustainable approach would be to consider a mechanism to repeat a bond at 20-year intervals.

Funding needs should also consider funding for maintenance of park and trail facilities. When maintenance is not fully funded, it leads to greater deferred maintenance. Over time, this lack of preventive maintenance leads to premature decay of infrastructure. One strategy to ensure longevity of capital infrastructure is to fund maintenance at a higher level so there is capacity to perform annual preventative maintenance. For example, sealing and painting wooden shade structures can greatly increase the life span of the structure, thereby reducing the frequency of replacement needs and reducing the long-term funding burden.

In the future, PRNS may seek consulting services to provide an updated infrastructure backlog study, when funding becomes available, a new infrastructure backlog study would assess the entirety of the PRNS inventory and provide an updated cost. Current estimates are based on a 2014 study by Kitchell CEM with numbers adjusted annually based upon asset lifecycles and unfunded liabilities. While this provides a benchmark of data to measure against, it does not fully capture the granular data of current conditions.

Table PRNS-1 below shows the updated backlog costs per category.

TABLE PRNS-1
PRNS Asset Backlog Estimates

Park Component	Estimated Backlog
Park Grounds[1]	$147,116,412
Park Yards	$9,974,318
Trails	$20,586,149
Regional Facilities	$162,128,193
Park Component SubTotal	*$ 339,805,000*
Community Buildings[2]	$94,378,915
Other Buildings [2]	$115,932,022
Restrooms[2]	$4,202,916
Building Component SubTotal	*$ 214,514,000*
Total 2024 PRNS Backlog	**$ 554,319,000**

1. Value is estimated from 2013-2014 data and extrapolated to reflect increases due to inflation and decreases due to work completed.
2. These figures are included in the Building Facilities backlog section of this report.

SERVICE YARDS

The four City service yards include 325,000 square feet of building space and over 1,800,000 square feet of property. The estimated backlog in each yard is included below:

Service Yard Facilities	Backlog
Central Service Yard	$ 3,125,000
Mabury Yard	$ 1,550,000
South Yard	$ 6,150,000
West Yard	$ 3,250,000
Total Budget Need	**$14,075,000**

Improvements at the service yards are funded through the Construction and Conveyance taxes allocated to the Service Yards Capital Program, as well as transfers from the General Fund. The Service Yards program is currently underfunded. Capital improvement needs are warranted at these facilities on an annual basis, including, paving, mechanical, plumbing, HVAC, roofing and various modernization projects. The current funding levels will fall short in meeting the long-term deferred maintenance needs and the Administration has refinanced the Central Service Yard bond, reducing the overall funding request by $7.6 M, to assist in major rehabilitation of existing infrastructure and addition of new equipment, including a new water main line, pavement replacement, HVAC system upgrade, new generator, perimeter security measures, and a fueling island for the facility.

SANITARY SEWER

The sanitary sewer collection system includes:

- 2,030 Miles of Sanitary Sewer Mains (6 inches to 90 inches in diameter)
- 10 Miles of Force Mains;
- 17 Pump Stations;
- 2 Filtration Stations;
- 1 Odor Control Dosing Station
- 39,469 Manholes; and
- 202,000 Lateral Connections.

Approximately 85% of the City sewer collection system is roughly 50 years old. The Department of Public Works (DPW) is leading the implementation of a comprehensive Condition Assessment programs with the Department of Transportation's (DOT) assistance to determine the infrastructure improvement needs of the aging system. Data gathered from the Condition Assessment program will be utilized by both departments to determine the capital projects necessary to maintain the service life of the system as well as operations and maintenance programs to ensure uninterrupted conveyance of sewage to the treatment plant.

In order to meet the more stringent regulatory requirements of the State Sanitary Sewer Systems-Waste Discharge Requirements, DOT has made significant investments for additional

equipment, personnel, and contractual resources in the implementation of several critical Sanitary Sewer Overflow (SSO) reduction strategies over the past nine years. These strategies include increased sewer line cleaning productivity, proactive cleaning of problematic sewer lines, implementation of an SSO first responder program, chemical treatment or mechanical cleaning of sewer lines identified as having heavy root intrusion and growth, and continued collaboration with the Environmental Services Department (ESD) to address commercial areas that have evidence of excessive fats, oils, and grease (FOG) in their sewer mains.

Since beginning the implementation of the SSO reduction strategies in 2011, DOT has recorded a consistent reduction in SSO occurrences.

Fiscal Year	**FY 2012 -13**	**FY 2013 -14**	**FY 2014 -15**	**FY 2015 -16**	**FY 2016 -17**	**FY 2017 -18**	**FY 2018 -19**	**FY 2019-20**	**FY 2020 -21**	**FY 2021 -22**	**FY 2022 -23**
Number of SSOs	155	101	97	55	58	22	42	31	35	35	40

The 40 SSOs are equivalent to approximately 2 SSOs per 100 miles of sewer main per year. The significant reduction in SSOs since FY2012-13 is attributed to the improvements made by DOT in the maintenance of the existing sewer system in conjunction with the DPW repair and rehabilitation projects identified through the Condition Assessment program and Sanitary Sewer Capital Improvement Projects. DOT continues to proactively enhance its maintenance program and will continue to evaluate the program's performance as it works towards keeping the SSO rate at fewer than 3 SSO events per 100 miles of sewer main annually.

A. STRATEGIC PLANNING

Three main components critical to the optimal performance of the sanitary sewer system include:

1. Adequate sewer conveyance and treatment capacity that would meet the needs of the City's Envision San José 2040 General Plan;
2. Replacement/Rehabilitation program that would extend the useful life of the City's sewer assets;
3. Operations and Maintenance program that aligns with the City's core services while enhancing the SSO Reduction Program.

1. Capacity Needs

Since 2002, to manage sanitary pipe system capacity needs, DPW staff has developed a comprehensive sanitary system Master Plan based on the InfoWorks ICM (Integrated Catchment Modeling) hydraulic model. Phase II of this Master Plan, which was completed in 2013, included sewers of 10 inches or larger in diameter. Phase III of the Master Plan, which was completed in 2023, includes all public sewer mains throughout the City to ensure a thorough picture and analysis of the capacity needs of the current system.

In development of the model, staff used a systematic process that incorporates population data, land use development and planning information, and water use and flow monitoring data to estimate sewer flows. The model is used to assess system performance for existing, near-term (5- to 10-year horizon) and long-term (through 2040) under dry and wet weather flow scenarios, identify system improvement needs, and recommend capacity improvement projects.

The Phase II Master Plan had identified over 100 sewer capacity improvement projects totaling approximately $190 million (2013), of which about 75% of the projects, or $150 million, were to address existing capacity improvement needs. Between the completion of the Phase II and Phase III Master Plans, several of the identified projects were completed and several others were determined to be unnecessary through flow monitoring and model recalibration. The Phase III Master Plan has replaced 12 projects from the Phase II program as well as added 58 newly identified and recommended capacity improvement projects. The Master Plan, less any previously completed projects, includes projects with existing capacity improvement needs that would cost approximately $65 million, which equates to $6.5 million annually over the next ten years. Staff plans on continuing to use flow monitoring data collected through the ongoing flow monitoring program for master plan project validation.

2. Rehabilitation and Condition Assessment Needs

DPW staff currently manages sewer video inspection data and coding standards utilizing InfoMaster to analyze and prioritize repair and/or rehabilitation work. DPW staff is currently managing several contracts to perform pipeline inspection utilizing closed circuit television (CCTV). Likewise, DOT had made investments for additional equipment and personnel in conjunction with its operations and maintenance program to assist the condition assessment program. Coupled with defect coding analysis and sewer repairs, almost 100% of the City's neighborhood sewer collection system (6 to 10 inches diameter sewer pipes) has been inspected. The program has also started video inspection and condition assessment of the medium sized diameter sewer pipes (12 to 30 inches diameter) and will continue to video inspect the condition of larger pipes (32 inches and larger). This progress is in alignment with the recommendations from the Pilot Sanitary Sewer Condition Assessment Program (SSCA) completed in 2011. Utilizing a risk-based analysis of statistic samples of the sewer system revealed the need to invest in frequent monitoring of the high-risk pipelines. On an annual basis, $3.9 million should be spent on condition assessments to ensure a sufficient amount of infrastructure is evaluated.

The SSCA recommended an annual investment of $28 million (approximately $29.4 million at 2024 costs) for system rehabilitations in order to prevent the system from further deterioration. The SSCA had completed the recommended 10-year video inspection and analysis program for the collection system which equates to 10% annually. As the SSCA program continues, it is anticipated that additional funding may be needed to design and construct sewer infrastructure repair and rehabilitation projects identified in the SSCA program. Completion of these projects reduces the potential risk of SSOs due to structural deficiencies in the system and may augment the Operations and Maintenance program. Approximately 145 miles of sewer mains have been identified for repair and rehabilitation with the cost estimated to be $103.0 million as of 2022-2023, with over 80% of the condition assessment completed in the ten year period. As more information is collected through the CCTV program, the number of defective pipes and repair

needs may increase, and the recommended annual investment will be re-evaluated and reported in future years.

In 2016, an Exfiltration Abatement Program was developed and implemented by DPW staff to identify sewer mains with high risk of sewage exfiltration (leaking out) potentially causing contamination of the storm drain system. DPW aims to repair/rehabilitate these sewer mains at a rate of 6.5 miles annually. Staff has revised its work plan to integrate the Exfiltration Abatement Program into the SSCA program to identify high-risk pipe in the system using video inspection.

A new Sanitary Sewer Interceptor Management Program was developed in FY2021-2022 for the interceptor system. The interceptor system consists of a series of parallel, large diameter pipelines that extend from 7th and Empire Street, north along 7th, 5th, and 4th Streets to Highway 101, and across Highway 101 along Zanker Road to the Regional Wastewater Facility located north of Highway 237. The Interceptor Management Program will include a condition assessment program which would evaluate the structural integrity of the interceptors including junction structures, remove accumulated debris, and identify/prioritize the portions of pipe that may require rehabilitation and/or repair. The program will also include the evaluation and rehabilitation of the City's soil bed filters that assist with removing odors and corrosive sewer gases from the interceptors. The soil bed filters are located at Canoas Garden and at Structure B on Zanker Road. Currently the facilities are outdated, inoperable,andin need of replacement or upgrading utilizing newer filter technology. The total cost related to the repair or rehabilitation of the interceptors and pertinent facilities is under development.

3. Operations and Maintenance

DOT staff has been implementing several elements of their SSO Reduction Program outlined in the Sewer System Management Plan (SSMP) that was developed to address the results of the 2010 EPA / San Francisco Regional Water Quality Control Board (SFRWQCB) audit. Currently, DOT staff has transitioned from an in-house developed, GIS-capable CMMS software to a new GIS-capable SalesForce-based Unity system which tracks maintenance history, work orders, inspections, and work performance efficiency. Recommendations after extensive analysis of available data have been incorporated into the planning and scheduling of O&M activities. This effort, in conjunction with procurement of additional O&M maintenance vehicles and equipment, has resulted in the steady decline in the repair backlog and in the number of SSOs. Last fiscal year, DOT staff cleaned over 704 miles of sewer lines. In order to continue the implementation of the strategies, it is anticipated that additional funding may be necessary to further reduce the number of SSOs within the City.

B. FUNDING – EXPENDITURE VS NEEDS

The Sanitary Sewer CIP is primarily funded by a transfer from the Sewer Service and Use Charge Fund andJoint Participation revenues from other jurisdictions served by this sytem, Connection Fee revenues, and interest revenues.

The Sanitary Sewer Capital Program annual funding need is calculated based upon the results of the 2011 Sewer Condition Assessment Pilot, the projected cost of performing the condition

assessment and system improvements, and an analysis of capacity improvement projects needed to address existing capacity improvement needs in the system.

The implementation of the Exfiltration Abatement Program has been carefully crafted into the CIP; however, construction escalation has stretched the current budget that was allocated to this program. Staff will continue to monitor all expenditures for this program and adjustments will be brought forward in an upcoming budget process, as needed.

The annual operating and maintenance costs (managed by DOT, currently at $29.6 million) will likely also require future increases to enable DOT to continue implementing various strategies aimed at decreasing SSOs and response times. The cost to purchase replacement vehicles has greatly increased and the purchase of additional equipment and resources to implement technology solutions that will enable better system monitoring and more efficient maintenance operations are some of the future investments under consideration. As the pavement maintenance program increases production as a result of new funding streams, the number of sanitary sewer miles investigated via CCTV has increased to proactively identify sewer defects with the goal of repairing them prior to paving. Current CCTV and sewer repair capacity has been increased temporarily to meet this expansion. DPW and DOT are working together to evaluate existing capabilities and determine if more resources need to be considered through the budget process.

An idealized annual investment for both the Capital Improvement needs (for rehabilitation and capacity expansion) and O&M of the system would total approximately $67.9 million per year for the next 10 to 20 years as shown in the following table:

Annual Need for Maintenance and Infrastructure	
Rehabilitation	$29,400,000
Condition Assessment	$3,900,000
Capacity Projects (existing users)	$6,500,000
Total Capital Need	**$39,800,000**
O&M (DOT)	$27,100,000
Total Capital and Operating Need	**$66,900,000**
2023-2024 Adopted Budget Funding	$66,620,000
Total Annual Unfunded Need	**($280,000)**

After taking into account DOT operating costs ($27.1 million) programmed in the FY 2023-24 Adopted Operating Budget and the transfer from the Sewer Service and Use Charge Fund and the Sanitary Sewer Joint Participation revenues in the FY 2023-24 Adopted Capital Budget ($37.0 million), which excludes fund balance primarily used for completing or continuing projects and Sanitary Sewer Joint Participation projects, the remaining annual unfunded need is approximately $280,000. This need will be evaluated on an annual basis to determine if any funding increases are needed. Any future funding modifications will be the result of a collaboration between ESD, DOT and DPW that considers the needs at both the Regional Wastewater Facility and the sanitary sewer collection system, as well as long-term rate payer impacts.

ESD, DOT and DPW are currently working together to identify the annual funding needs of all the programs that are funded from the SSUC Fund (Wastewater Treatment Plant Operating and Capital, Collection System Capital, and Operating and Maintenance). The final result of this interdepartmental collaboration will be a 10-year rate strategy to advance all three programs.

STORM SEWER

The storm sewer collection system includes:

- 1,100 Miles of Storm Sewer Pipe
- 35,500 Storm Drain Inlets
- 4,500 Miles of Curb and Gutter
- 1,712 Storm Outfalls
- 31 Pump Stations
- 32 Large Trash Capture Devices

The preliminary citywide storm drain system's dynamic hydrologic and hydraulic (H&H) model was developed and prepared prior to the February 2017 flood event. The InfoWorks ICM (Integrated Catchment Model) computer model included pipes of 24 inches and larger in diameter using the City's GIS datasets, as-built plans, and survey data, and incorporated boundary information from Valley Water's HEC-RAS model files and was calibrated using 2013-2014 and 2015-2016 flow data of the storm drain and creek/river channel systems. At the end of this phase of modeling effort, a preliminary list of 22 high priority capacity improvement projects were identified, with estimated approximately $215 million in total capital cost. The Phase I Study reviewed the storm drain system's hydraulic performance for the 10-year 24-hour design storm event and identified 22 high priority projects that would address known historical flooding and predicted flooding during a 3-year event. These high-priority projects include the Charcot area improvement project which is funded by a Measure T allocation of over $38 million. The capital cost for the remaining high-priority projects for flood protection purposes is estimated to be $180 million or $18 million annually over a ten year period.

The City is updating and refining the preliminary model based on the collected high-water mark and channel flow/stage data collected by Valley Water for Coyote Creek during the February 2017 flood event and for Guadalupe River during the January 2019 large storm events. The post-2017 Phase 2 Master Plan Study is updating the model with Valley Water's HEC-RAS riverine models updated after the February 2017 Flood and will evaluate project alternatives for predicted deficiencies The updated modeling analysis is anticipated to be completed in June 2024 with a revised list of high priority projects.

2023-2024 Adopted CIP provided improvements to the storm sewer collection system in the Charcot area of North San Jose and other critical areas, and outfall rehabilitation, and minor storm sewer improvement projects, as well as installation of additional large trash capture devices in compliance with the Municipal Regional Stormwater Permit. It has been identified that over 335 outfalls have deteriorated and require rehabilitation. The estimated cost to fix the 335 outfall is approximately $85M. In addition, any improvements within the riparian corridor of City-owned creeks require mandatory environmental mitigation, monitoring and reporting to

the regulatory agencies for a minimum of 10 years. The current annual funding to rehabilitate these outfalls is approximately $3M for the next 5 years, which is only sufficient to address only a limited number of high-priority locations per year. Approximately$8.5M is needed annually to rehabilitate or replace these deteriorated outfalls.

The flood event in February 2017 also shed light on the maintenance of waterways within City-owned properties. The City currently doesn't have funding to maintain the waterways, and while the Santa Clara Valley Water has been collecting funding for this purpose, they don't have encroachment permits or rights of entry to do work in and on City-owned property and City rights of way. City staff will work with Valley Water to understand the processes necessary for this to occur and subsequently can coordinate in this effort to clean the creeks. In addition to the maintenance of waterways, it was found that within the City's collection systems, flap gates can be used at certain strategic locations to prevent creek water from backflowing and inundating the system during large storms. The cost for this is not confirmed at this time and will be understood once the Phase 2 Master Plan Study is complete.

During these notable storms and other major storm events, DOT staff also observed severe flooding/ponding along the Taylor Street, Stockton Avenue, Cinnabar Street, and West Santa Clara Street storm systems, particularly at the Pershing Avenue, and Taylor Street underpass and West Santa Clara Street underpass. DPW staff has identified approximately 13,900 feet of pipeline projects to improve the capacity of these systems, and the costs are estimated at roughly $14 million. Storm CIP staff are waiting to prioritize the Capacity Improvement Program projects once Storm Master Plans Phase 2 Master Plan Study is complete.

Impacts of Measure T

Over $38 million was allocated for the Storm System Conveyance & Flood Prevention Project. This funding will be utilized for high priority projects identified in the Deferred Maintenance and Infrastructure Backlog. The highest priority project is the design and construction of the Charcot Storm Drain Improvements Pkg I which will improve the drainage in the Charcot area north of San Jose. This project scope includes the diversion of storm runoff from Coyote Creek into Guadalupe River and upsizing multiple storm sewers on Charcot Avenue.

A total of $25 million was allocated by Measure T to install multi-benefit green stormwater infrastructure (GSI) projects. ESD, PRNS, DOT and PW continued to collaborate and identify several potential regional GSI and green street locations. The River Oaks Detention Basin, one of the six identified locations in the GSI Plan, is currently under construction as one the first regional projects in the City of San Jose. Other regional and green street projects will follow after the City completes the further feasibility studies of other identified potential GSI sites. Based on the result of the first feasibility study, one of these sites – City Land South of Phelan (Kelley Park Horse Stables) – was selected for a more in-depth preliminary design before proceeding with the final design. After the preliminary design was completed, the project proved to have significant issues including additional costs for a new pump facility and related long-term O&M costs. City staff are recommending implementing a regional stormwater capture facility near the Kelley Park Parking Lot which is a gravity-based solution that doesn't have high long-term O&M costs and is able to be constructed with a lesser portion of the remaining Clean

Water Measure T funds. With the amount of Measure T funds remaining, this allows the design and construction of smaller regional stormwater capture facilities identified in the previous feasibility studies. This $25 million investment aligns with the need to invest in green stormwater infrastructure to further the environmental goals of the City.

Additionally, ESD and PW staff worked collaboratively and applied for Proposition 1 Integrated Regional Water Management (IRWMP) Grant Program funding for the design and construction of the River Oaks Stormwater Capture Project. The application was approved, and the City has negotiated and executed a Local Project Sponsor Agreement with the Association of Bay Area Governments to effectuate a $3,203,550 grant with City matching funds of 65% for the total project cost relating to the River Oaks Stormwater Capture Project. The 65% matching funds would come from the Measure T Program – Clean Water and Green Infrastructure Projects.

Funding

Funding for the Storm Sewer Capital Improvement Program is primarily derived from a transfer of funds from the Storm Sewer Operating Fund, which is funded through Storm Sewer Service Charge fees. These charges are assessed annually on properties and collected with real property taxes. The transfer level in the 2024-2028 Adopted CIP is $6M in 2023-2024 and 2024-2025, and will be reduced to $1.5M annually for the remaining 5-year CIP. Staff has been utilizing Caltrans grant funding to construct Large Trash Capture devices, the latest Coop Agreement signed in early 2024 allows for the reimbursement of up to $10.125M.

The Storm Sewer Capital Improvement Program annual funding need is calculated based upon the results of the on-going regulatory requirements from the Consent Decree and Municipal Regional Permit, the projected cost of system repair and rehabilitation, and the master planning and hydraulic analysis of capacity improvement projects needed to address existing and future deficiencies in the system. Santa Clara Valley Urban Runoff Pollution Prevention Program (SVURPPP) identified 32 trash hot spot locations in San Jose within the Trash Hot Spot Selection Final Report, 2010. Capturing trash in these locations will greatly improve San Jose's trash load reduction targets set in the Municipal Regional Stormwater Permit. A total of$9M annually would provide enough funds for the City of San Jose to meet trash load reduction targets, greened acres targets and goals set in the GSI Plan, 2019. Construction escalation has stretched the current budget that was allocated to this program and adjustments will be brought forward in an upcoming budget process, as needed.

The Storm Sewer Operating and Maintenance Program, managed by DOT, will also require future increases to enable DOT to continue implementing various strategies aimed at maintaining regional stormwater capture facilities and a significant number of full trash capture devices.

Additionally, the purchase of replacement vehicles and equipment and resources to implement technology solutions that will enable better system monitoring and more efficient maintenance operations are some of the anticipated future investments under consideration. As the pavement maintenance program increases production as a result of new funding streams, a program will need to be developed to begin investigating storm sewer miles via CCTV to proactively identify sewer defects with the goal of repairing them prior to paving to reduce the potential for sinkholes

and structural failures appearing in new pavement. Current CCTV and sewer repair capacity has been dedicated to Sanitary Sewer condition assessment and will need to increase to meet this expansion into condition assessment of Storm Sewers. DPW and DOT have been working together to evaluate existing capabilities and determine if more resources need to be considered through the budget process.

An idealized annual investment for both the Capital Improvement needs (for rehabilitation and capacity expansion) and O&M of the system would total approximately $42.5 million per year for the next 10 to 20 years as shown in the following table:

Annual Need for Maintenance and Infrastructure	
Regulatory Compliance	$9,000,000
Rehabilitation	$8,500,000
Capacity Projects (existing users)	$18,000,000
Total Capital Need	**$35,500,000**
O&M (DOT)	$7,000,000
Total Capital and Operating Need	**$42,500,000**
2023-2024 Adopted Budget Funding	$29,300,000
Total Annual Unfunded Need	**$13,200,000**

ESD, DOT and DPW are currently working together to identify the annual funding needs of all the programs funded in the Storm Sewer Operating Fund. The final result of this interdepartmental collaboration will be a 10-year rate strategy to advance all three programs.

INFORMATION TECHNOLOGY

The Information Technology Department (ITD) provides, maintains, and upgrades Citywide information and communications technologies that support municipal services. ITD is responsible for the City's technology infrastructure, business applications, cybersecurity, customer support, data administration, data/voice/video communications, and productivity and collaboration systems. This includes the City's budget, financial management, human resources management, payroll, talent management, and land and permitting management systems, as well as other critical technology solutions.

ITD maintains central technology asset data to catalog and prioritize unfunded server, storage, software, cybersecurity/resilience, and other liabilities presented in this report. Funding requests are submitted via the annual budget process.

Since FY2017-2018, the City invested in its foundational enterprise information and communications technologies to address technology deficits. These initiatives resolved major deferred items in areas of cybersecurity, business systems used by departments, server and storage infrastructure, employee computers, and Enterprise Resource Management applications programs. Over$11 million has been allocated of an estimated total replacement cost of $45.8 million, toward a Technology Replacement Fund over the past seven budget cycles to continue

accruing necessary funding to replace the City's multi-decade-old financials, human resources, and payroll systems.

Citywide Technology Portfolio

ITD organizes the City's Deferred Maintenance Infrastructure Backlog along service portfolios:

- **Business Resilience**: Cybersecurity risk detection/prevention, policies and compliance, perimeter defense systems, deskside and endpoint protection, incident response/management, data equity and privacy, and education/training resources.
- **Business Solutions:** Budget, financial management, human resources management, payroll, talent management, utility billing, treasury, revenue, enterprise content management, land and permitting management systems, and other enterprise software systems and platforms.
- budget, financial management, human resources management, payroll,
- **Data/Voice/Video Communications**—Core Municipal Area Network@, internal wireless network for major City facilities, telephony, internet connectivity, load balancing, remote access, network segmentation, and monitoring/alerting.
- **Public Wi-Fi Network:** Private and public wireless network connecting San Jose International Airport, and the Downtown core for City operations, special events and downtown activation.
- **Technology Infrastructure and Operations:** Server compute, data storage, virtualization, asset and image management, and Customer Support/Help Desk services supporting ~7,200 users and over 562 enterprise servers.
- **User Computing Environment:** Approximately 8,000 computers, 9,700 network telephones, and 4,500 City mobile and FirstNet endpoint devices.

Continuing to resolve deferred technology needs is essential to meeting City Roadmap initiatives, the City Manager's Enterprise Priorities, City Council's Focus Areas, and meeting service levels and maintaining operational excellence.

Since the last DMIB report in 2022, the City invested $300,000 to refresh the City's budgeting application with a new Cloud solution along with a re-design of the City's human capital planning process, $195,000 to upgrade the human resources and payroll system to a current release, and $140,000 to replace the City's talent management application. Of special note, the city invested approximately $469,000 to the city's server compute/storage/virtualization infrastructure to increase resilience and redundancy by expanding to a second data center at the PD Substation and the new Emergency Operations Center to provide prioritized emergency services in the event of a disaster; approximately $2,900,000 for the city's user computing environment to upgrade legacy deskside equipment needed to meet the Windows 11 operating system requirements, which will be spread over 2 fiscal years to maintain a sustainable 5 year lifecycle; approximately $556,000 to the city's data/voice/video communications to pilot a new Information Technology Service Management platform to test and replace the legacy ticketing system and asset management system and WIFI equipment upgrades to city facilities such as the SJ Airport, SJPD, the Regional Wastewater Facility and the new Emergency Operations Center.

New Priorities are Reshaping Deferred Infrastructure Costs

The City's overall technology-related deferred maintenance infrastructure backlog increased from a $47.5 million infrastructure backlog in 2022 to $45.8 million in 2024. The $1.7 million decrease is attributed to recognition of infrastructure and software replacement cost since 2021-2022.

- The Financial Management System is 30+ years old and reached the end of its lifecycle long ago with a deferred maintenance one-time cost of $18 million as of January 2024. The City has accrued $11 million in the technology sinking fund with $8.3 million of that total designated towards this replacement.
- The Human Capital Management (HCM) system, which provides human resources, benefits, and payroll, has been utilized for the past 25+ years and is due for a refresh. This item carries a one-time replacement cost of $15 million as of January 2024. The City has accrued $11 million in the technology sinking fund with $8.3 million of that total designated towards this replacement.
- The Business Tax System (BTS) is used to manage the City's Business Tax, Business Improvement District Fee, and a small number of Regulatory Permit programs. This legacy application was designated End-of-Life in 2014, is no longer supported by the vendor and cannot be upgraded due to hardware and licensing limitations. This item carries a deferred maintenance one-time cost of $4.25 million as of January 2024. There is no ongoing additional deferred maintenance and $4.1 million is allocated for replacement of this system.
- Oracle Database Appliances (ODA) are used to provide highly-availability database services for City applications. The ODAs carry a five-year engineered life cycle and reach replacement age starting in 2025-2026 with a deferred maintenance cost of $500,000.
- The Sales Tax application is used to review and audit sales tax data received from businesses reported to the State of California. This application has reached the end of its life cycle with a deferred maintenance of $220,000 in one-time cost as of January 2024.
- The City's Perimeter Security Firewalls manages the interface of the City network with the Internet. It has a replacement cost of approximately $1 million as of the current fiscal year.
- All the desk phones are 5-10 years old and reached End-of-Life. Replacing all desk phones will require a one-time cost $375,000.
- The City's current Windows 10 operating system (OS) will be end of life in October 2025. A total of 2,521 devices will be replaced with one-time funding of $2,900,000 to address the compatibility issues with the new Windows 11 OS, which will need to be refreshed in 5 years, and 2,195 devices have already reached their 5-year lifecycle and will need to be refreshed by 2024-2025. The City's virtual desktop infrastructure, which provides software-based desktops for remote and hybrid workers, will reach its 5-year lifecycle in October 2024. The hardware providing the service are already end of life. This replacement cost is approximately $240,000. ITD is pursuing cloud-based solutions as a replacement strategy.
- The City FirstNet phones have a three-year life cycle and the phones purchased in 2021 or earlier have fully deprecated. The cost to replace 1,287 phones and tablets is about

$929,000. Other FirstNet devices are in their second year of the life cycle, incurring a total cost of $1.1 million to deferred maintenance.

- Enterprise servers/storage have reached their 5-year lifecycle and require a one-time cost of $22,000.
- 35 Enterprise switches are end of life in 2025, requiring a one-time cost or approximately $150,000. All other network devices are beyond their replacement lifecycle but are covered under lifetime warranty. 188 Enterprise wireless access points at city facilities have reached end of life and 66 more approaching their replacement lifecycle by 2025, requiring a cost of approximately $230,000.
- City ITD maintains standalone Uninterruptible Power Supply (UPS) appliances at Fire Stations and city facilities that do not have built in UPS systems. These devices are at the end of their 5-year lifecycle, requiring a one-time replacement cost of approximately $96,000.

Technology Deferred Maintenance Infrastructure Backlog Summary Status

Technology Infrastructure Backlog		
Service Area	**One-Time**	**Annual Replacement Accrual**
Servers/Storage	$2,200,000	$100,000
Data and Voice Communications	$2,200,000	$300,000
Deskside and Mobile Technologies	$1,900,000	$1,700,000
Business Software Applications/ Platforms	$34,600,000	$100,000
Cybersecurity	$800,000	$200,000
Emergency Communications (FirstNet)	$1,600,000	$500,000
Utility Billing System	$2,500,000	$400,000
Total	**$45,800,000**	**$3,300,000**

The total deferred maintenance and infrastructure backlog for ITD is $45.8 million in one-time costs with additional accrued deferral of $3.3 million per year. The $3.3 million annual replacement accrual represents the annual funding that should be set aside in a sinking fund to replace the technology in the future.

The City continues to make considerable progress resolving the oldest and most at-risk technology assets. Deferred maintenance exists in two categories:

1. Critical enterprise legacy systems that continue to age, and
2. Investments in newer enterprise or large technology without maintenance and replacement funds (allocated according to engineered life cycle principles).

Addressing the City's deferred technology infrastructure needs—including upgrading equipment and systems to current industry standards—is essential for fulfilling projects and activities associated with Council's Focus Areas, the City Manager's Enterprise Priorities, and City

Roadmap initiatives—and is especially important to minimize cybersecurity threats the City constantly faces.

ITD will be pursuing cloud-based solutions as its infrastructure and systems replacement strategy.

RADIO COMMUNICATIONS PROGRAM

The City's infrastructure assets under this category include:

- 29 Citywide Public Safety and Non-Public Safety Radio Channels
- 11 Citywide Public Safety and Non-Public Safety Conventional Simulcast Radio Channels
- 27 Radio Sites – 18 City Owned and 9 Non-City Owned
- Enterprise Radio Systems – Regional Wastewater Facility, Airport, and Convention Center
- Fixed equipment distributed at the above sites to operate the various radio systems:
    - Voting Receivers – 154
    - Base Station Transceivers – 90
    - Voting Comparators – 38
- Public Safety Answering Point (PSAP) – 34 Radio Consoles at Main Dispatch PSAP and 14 Radio Consoles at Alternate PSAP
- Airport Operations Center - 3 Radio Consoles
- Subscriber Units (Mobile and Portable Radio Devices) – Approximately 5,280 Units (3,540 are already configured to use with SVRCS)
- Inventory for Support & Maintenance – Approximately 1,000 Units
- Test Equipment – 52 Units

The Silicon Valley Regional Interoperability Authority (SVRIA) is a joint powers authority consisting of 16 voting (including the City of San José) and 7 non-voting member agencies whose mission is to identify, coordinate, and implement communication interoperability solutions to its member agencies by integrating voice and data communications between law enforcement, fire and rescue services, emergency medical services, and emergency management for routine operations, critical incidents and disaster response and recovery. The Silicon Valley Regional Communications System (SVRCS), a multistage project coordinated by SVRIA, replaced the existing public safety radio systems currently in use in Santa Clara County with a system that uses the 700/800MHz spectrum, which allows for enhanced data transmissions, additional capacity for mutual aid scenarios, and the ability to record transmissions for training purposes.

The 2023-2024 and 2024-2028 Adopted Capital Improvement Program allocated $8.6 million to the Silicon Valley Regional Communications System in order to initiate the radio replacement project. In the past, radio purchases from the Capital Improvement Program have been replacing the previous models of VHF and UHF single-band radios. The replacement of all the old models was completed in FY 2019-20. The City's radio vendor, Motorola, announced all APX 7000 and APX 7500 models were out- of-support as of May 2023. The City entered into a 10-year contract

with Motorola totaling $11.5 million, which ends in FY 2030-31. In November 2021, 809 radios were purchased with the one-time funding of $5.25 million solely allocated to replace the unsupported models. The agreement schedule planned to ship approximately 89 radios every year starting in August 2022 until the contract ends in FY 2030-31.

In FY 2022-23, another one-time funding of $3.4M was allocated to this program and used to purchase 386 radios along with the scheduled 89 units for a total of 475 radios. The Radio Shop has been working closely with Motorola to formulate the radio replacement schedule. The table below represents the 10-year contract the City entered with Motorola and includes the 386 radios that were purchased with the one-time funding of $3.4M based on the number of radios in 2021.

10 Year Contract Agreement with Motorola				
	2021 Radio Count	Purchased	Remaining	# Radios Needed
PD Portables	866	676	0	0
Fire Portables	392	202	0	0
PD Mobiles	606	126	474	0
Fire Mobiles	166	32	134	0
*OOS: Out of Support	Total Radio Count:	Total radios purchased in contract:		OOS* radios remain:
	2030	**2030**		**0**

The table below shows the annual ongoing need to complete the current 10-year contract with Motorola which is to only replace the radios that have been unsupported as of December 2022 and is based on the number of radios in 2021.

Out of Support SVRCS Radios		**Average 38% discount**	
Year to Replace	# of Radios	Average cost per radio	Average Cost to replace
2021-22	809	$6,740	$5,250,840
2022-23	475	$6,740	$3,456,060
2023-24	88	$6,740	$1,700,000
2024-25	88	$6,740	$1,700,000
2025-26	95	$6,740	$1,700,000
2026-27	95	$6,740	$1,700,000
2027-28	95	$6,740	$1,700,000
2028-29	95	$6,740	$1,700,000
2029-30	95	$6,740	$1,700,000
2030-31	95	$6,740	$1,700,000
10-year Motorola contract	**2030**	**10-year Total**	**$22,306,900**

It is noted that for the next 5-year CIP period to assist with the remaining existing replacement cycle, an annual allocation of $1.7M is allocated in the CIP for the continued procurement of

new radios, equating to $8.5M total over that period. If this level continues, this should be sufficient to replace the $22.3M backlog of radios.

It is important to note that before the 10-year contract with Motorola ends in FY 2030-31, a separate new radio replacement cycle will be needed to ensure technical support availability for the APX 8000, APX 8500, and APX 900 public safety radios, which will start aging out in 2026. For FY 2026-2027, there will be 3,000 active radios on the SVRCS that would fit into a new 10-year radio replacement contract to accommodate the growth of radio volume since FY 2020-21. With the average current pricing of $9,000 per radio, and as the City does not have price protection for the next cycle, a total of $27M would be required to accommodate inflation over the next 10-year period from FY 2030-31 – FY 2040-41.

There are approximately 1,000 radios on the legacy radio system used by all non-public safety departments in the City that are out of support and need to be replaced. At the average cost of $2,500 each, $2.5M is needed to replace the radios which would occur over a three year period.

Thelegacy radio system is nearing the end of its useful life. This is the system that all non-SVRCS city radios use to communicate. There are approximately 2,000 radios that communicate on this system. This is also the system the Fire Department uses for interoperability with agencies not on SVRCS and that Fire and Police would use as a backup. The FY 2020-2021 Adopted Budget allocated $200,000 for consultant services to review the existing legacy system and develop a scope of work to replace the outdated system.
In coordination with all City stakeholder, a complete system replacement for $7.3M is recommended. This would include the following needs:

- Priority Need: Replace Non-Public Safety radio system.
- Transition FD to the new system for interoperability and backup.
- Transition PD to the new system for backup.

A phased approach can be considered though with increased costs due to the loss of economies of scale and inflation.

Complete System	Deploy system for enhanced coverage	**$7,300,000**
	or	
Phase 1	Deploy system for basic coverage	$6,400,000
Phase 2	Deploy additional sites	$1,300,000
	Total	**$7,700,000**

TRANSPORTATION INFRASTRUCTURE

The City's infrastructure assets under this category include:

- Street Pavement – 2,519 miles
- Traffic Signals – 964 signalized intersections
- Roadway Signs – 115,000 traffic control signs; 2,935 intersection street name signs; 26,509 residential street name signs
- Roadway Markings – 6,200,000 square feet of markings; 519,572 raised pavement markers (RPMs)
- Streetlights – 65,600 streetlights and poles
- Landscaping – 290 acres of landscaped properties for general benefit
- Stormwater Treatment Control Measures (TCMs) – 23 total sites: 249 biotreatment cells, 2 detention basins, 2 bioretention basins, 46K sq ft riparian mitigation landscaping, 2 pump stations, 104K sq ft landscaping, 9,800 sq ft of subsurface infiltration systems and 24 tree well filters
- Street Trees – 253,572 street trees (19,750 City-maintained) and 77,583 vacant street tree sites (2,478 on City parcels)
- ADA Compliant Curb Ramps – 29,657 locations (2,867 locations with no ramps; 11,576 locations with ramps that are not fully compliant and need modification or replacement; 15,214 locations currently in compliance)
- Bridges –137 National Bridge Inventory (NBI) vehicular bridges (20 feet or greater in length); 99 vehicular bridges less than 20 feet in length; 10 pedestrian bridges

Street Pavement

The City's most significant transportation asset is the street network consisting of 2,519 miles of pavement. The condition of San José streets has continued to improve, resulting in the second consecutive year of an overall "Good" rating and the current average Pavement Condition Index (PCI) is 73 on a 100-point scale. After years of increasing, the one-time deferred maintenance backlog has decreased to $369 million in 2024, from the $407 million in 2023, and $509.5 million reported in 2022. Based on current data, $61.8 million is needed annually over a 10-year period to improve overall pavement conditions to a rating of "Good" (PCI 70 or higher). Reliable funding levels in future years will continue to reduce the maintenance backlog and improve street conditions citywide.

The combined revenues from Senate Bill 1 and VTA 2016 Measure B will account for an average of $38.8 million annually for street pavement maintenance over the next 10 years. Measure T will provide an additional $37.5 million each year through FY 27-28. These funding sources bring the average annual funding level for pavement maintenance over the next 10 years to approximately $71.8 million, $9.4 million lower than reported in 2022, and an increase of $21.7 million from the 2018 report in which the 10-year funding estimate was $50.1 million. This number has decreased due to depletion of Measure T allocations in Fiscal Year 2027-2028. In 2024, DOT will deliver the fifth year of Measure T Street resurfacing, which, in combination with annual allocations from VTA 2016 Measure B, is expected to provide maintenance to all residential streets in the City by the end of 2028.

There is no maintenance shortfall during this period. The current average funding levels allows for a significant reduction of the backlog and has fundamentally changed the situation from previous years. However, it is important to note that Measure T funds will be exhausted in fiscal year 2027-2028 and the annual paving budget will decrease to $54.8 million at that time and through FY 2032-33.

Bridges

DOT is responsible for the maintenance of 137 National Bridge Inventory (NBI) bridges throughout the City, each of which exceeds 20 feet in length. There are an additional 99 vehicular/railroad bridges that are less than 20 feet in length and a further 10 pedestrian bridges for which DOT receives periodic service requests to repair. NBI bridges are regularly inspected by Caltrans, and DOT utilizes the reports generated from those inspections to determine the costs associated with maintaining and rehabilitating these bridges.

Currently, there is a one-time backlog of approximately $36 million to potentially replace or rehabilitate two bridges that have been identified by Caltrans to be structurally deficient, and to provide, needed but not urgent, corrective, and preventive maintenance to 137 NBI and 109 non-NBI bridges. Additionally, the City's consultant identified two non-NBI bridges for potential rehabilitation or replacement as part of the one-time backlog. This overall backlog will benefit from the receipt of $20 million in Measure T funds which can be further leveraged to receive grant funding at the state and federal level. Bridge conditions and work recommendations will continue to vary based on provided Caltrans inspection reports, and the FHWA Highway Bridge Program's grant application priority determination continues to be re-evaluated due to the high influx of applications.

If all rehabilitation and replacement work were accomplished, DOT estimates that it would require approximately $350,000 annually to perform routine inspection, cyclic preventative maintenance, and condition-based corrective maintenance on its NBI and non-NBI bridges based on programmatic cost analysis. The City currently allocates $150,000 for bridge maintenance. Aside from City dollars, the Federal Highway Bridge Preventative Maintenance Program (BPMP) has served as a potential funding source for grant applicable projects. DOT staff will continue to pursue grant funds to address the current backlog of bridge preventative maintenance and rehabilitation projects.

In 2024, DOT established a 5-year plan to maintain 39 NBI bridges with an estimate of $14.8 million. Preservation maintenance work include deck overlays, joint replacements, superstructure replacement, and substructure preservation. A consultant is in the process of evaluating the City's bridge network to help develop a long-term maintenance strategy to include both NBI and non-NBI bridges and will work with both DOT and PW staff to develop a plan for grant-eligible replacement and rehabilitation of bridges. In 2023, DOT delivered maintenance on 3 bridges and will additionally be delivering maintenance projects on approximately 13 bridges in 2024.

Americans with Disabilities Act Ramps

The City's current Americans with Disabilities Act (ADA) Sidewalk Transition Plan includes a collection of programs, administrative procedures, and design standards that support the implementation of accessible public sidewalks for people with disabilities. In recent years, the City has spent an average of $13 million annually to construct ADA compliant curb ramps especially along corridors where paving projects occur, as required by the ADA.

In 2017 and 2018, DOT worked with a consultant to provide a detailed analysis of the City's ADA ramp inventory to determine where ramps were missing or not in full compliance with the most recent ADA standards. The collected data provided DOT with the most comprehensive ADA ramp inventory to date, identifying 29,657 locations where ADA curb ramps should exist. Since 2018, the City has built an over 2,000 ADA ramps per year. Of the 29,657 locations and accounting for recent construction, 15,214 currently have compliant ADA ramps. Of the remaining 14,443 locations, 2,867 ramps are missing, 7,857 ramps exist but have significant barriers to mobility as defined by the ADA and must be replaced and 3,719 require retrofit or replacement but are a lower priority because they provide fewer barriers to mobility. It is estimated that a total of $98.2 million is required to install missing ramps and to bring existing ramps to current standards, a reduction of $30.7 million from the prior report.
The City's ADA Transition Plan will bring all ADA ramps up to the most recent standards by 2040 through existing and newly acquired funding streams. The backlog will decrease as work is performed each year and there is no expected annual shortfall.

Sidewalks/Curb & Gutter

The City Council's approval of the Mayor's March Budget Message for Fiscal Year 2023-2024 included direction to staff to outline the cost of assuming the responsibility for maintenance of sidewalks and street trees in a Manager's Budget Addendum. The DOT pavement maintenance team utilizes consultants to assess the condition of street pavement every year, resulting in an updated Pavement Condition Index score. In 2022 the consultant offered to assess several additional assets on the street network. Prior to the Manager's Budget Addendum, DOT requested that the consultant provide a high-level condition estimate of sidewalks throughout the City including gaps or areas that should have sidewalks but do not. Conditions were determined by analyzing the right-of-way images captured by the consultant's automatic road analyzer vehicle and utilizing their in-house developed surveyor software. The data shows that there are approximately 3,400 miles of sidewalk in various widths from 5 feet to 13.5 feet. Based on assumptions and criteria for varying sidewalk conditions (good, fair, poor, missing), approximately 1,485 miles of sidewalk are in good condition, 1,588 miles are in fair condition, and 2.65 miles are in poor condition, initial analysis reveals that repairing the fair and poor condition sidewalks including curb & gutter could cost approximately $360 million when factoring condition variability. Although most of these costs are currently the responsibility of the respective property owners, the DOT engineering and sidewalk inspection teams are collaborating to determine potential costs and options for a partial or fully scaled maintenance program to offset resident expenses.

Data also reveals that approximately 278 miles of sidewalk/curb and gutter, are missing throughout the City, though this number is being refined due to specific and unique site conditions that could prevent the installation of a sidewalk. Typical improvements that would accompany the installation of new sidewalk include storm sewers, street lighting, curb and gutter, water meter valve boxes, sewer cleanouts, and street trees. Additionally, some of sidewalk installations would require land acquisition which add significant costs to any estimate.

Street Trees

In February of 2022, the City Council unanimously approved the City's first Community Forest Management Plan which helped raise awareness regarding the benefits of trees as well as many of the challenges leading to the loss of tree canopy. The Community Forest Management Plan identified an estimated cost of $20-24 million annually for the City to take maintenance responsibility for street trees. In FY 22-23, DOT added five positions and non-personal funding in the General Fund to begin implementation of the Community Forest Management Plan. The ongoing funding of $2.2 million provides for pruning of public street trees on a 12-year cycle and City-led planting of 1,000 trees city-wide on an annual basis, as well as funding for the staff positions. As a result, there is no ongoing maintenance backlog for City street trees.
In FY 23-24, DOT applied for and received a $5.6 million grant from the United States Forest Service to perform needed tree assessment and inventory work, identified and prescribed maintenance, and replace missing and unhealthy trees in San José's most disadvantaged communities. Staff will use the data and collection methods to scale out a more refined estimate than was presented in the Community Forest Management Plan and provide options to partner with residents to help offset the costs of tree planting and maintenance.

Traffic Safety Devices

Traffic Signals
The traffic signal maintenance team maintains 964 signals at intersections. The intersections contain a variety of complex equipment such as traffic signal controllers and cabinets, video detection systems, flashing safety beacons, sophisticated communications systems, traffic conflict monitors, cameras, 207 miles of fiber, and 109 miles of interconnect cable throughout the City. DOT also maintains speed radar feedback signs (187) and Dynamic Message Signs (9). Due to past budget reductions that reduced preventive maintenance activities for much of this equipment below recommended levels and continued hiring challenges which resulted in increased vacancy rates for electricians, currently only the most critical components that monitor the operation of the intersections are proactively maintained. Remaining resources are focused on responding to service requests in a timely manner. Fortunately, the department has reduced the electrician vacancy rate considerably in FY 2023-24.

There is a one-time rehabilitation cost of $620,000 for existing equipment. Additionally, there is an ongoing annual shortfall of $4.4 million, which includes amortized replacement costs and maintenance costs for new equipment, as well as the cost to provide all preventive maintenance activities for all existing signalized intersections and anticipated system expansion.

Roadway Markings

The roadway markings inventory includes roadway striping, crosswalks, stop bars and messages on street surfaces, and Raised Pavement Markers (RPMs). The purpose of these markings is to regulate and guide motorists, pedestrians, and cyclists to increase roadway safety, particularly during low-visibility conditions. Currently, there are 6.2 million square feet of roadway markings throughout the City. To have 100% of markings in good condition, major roadway striping should be repainted every three years if thermoplastic has been applied; arterial legends and curb painting should be repainted on a two-year cycle; and residential areas should be repainted on a three-year cycle. As a result of the deferred maintenance, approximately 2.2 million square feet (36%) are currently in good condition, which leaves 4 million square feet (64%) that need to be painted to achieve 100% of markings in good condition.

To achieve 100% of the total roadway markings inventory (6.2 million square feet of paint and all RPMs) in good or better condition, one-time funding of $17 million is needed to complete an additional 4 million square feet of roadway markings (using paint, $11M for thermoplastic) and install 449,613 RPMs, refresh lane messages/legends and repair bollards. If all citywide markings and devices are upgraded, there is an ongoing maintenance need of $5.6 million to maintain assets within required parameters. With a current funding level of $800,000, the ongoing funding shortfall is $4.8 million.

Right-of-Way Street Lighting

The City of San José owns and maintains 65,600 streetlights based on an inventory that was completed as part of the LED streetlight conversion project. There are an estimated streetlight network includes 32,050 painted octa flute poles and 32,350 remaining lights are either on galvanized poles, decorative poles, or are decorative up lights.

Painted octa flute streetlight poles have varying degrees of paint conditions on their surface. The City previously allocated funding to refurbish old painted octa flute streetlight poles with poor paint conditions (e.g. peeling paint, exposed metal) into galvanized poles which have significantly longer life expectancies. This funding was discontinued due to budget shortfalls more than a decade ago. DOT needs time to update its inventory to get an accurate count of painted octa flute poles and update the cost to refurbish. Refurbishing all the painted streetlight poles with galvanized surfaces was previously estimated to require a total one-time rehabilitation investment cost of $34.2 million.

The combination of Measure T and the PG&E conversion program has eliminated any one-time backlog associated with the conversion of Low-Pressure Sodium lamps to LED lighting. On June 25, 2019, the City Council authorized the City Manager to negotiate and execute agreements with PG&E for the financing and installation of up to 27,000 LED streetlights. PG&E began the conversion work in December 2020 and anticipates completed the conversions in 2022.

Streetscapes

Right-of-Way Street Landscaping

There are 290 acres of street landscape including roadside and median islands. In 2001, staff prepared an assessment of the median island landscape throughout the City, which identified several locations where median island landscape would be appropriate. Those locations total approximately 50 acres of new landscaping. To date, approximately 30 of those acres have been installed, leaving 20 acres still to be completed. Some of the median islands are constructed but do not have landscaping; others require the island to be constructed. There is no current funding identified for installing the remaining landscaping projects, which are estimated to total approximately $12 million. When combined with the additional staff and vehicles ($2 million) the total one-time need in Street Landscaping is $12 million.

DOT has determined 7.5 acres per worker as the desired baseline staffing that is needed to maintain Type 1 landscape in good condition, and 5 acres per worker for Type 2 landscape. This represents an ongoing annual staffing shortfall of approximately $1.9 million. The other components of the ongoing shortfall in the Landscape Maintenance Program include an estimated annual need of $587,000 to renovate 7.5 acres per year of landscape (replacing dead or damaged trees and shrubs and irrigation systems), and $98,201 for weed abatement spraying for concrete islands. A $2.65 million ongoing annual shortfall is an accurate projection of future needs.

Stormwater Treatment Control Measures (TCMs)

To comply with the Municipal Regional Permit (MRP) as issued by the State Water Resources Control Board, the City requires the design and construction of stormwater treatment control measures (TCMs) on every new development and redevelopment project that creates or replaces 5,000 square feet or more of impervious surface. TCMs generally can include bioretention basins, proprietary and tree well filters, subsurface infiltration systems, detention basins, and pervious pavement.

To date, DOT has accepted 31 public stormwater assets located throughout the City. These assets include a total of 249 biotreatment cells (105,000 square feet); one detention basins, encompassing pre-treatment and treatment (approximately 13,350 square feet); 4 bioretention basins (17,466 square feet) also known as rain gardens; 46,000 square feet of riparian mitigation landscaping; four pump stations, 111,280 square feet of general landscaping; 9,800 square feet of subsurface infiltration systems; and 24 tree-well filters. DOT initially received funds in the FY 2017-18 and in the subsequent years, base budget adjustments were used to account for increased maintenance costs, repairs and ongoing maintenance of new facilities, and as a result the program is currently fully funded and there is no deferred maintenance or ongoing shortfall to report, but as more infrastructure of this nature is installed staff will take steps to define and properly resource ongoing maintenance needs.

TRANSPORTATION INFRASTRUCTURE SUMMARY

A one-time investment is needed in every major transportation asset category in order to bring the assets into good condition; most have ongoing shortfalls creating further backlogs and declining asset conditions. However, timely and substantial investments have delivered results by improving infrastructure conditions and lowering the one-time backlog,

The table below summarizes the various assets that comprise the total estimated one-time deferred maintenance and ongoing infrastructure backlog for Transportation Infrastructure elements that are the City's responsibility to maintain.

Transportation Infrastructure Needs (in Millions)		
Transportation Asset	**One-Time Funding Need**	**Annual On-Going Shortfall**
Pavement	$369	$0[(1)]
Traffic Signals	$0.62	$4.4
Roadway Markings	$17	$4.8
Streetlights	$34.2 [(1)]	$0
ADA Curb Ramps	$98.2	$0
Trees	TBD [(2)]	$0
Landscaping	$12	$2.6
Bridges	$21.2[(1)]	$0.2
Total	**$552.22**	**$12.0**

1. Include Measure T investments of $300M for pavement over 10 years and $20M for bridges and streetlight conversions through Measure T and PG&E program.
2. Inventory to be updated using funds from US Forest Service grant executed in FY 24-25

SAN JOSE-SANTA CLARA REGIONAL WASTEWATER FACILITY

Facility Description

The San José-Santa Clara Regional Wastewater Facility (RWF) is a regional wastewater treatment plant RWF serving eight South Bay cities (some as members of a district) and two unincorporated districts:

- City of San José
- City of Santa Clara
- City of Milpitas
- Cupertino Sanitary District
- County Sanitation District 2-3 (unincorporated)
- Burbank Sanitary District (unincorporated)
- West Valley Sanitation District (Campbell, Los Gatos, Monte Sereno, and Saratoga)

The RWF is jointly owned by the cities of San José and Santa Clara pursuant to an agreement executed in 1959, and is administered and operated by San José, through the Environmental

Services Department (ESD). ESD is also responsible for planning, designing, and constructing capital improvements at the RWF. The service area includes a population of about 1.4 million, including a diverse commercial and business sector with more than 17,000 sewer main connections.

The RWF was originally constructed in 1956 and continued to be expanded over several decades in response to a growing population/service area and to comply with increased state and federal regulations requiring higher treatment standards. The current wastewater treatment processes include screening and grit removal, primary sedimentation, secondary treatment by the activated sludge process, secondary clarification, filtration, disinfection, and dechlorination.

The RWF has an average dry weather flow design capacity of 167 million gallons per day (mgd), and a peak wet weather flow design capacity of 271 mgd. For 2022, the Average Dry Weather Influent Flow (ADWIF) and Average Dry Weather Effluent Flow (ADWEF) were 92 mgd and 61 mgd, respectively.

In addition to the original construction and subsequent treatment process expansions, several significant infrastructure investments have been made at the RWF over the past decade. These include: Digester Gas Storage Replacement (2016); Digester Gas Compressor Upgrades (2017); Emergency Diesel Generators (2017), Iron Salt Feed Station (2018), Cogeneration Facility (2020), Digester and Thickener Facilities Upgrade (2022), and Headworks (2023). However, these improvements do not fully represent the comprehensive rehabilitation needs at the RWF based on its current age and condition.

RWF Ten-Year Capital Improvement Program

Most of the RWF's infrastructure is now more than 50 years old and in need of significant rehabilitation and/or replacement. A 2007 Infrastructure Condition Assessment report (ICA) identified nearly one billion dollars in recommended improvements to address aging electrical, mechanical, and structural assets after decades of deferred maintenance and minimal capital reinvestments. As a follow on to the ICA, a comprehensive master planning process was completed between 2007 and 2010 resulting in the RWF Master Plan (PMP) Preferred Alternative that recommended comprehensive technical improvements and a land use plan for the RWF. The technical component of the PMP recommended over 100 capital improvement projects to be implemented at an estimated cost of $2.2 billion dollars over a 30-year planning period.

The PMP Preferred Alternative was adopted, and the environmental impact report was approved by the San José and Santa Clara City Councils in November and December 2013, respectively. In February 2014, the City of San José completed a project validation process to update and prioritize the recommended projects into 33 construction packages which in turn served as the basis for the RWF Ten-Year Capital Improvement Program (CIP) estimated at $1.4 billion. The Adopted 2024-2028 CIP includes $639.2 million for construction projects at the RWF. Currently, there are 13 projects in feasibility or design and 9 projects under construction.

Funding Strategy for Capital Improvements at the RWF

Historically, the transfer from the Sewer Service and Use Charge (SSUC) Fund and contributions from the City of Santa Clara and Tributary Agencies have served as the primary revenue sources for the RWF capital improvement program. In addition, long-term bonds and State Revolving Fund (SRF) loans have also been used to finance various capital improvements at the treatment plant in the past. The San José-Santa Clara Clean Water Financing Authority (CWFA) 2009A Bonds were fully paid off in November of 2020.

With adoption of the PMP and completion of the project validation process in 2013-2014, it was recognized that a long-term funding strategy would be needed to provide sustained funding for the ten-year, $1.4 billion CIP. In June 2015, the City Council approved a Ten-Year Funding Strategy for the RWF CIP which included a combination of cash and debt financing, along with seeking low-cost State Revolving Fund (SRF) loans to the maximum extent possible. In July 2017, staff was informed by the State Water Resources Control Board that SRF funding would not be available for several RWF CIP projects due to higher-than-expected demand for SRF loans across the state. Significant changes would also have to be made to the loan agreement terms currently proposed by the State Water Resources Control Board (SWRCB) to allow the City to enter into any SRF agreements.

Going forward, the funding strategy for the City-only portion of the 10-year CIP primarily includes: (1) funding from the SSUC revenues, and (2) proceeds from debt issuance. Staff will also continue to monitor SRF loan opportunities but is not actively seeking SRF loans at this time.

In October 2017, staff obtained City Council approval of an Interim Financing Program to finance capital improvements at the RWF. The interim financing program contemplates the use of a bank line of credit and issuance of long-term bonds in the future to supplement and/or refinance notes issued under the line of credit program. Council approved establishment of an interim financing program (Wastewater Revenue Notes) under a three-year contract to enable borrowing of up to a maximum of $300 million (outstanding at any one time) to fund San José's portion of the RWF CIP. Council approved an extension to the interim financing program in October 2020. In November 2022, City Council approved the issuance and sale of up to $300 million in Wastewater Revenue Bonds to refund the outstanding Wastewater Revenue Notes, which allowed the City to establish a second interim financing facility for San José's portion of RWF capital costs.

Currently, there are no unfunded needs for the RWF CIP. Staff will continue to develop and refine project scopes, schedules, and budgets on an annual basis to continually inform and update both near-term and long-term funding needs. In addition, certain factors may impact estimated project and program delivery costs such as cost escalation, bidding climate, external regulatory requirements/permitting approvals, unknown site conditions, operational/construction constraints, staffing availability, etc. Staff will continue to monitor and implement mitigation measures to the extent possible to minimize cost impacts to the projects and program.

WATER UTILITY SYSTEM

The San José Municipal Water System (Muni Water) includes:

• 344 Miles of Water Mains Ranging from 6-inches to 24-inches in diameter;
• 17 Reservoirs;
• 15 Pump Stations;
• 14 Wells; and
• Other Appurtenances including Meters, Laterals, Hydrants, Air Release Valves, and Sample Stations.

Currently, there are no unfunded capital needs at Muni Water. The annual reinvestment into the system (approximately $6.7 million) funds water well rehabilitation and construction projects, replacement of aging steel water mains, and other infrastructure improvements. Per the Municipal Code, the water utility maintains a Reserve for System Rehabilitation and Replacement ($4.7 million) for any unanticipated capital needs. Overall, the assets are well maintained in good to excellent condition.

ATTACHMENT B
GENERAL FUND VS. CAPITAL FUND

GENERAL FUND		
	Current Backlog of Deferred Needs	Annual Ongoing Unfunded Needs
BUILDING FACILITIES (Police, Communications, City Hall, Animal Care and Services)	$ 46,300,000	$ 3,870,000
TECHNOLOGY (Infrastructure & Software Upgrades)	$ 42,800,000	$ 2,550,000
FLEET REPLACEMENT	$ 10,440,000	$ 720,000
SPORTS FACILITIES OPERATED BY OTHERS	$ 22,513,000	$ 7,900,000
TRANSPORTATION INFRASTRUCTURE	$ 29,000,000	$ 11,800,000
TOTAL GENERAL FUND UNMET/DEFERRED INFRASTRUCTURE AND MAINTENANCE NEEDS	**$ 151,053,000**	**$ 26,840,000**

SPECIAL FUNDS/CAPITAL FUNDS		
	Current Backlog of Deferred Needs	Annual Ongoing Unfunded Needs
AIRPORT	$ -	$ -
BUILDING FACILITIES (Fire, Library, PRNS)	$ 247,500,000	$ 29,200,000
SPORTS FACILITIES OPERATED BY OTHERS	$ 4,357,000	
CONVENTION FACILITIES (TSJ) AND CULTURAL FACILITIES OPERATED BY OTHERS	$ 113,740,000	$ 10,000,000
FLEET REPLACEMENT	$ 6,960,000	$ 480,000
PARKS, POOLS & OPEN SPACE	$ 339,800,000	$ 38,800,000
SANITARY SEWER SYSTEM	$ 65,000,000	$ 300,000
SERVICE YARDS	$ 14,100,000	$ 5,800,000
STORM SEWER SYSTEM	$ 180,000,000	$ 13,200,000
RADIO COMMUNICATIONS	$ 7,700,000	$ 3,500,000
TECHNOLOGY (Infrastructure & Software Upgrades)	$ 3,000,000	$ 750,000
TRANSPORTATION INFRASTRUCTURE	$ 523,200,000	$ 200,000
WATER POLLUTION CONTROL PLANT	$ -	$ -
WATER UTILITY SYSTEM	$ -	$ -
TOTAL POTENTIAL OTHER FUND UNMET/DEFERRED INFRASTRUCTURE AND MAINTENANCE NEEDS	**$ 1,505,357,000**	**$ 102,230,000**
TOTAL UNMET/DEFERRED INFRASTRUCTURE AND MAINTENANCE NEEDS	**$ 1,656,410,000**	**$ 129,070,000**

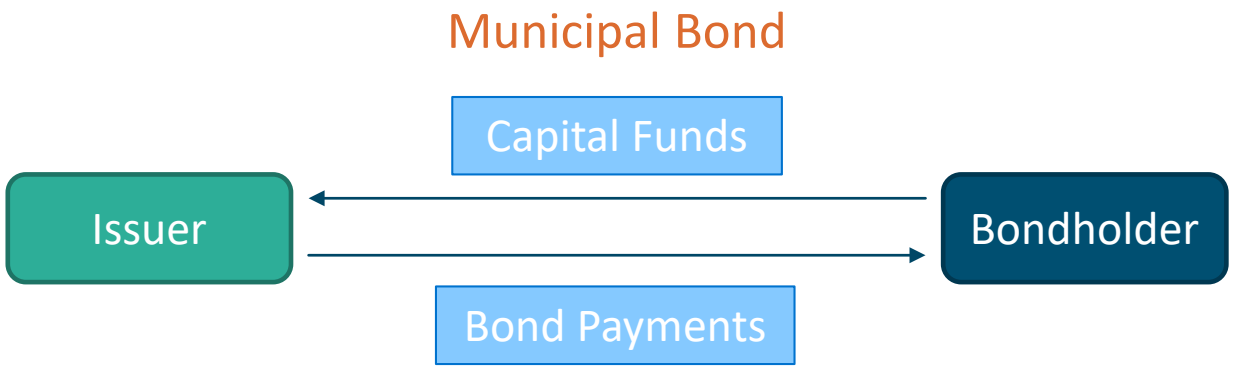
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INTRODUCTION TO BONDS

Bonds

- **Bond**: Promise of a borrower (Issuer) to repay a lender (Bondholder)
- **Issuer**: Receives one-time funds and owes periodic payments at an agreed upon interest rate
- **Bondholder**: Receives future repayment of principal and interest

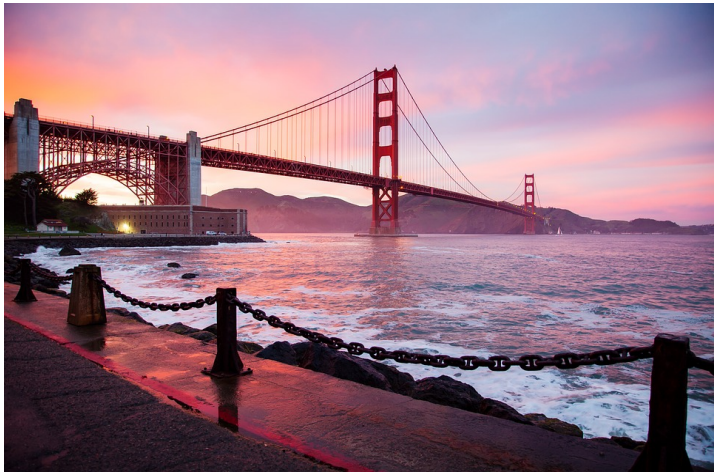
Municipal bonds are issued by public agencies including states, counties, cities, special districts and educational institutions



Purpose of Municipal Bonds

- **Infrastructure** (e.g., water, sewer, streets, bridges, utilities)
- **Capital improvement projects** (e.g., libraries, fire/police stations, community centers, stadiums, parks)
- Issued as an alternative to cash or bank loans
- **Tax-exempt bonds** (exempt at state and federal levels) allow an issuer to raise capital at comparatively lower interest rates than with taxable bonds

Infrastructure



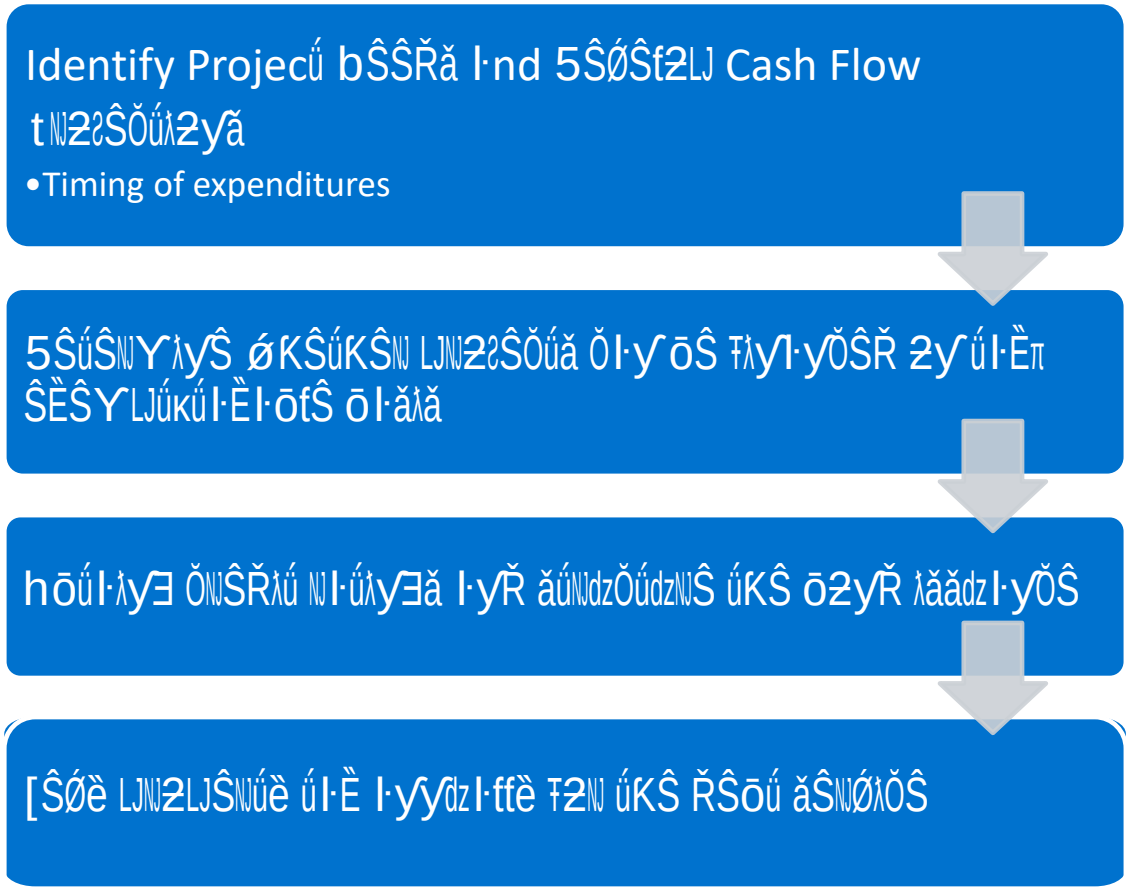
Source: https://pixabay.com

Capital Improvement Projects



Source: https://pixabay.com

Financing Plan



Bond Covenants

- Pay principal and interest when due
- Spend 85% of the tax-exempt bond proceeds within 3 years of issuance
- Annual debt compliance until maturity (continuing disclosure, arbitrage rebate and private activity monitoring)
- Other requirements per IRS and Sec Rule 15c2-12

- These promises commit the municipality to take action to preserve investor interests
- Underscores the importance of maintaining documentation at the Issuer level to assure that these covenants are being honored.

General Obligation Bonds, Series 2025

CITY OF SAN JOSÉ'S FINANCING SCHEDULE



Week Of	EVENT
January 22nd	**City Staff Kick-Off Meeting:** Public Works met with Finance and Budget (preliminary analysist January data to show remaining proceeds and anticipated future spend down to show need for next issuance)
January 27th	**Kick-Off Meeting** with all stakeholders: **FD** City of San José Finance Department **CAO** Office of the City Attorney **MA** Municipal Advisor: Public Resources Advisory Group **BC** Bond/Disclosure Counsel: Anzel Galvan LLP **CDC** Continuing Disclosure Consultant: BLX **VA** Verification Agent: TBD **UW-G** GO Underwriter: TBD **UW-L** LRB Underwriter: TBD **T** Fiscal Agent: Wilmington Trust
February 3	**Begin document drafting**
March	**Document Review Call #1** (there are 4 scheduled throughout process)
April 14	**Rating Presentation Review Call #1** (there are 3 scheduled throughout the process)
May 26	**Near final GO Bond documents**, Preliminary Official Statement (POS) and Sale Documents posted to elabra
June 2	**GO Bond Documents sent to Rating Agencies**
June 17	**City Council Meeting (6/17)** – 2025 GO Bonds Approved
June 23	**Post GO Bonds** POS and Sale Documents
July 7	Accept Bids for Series 2025 GO Bonds
July 14	**Finalize/execute GO Bonds closing documents**
July 21	**Close GO Bonds**

*Schedule is as of 4/10/2025 and subject to change

City of San José, California

Measure T Community Oversight Committee Bylaws

A RESOLUTION OF THE MEASURE T COMMUNITY OVERSIGHT COMMISSION ADOPTING AND ESTABLISHING RULES FOR THE CONDUCT OF ITS MEETINGS PROCEEDINGS AND BUSINESS, AND REPEALING THE PREVIOUS RESOLUTION

WHEREAS, the Measure T Community Oversight Commission has found it necessary and desirable to adopt Rules of Order for the conduct of its business, now therefore,

BE IT RESOLVED BY THE Measure T Community Oversight Commission of the City of San Jose that the Commission does hereby adopt Rules of Order for the conduct of its business, as follows:

RULES OF ORDER

ARTICLE I
GENERAL PROVISIONS

Section 100. DEFINITIONS. As used in these rules, unless the context clearly indicates otherwise:

(a) "Commission" means the Measure T Community Oversight Commission;

(b) "Brown Act" means the Ralph M. Brown Act, California Government Code Sections 54950 et seq., as amended.

Section 101. GENERAL. The name of the Commission, the number of its members, the members' qualifications, and their appointment, removal and terms of office shall be prescribed by San José Municipal Code Chapter 2.08.

Section 102. OFFICE. San Jose City Hall, 200 E. Santa Clara Street, San Jose, California, is designated as the office of the Commission.

Section 103. REGULAR MEETING PLACE. Except as the Commission may from time to time provide an alternate location, the regular meeting place of the Commission shall be in San Jose City Hall, 200 E. Santa Clara Street, San Jose, California in a room to be designated on the meeting agenda. If a meeting cannot be held at the regular meeting place of the Commission or other City property, meetings may be held at any place designated by the Chairperson.

Section 104. RECORDS. All books, records, papers, tapes and minutes of the Commission meetings shall be maintained by Department of Public Works, San Jose City Hall, 200 E. Santa Clara Street.

Section 105. FORMER COMMISSION MEMBERS. Former Commission members shall be treated as members of the public. Emeritus members shall not be allowed.

ARTICLE II
OFFICERS
CHAIR AND VICE CHAIR

Section 200. ELECTION. The Chair and Vice-Chair of the Commission shall be elected by the Commission from its membership by signed ballot vote or by oral vote at a Commission meeting.

Section 201. TERMS OF OFFICE. The Chair and Vice-Chair shall be elected for terms of one (1) year commencing in July, and continuing to the last meeting day of June of the succeeding year. Elections of the Chair and Vice-Chair shall be conducted at the last meeting of the Commission immediately before the expiration of the terms of office. The Chair and Vice- Chair shall serve at the pleasure of the Commission during the term of office and may be removed from office by the Commission at any time for any reason.

Section 202. VACANCIES IN OFFICE. The office of the Chair or Vice-Chair shall become vacant before the expiration of his or her term of office upon the happening of any of the events set forth in sub-sections (A) and (B) of Section 2.08.050 of the City of San José Municipal Code, or upon such officer's absence pursuant to Section 2.08.060, unless excused by the Rules and Open Government Committee. If the Chair or Vice-Chair should cease to be a member of the Commission, or if for any other reason the office of the Chair or Vice-Chair should become vacant prior to the expiration of the term of office, the Commission shall elect a successor to the office of Chair or Vice-Chair for the unexpired portion of the term.

Section 203. CHAIR, POWERS AND DUTIES. The Chair shall have the following powers and duties:

(a) The Chair shall preside at all meetings of the Commission.

(b) The Chair shall conduct meetings in accordance with the San José Municipal Code, the approved Bylaws, Council Policy 0-4 (Consolidated Policy Governing Boards and Commissions), Council Policy 0-37 (Code of Conduct for Public Meetings in the Council Chambers and Committee Rooms), and Rosenberg's Rules of Order. It is

the responsibility of the Chair to make sure that matters before the Commission are dealt with in an orderly, efficient manner.

(c) The Chair shall sign all written resolutions of the Commission and all minutes of all meetings of the Commission which are approved by the Commission.

(d) The Chair shall perform all other duties which may be required by the City of San José Municipal Code, by ordinance of the City of San Jose, or by resolution or order of the Commission consistent with the Municipal Code and the ordinances of the City of San Jose.

Section 204. VICE CHAIR, POWERS AND DUTIES. The Vice-Chair shall have the following powers and duties:

(a) In the event of and during the absence of the Chair, he or she shall preside as Chair at all meetings of the Commission and shall have and perform all other powers and duties of the Chair; and

(b) He or she shall perform all duties which may be required of the Vice-Chair by the City Charter, by ordinance or Council Policy of the City of San Jose, or by resolution or order of the Commission consistent with the Charter, ordinances and policies of the City of San Jose.

ARTICLE III
OFFICERS
CHAIR PRO TEMPORE

Section 300. In the event of vacancies in offices of the Chair and Vice-Chair, or in the event of the absence of the Chair and Vice-Chair, at the time of any meeting, the Commission may elect one of its members Chair Pro Tempore to preside over such meeting during such vacancies or absences. The Chair Pro Tempore shall have all the powers and duties of the Chair during such meeting.

ARTICLE IV
SECRETARY

Section 400. **APPOINTMENT**. The Secretary shall be the City staff person designated to serve as such by the City Administration.

Section 401. POWERS AND DUTIES. The Secretary shall have the following powers and duties:

(a) The Secretary shall attend all meetings of the Commission and shall record or keep minutes of all that transpires;

(b) The Secretary shall attest all minutes of the meetings of the Commission;

(c) The Secretary shall preserve, and be custodian of, all books, records, papers and tapes of the Commission. Whenever necessary he or she shall certify true copies of Commission documents; and

(d) The Secretary shall provide to the Commission agendas and agenda packets, and submit Commission letters, communications and recommendations to the Council.

(e) The Secretary shall perform all duties required of him or her by these rules and regulations, Council Policy 0-4 (Consolidated Policy Governing Boards and Commissions), and/or required of him or her by resolution or order of the Commission consistent with the City of San José Municipal Code and ordinances of the City of San Jose.

ARTICLE V
MEETINGS

Section 500. GENERAL. Except as otherwise provided by this article, meetings of the Commission shall be open and public and shall comply with the requirements of the Brown Act and the City Council's Consolidated Open Government and Ethics Resolution.

Section 501. **REGULAR MEETINGS**. Regular meetings of the Commission shall be at the time and place designated by the Commission in coordination with the City Administration. If the time scheduled for a regular meeting falls on a City Holiday, the regular meeting shall be held on the next succeeding business day.

Section 502. SPECIAL MEETINGS. A special meeting may be called at any time by the Chair of the Commission, or by a majority of its membership, in accordance with the Brown Act and the additional rules of procedure as described in the City Council's Consolidated Open Government and Ethics Resolution. The agenda shall specify the time and place of the special meeting and the business to be transacted; no other business shall be considered by the Commission at the special meeting.

Section 503. ADJOURNMENT – ADJOURNED MEETINGS. The Commission may adjourn any regular, adjourned regular, special or adjourned meeting to a time and place specified in the order of adjournment; a majority of members present, even though less than

a quorum may so adjourn. If all members are absent from a regular or adjourned regular meeting, the Secretary of the Commission may declare the meeting adjourned to a stated time and place; and he shall cause a written notice of the adjournment to be given in the manner provided in Section 502 for special meetings. A copy of the order or notice of adjournment shall be posted conspicuously on or near the door of the place where the regular, adjourned regular, special or adjourned special meeting was held within twenty-four (24) hours after the time of adjournment.

When an order of adjournment of any meeting fails to state the hour at which the adjourned meeting is to be held, it shall be held at the hour specified for regular meetings.

Section 504. CONTINUANCE. A convened meeting, or any meeting ordered or noticed to be held, may by order or notice of continuance, be continued or recontinued to any subsequent meeting of the Commission in the same manner and to the same extent set forth in Section 503 for the adjournment of meetings; provided, if a hearing is continued to a time less than twenty-four (24) hours after the time specified in the notice or order of hearing, a copy of the order or notice of continuance shall be posted immediately following the meeting which orders or declares the continuance.

ARTICLE VI
MEETING AGENDA AND PROCEDURE

Section 600. AGENDA. The Commission shall provide for an agenda. No discussion may be held of any item that is not on the agenda. The Secretary shall prepare and distribute the agenda for the Commission.

Section 601. QUORUM. A Quorum shall constitute 50% of seats filled, plus 1 at the time of the meeting to transact business. Less than a quorum may adjourn the meeting or adjourn the meeting to a stated time.

Section 602. VOTING. No action shall be taken by the Commission except by affirmative vote of a simple majority of those voting, as long as there is a quorum present.

Section 603. MANNER AND RECORDATION OF VOTES. Voting by members of the Commission shall be by “ayes” and “noes,” and the result of each vote shall be entered by the Secretary in the record of the Commission proceedings. Upon the request of any Commission member, a roll call vote shall be taken on any matter upon which a vote is called, and each vote shall be recorded by the Secretary to the record of the Commission proceedings.

Section 604. ORDER OF BUSINESS. At regular meetings of the Commission the order of business shall be conducted in accordance with the requirements of the Brown Act and the

City Council's Consolidated Open Government and Ethics Resolution. The order of business may be changed at any meeting by the Commission.

ADOPTED this 26th day of June, 2025, by the following vote:

AYES:	Commissioners –
	District 1 Committee Member Gary Cunningham
	District 2 Committee Member Carolyn Bauer
	District 3 Committee Member Michelle Brenot
	District 4 Committee Member Jai Srinivasan
	District 5 Committee Member Enrique Arguello
	District 6 Committee Member Nicholas Cochran
	District 7 Committee Member Hai Bui
	Citywide (Labor) Committee Member Olivia Navarro
	Citywide (Business) Committee Member Mansukh Singh
	Environmental Issues Committee Member Lee Space
NOES:	Commissioners –
ABSENT:	Commissioners –
	District 9 Committee Member Shruti Chandraskhar
	District 10 Committee Member Emily G Esparza
	Citywide (Finance/Accounting) Committee Member Jay Anand
VACANT:	District 8 and Public Safety

Chair Gary Cunningham

Measure T Community Oversight Committee

Attest:

Aziza Amiri
Secretary

Auditor's Report and COC Report to Council – Preliminary Schedule for FY 25-26
Draft Version 2 – June 26, 2025

Date*	Event	Plan
Mid-September	Measure T Update to City Council	• DPW to present to City Council on the update of Measure T
Friday, October 17	Email Auditor's Report and DPW September Status Report to COC	
Monday, October 27	Email Matrix to Committee Members	• DPW Staff to populate the matrix* • DPW Staff to send the matrix and Auditor's Report *New estimate for item 2.9 of the Matrix will be provided before finalization of the COC Report.
Thursday, November 6	**COC Meeting**	• COC to ask questions about Auditor's Report and Matrix • Finalize this schedule • ~~Draft of the Matrix to be sent for Review~~
Monday, November 17	DPW will send updated Matrix v2 to ad hoc	• DPW will send updated Matrix v2 to ad hoc
~~Wednesday, November 26~~	~~DPW and COC to finalize comments on the Matrix~~	• ~~Committee to provide final comments to DPW and DPW to send to Ad Hoc Committee~~
Wednesday, December 17	Ad Hoc Submit the COC Report for Review to the committee	• Ad Hoc Committee to send Report and Matrix to DPW Staff for distribution to COC

Monday, January 12, 2026	Receive Comments from COC	• DPW Staff to compile comments from COC
Thursday, January 15, 2026	**COC Meeting** Working Meeting to Review comments and Approve the COC Report with the comments ~~and Present to COC in a Formal Meeting~~	• Working meeting to go over COC comments • After meeting, AD Hoc Committee to incorporate the comments and complete the report ~~and present to COC~~ *DPW Staff to provide update on item 2.9 in matrix in COC Meeting ~~or upon availability~~
Friday, January 23, 2026	Submit the COC Report to Public Works	Submit final report and presentation to Public Works
Tuesday, February 24, 2026	Council in February	COC Report Council Agenda Date

*Any deviation from the dates identified above will jeopardize the February 24th report date to council.

Note: City Hall will be closed, and staff will not be available on the following dates: 11/27 & 11/28 (Thanksgiving) and 12/24/2025 - 1/01/2026 (Holiday Closure - return 1/02)