



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: Lee Wilcox
Julia H. Cooper

**SUBJECT: POTENTIAL NOVEMBER 2018
GENERAL OBLIGATION BOND**

DATE: May 11, 2018

Approved

Date

5/11/18

RECOMMENDATION

- (a) City Council discussion of community survey results on potential general obligation bond measure for possible placement on the November 6, 2018 citywide ballot.
- (b) Direct the City Manager to conduct additional polling to further refine potential ballot language and projects and to return to the City Council at or before the August 7, 2018 Council meeting with recommendations regarding placing a general obligation bond measure on the November 6, 2018 citywide ballot.

OUTCOME

If the City Council takes the recommended action, the Administration will continue working with the City's polling consultant to further refine ballot language, as well as work internally to more fully develop the possible project list and other details of the potential measure. The Administration will return to Council prior to the August 10, 2018 deadline for submitting ballot measures to the Registrar of Voters with ballot language and a funding plan.

BACKGROUND

As outlined in the City's 2018-2019 Proposed Capital Budget, the City continues to lack the resources required to fully maintain its infrastructure portfolio. The persistent gap between optimal levels of capital investment and available resources, including grants and revenues from other agencies, results in the \$1.39 billion backlog of unmet/deferred infrastructure needs.

On March 6, 2018, the City Council heard and accepted a status report¹ on the City's Deferred Maintenance and Infrastructure Backlog. In addition to projecting that the backlog will reach

¹ March 6, 2018 staff report: <https://sanjose.legistar.com/View.ashx?M=F&ID=5824507&GUID=A5CB28DB-F08A-4360-8A81-A21E96B7A2E1>.

approximately \$1.39 billion in unfunded costs in 2018-2019, the City also needs to spend approximately \$112 million each year to maintain the City's existing infrastructure in a sustained and functional condition. The report provided a department-by-department assessment of deferred maintenance and infrastructure needs. As discussed, failing to invest in these repairs will increase costs, and this approach continues to put the City's future at greater financial risk for significantly increased costs.

The City continues to defer repairs to its infrastructure year after year because of ongoing budget challenges that have resulted in the prioritization of limited funds to those services that meet the most urgent needs. As a result, more than 550 miles of major streets and neighborhood roads in San Jose are rated to be in "poor" or "failed" condition. Seventy bridges and overpasses need repairs, including 24 that could be vulnerable in an earthquake or other disaster. Throughout the City, parks, community centers, libraries, fire stations and police facilities are all in need of significant repairs and maintenance.

The City has not gone to the voters for authorization to issue general obligation bonds in more than 15 years. In November 2000, the voters approved the \$212 million San José Neighborhood Libraries Bond (Measure O) and the \$228 million San José Safe Neighborhood Parks and Recreation Bond (Measure P). In March 2002, the voters approved the 911, Fire, Police, Paramedic, and Neighborhood Security Act (also Measure O), a \$159 million general obligation bond measure.

While those projects built, repaired, upgraded, and renovated parks, playgrounds, community centers, libraries, fire stations, and other public safety facilities citywide, the funding did not address all the needs identified for those facilities at the time the bonds were issued. These bonds also did not address issues like roads, bridges, and storm drains. In the years since, the City has grown, both in population and density, and investments in infrastructure has not kept pace with this growth. Additionally, some of the early bond projects may themselves be reaching a point where they need refurbishing or upgrades. For example, a playground installed in the early 2000s would today be reaching the end of its useful life, while buildings may need new roofs, heating and air conditioning systems, flooring, or bathrooms fixtures to enable continued use by the public and staff.

In addition to the City's existing deferred infrastructure needs, the City's ability to respond to emergencies and disasters, continues to be a major concern. The February 2017 Coyote Creek Flood After Action Report and Office of Emergency Services Assessment and Report², recommended increasing staffing, improving preparations and training, and assessing facility needs for the next natural or human-caused disaster. Since that time the Administration has been working to meet these goals. However, some of the key facility upgrades/replacement lack funding, including a new Emergency Operations Center, capable of responding to all types of disasters. Additionally, although the City has identified the need to renovate facilities like libraries and community centers so that they are equipped to provide emergency food and shelter in major

² Aug. 8 2017 staff report:

http://sanjose.granicus.com/MetaViewer.php?view_id=&event_id=2696&meta_id=646283

disasters, such improvements are not currently being planned or funded. The City also lacks a facility that could house emergency workers and disaster service workers long-term. Few City departments have physical operations centers to run operations in the event of emergencies. Finally, broadband and fiber for telecommunications, which are critical for City operations and emergency response, need to be upgraded to remain functional in a disaster. The City's Capital Budget cannot support this level of investment without new revenues.

These overdue investments in emergency preparedness are in addition to critical public safety needs, such as upgrading the 911 communications center for police and fire dispatch; building the much-needed Fire Station 37 (to be located at Lincoln Glen Park in Willow Glen) and repairing existing fire stations; and building long-term training facilities for public safety. Such emergency operations facilities will improve the City's ability to respond to crimes, fires, and medical emergencies.

To begin to address these issues, Council gave direction through approval of the Mayor's March Budget Message for 2018-2019 and again on April 3, 2018 for staff to conduct a community survey and assess the willingness of San José voters to support a potential bond measure for infrastructure, public safety, road repair, parks, or other infrastructure needs.

ANALYSIS

The State of California Constitution provides that cities may issue general obligation bonds for the acquisition and improvement of real property if authorized by two-thirds of its voters. General obligation bonds are payable only from ad valorem property taxes, which are required to be levied in an amount sufficient to pay interest and principal on the bonds coming due in each year. These property tax revenues are distinct from general property tax collections and are dedicated to debt service payment and cannot be levied or used for any other purpose; a new tax levied to repay the bonds. The General Obligation Bonds are generally repaid over a twenty- to thirty-year period.

It is important to note that when it comes to issuing general obligation bonds, the State Constitution has different rules for school districts than for cities and counties. The threshold for passing is lower for schools at 55 percent, and schools may fund equipment and technology needs. A city or county general obligation bond measure requires two-thirds approval and proceeds may only be used to purchase land or improve land, such as the construction or renovation of a facility.

After receiving direction from Council, the City Manager's Office of Administration, Policy, and Intergovernmental Relations, worked with departments throughout the City, to develop a project list, based on the Deferred Maintenance and Infrastructure Backlog, that would be eligible to be funded from general obligation bonds. In addition, the City Manager's Office worked with the Police Department, Fire Department, Office of Emergency Management, and the Public Works Department to review urgent needs raised in the Office Emergency Services Assessment, long-term needs, and opportunities for collaboration where sharing facilities might better serve San José residents and employees.

The Administration also reviewed the following:

- the work currently in progress to update the City's Greenprint for Parks;
- the consent decree with Baykeeper regarding waterways' quality and storm system improvements, such as green infrastructure projects;
- unfunded needs for neighborhood streets and roads;
- capital needs for flood prevention and earthquake safety; and
- other capital projects that would qualify for general obligation bond funding.

Staff developed a draft project list and provided it to Fairbank, Maslin, Maullin, Metz & Associates (FM3), the City's contracted survey research consultants. FM3 conducted a public opinion survey from April 26, 2018 through May 3, 2018 to assess voter willingness to support a potential general obligation bond measure in November 2018.

This memorandum provides an update regarding polling results and staff's preliminary recommendations regarding the feasibility of placing a general obligation bond measure on the November 2018 ballot and having a successful outcome.

Community Survey Results

FM3, conducted a telephone survey³ with 781 San José voters who are likely to participate in the November 6, 2018 general election, interviewing them in English, Spanish, and Vietnamese. The principal goal of the survey was to test the electoral viability of a general obligation bond measure for San José at various levels. Additionally, the survey tested the voters' support for various projects that might be funded through such a bond.

As noted above, a general obligation bond measure requires two-thirds approval (or 66.67 percent of the vote) to pass. When presented with the initial ballot question, 62 percent of respondents said they would support a \$750 million bond measure to:

- Upgrade 911 communication, police, and fire facilities to improve emergency, disaster, and medical response;
- Repair deteriorating libraries, playgrounds, parks;
- Fix potholes and roads;
- Repair storm drains to prevent flooding and waterway pollution; and
- Address other urgent infrastructure needs.

The survey tested four different bond amounts: \$150 million, \$300 million, \$500 million, and \$750 million. Based on the survey, the total dollar amount of the bond measure does not change voters' support and opposition. While lower bond amounts do not help increase support, voters see a general need for infrastructure funding (71%) and several projects tested indicated refining the

³ The telephone survey was conducted in English, Spanish, and Vietnamese from April 26-May 3, 2018, and 781 registered voters were interviewed. The margin of error is 3.6 percent.

ballot language may increase the level of support. The tested language was intended to be broad, so that future survey questions could help refine the final ballot language to ensure greater community support.

Table 1 below shows the different rates that would be assessed based on the amount borrowed, how much an average homeowner would pay annually, and the estimated annual debt service for each of the tested general bond obligation amounts.

Table 1 – General Obligation Bond Tax Rates

General Obligation Bond Amount	Average Tax Rate Per \$1,000 Assessed Value	Average Annual Tax Homeowner Pays*	Estimated Annual Debt Service Payment
\$750 million	19 cents	\$127.57	\$44 million
\$500 million	12 cents	\$85.05	\$33 million
\$300 million	7 cents	\$51.03	\$20 million
\$150 million	4 cents	\$25.51	\$10 million

**Based on a Single Family Home with an Assessed Value of \$500,000, increasing at 2% per year.*
 General Obligation Bond Funding Assumptions: 2016-2017 Net Assessed Valuation: \$161,407,607,000; Assumed Net AV Growth Rate: 2.00%; Average Single Family Residential AV 2016-2017: \$475,793; Interest Rate on the Bonds: 5.00%

To more fully ascertain community support around specific projects and assist with additional ballot language, respondents were read a list of City projects that could be funded by a general obligation bond measure and asked to rate them as extremely important, very important, somewhat important, or not too important. Following are the projects that ranked extremely or very important with 67 percent or more of the voters surveyed (Table 2).

Table 2 – Top Ranked Potential General Obligation Bond Projects

Projects Ranking At or Above 67%	Extremely + Very Important Total
Replacing old and deteriorating bridges and overpasses that could be vulnerable in an earthquake	81%
Repaving the streets rated to be in the worst condition	76%
Repairing potholes	75%
Upgrading 911 emergency communications facilities to improve response times	72%
Repairing storm drains to keep pollution from local creeks and the Bay	69%
Repairing old and deteriorating fire stations to improve emergency fire and medical response	68%

Note: A full list of all projects surveyed is in Attachment A.

Additionally, several projects were ranked quite close to the two-thirds threshold (Table 3).

Table 3 –Projects Ranking Below 67% & Within Margin of Error

Projects Ranking Below 67% and Above 64%	Extremely + Very Important Total
Building a safe and secure emergency operations center to respond to earthquakes, fires, and other disasters	66%
Repairing facilities that provide healthy meals to seniors and after-school programs to at-risk youth	66%
Installing broadband and fiber for emergency communications in an earthquake or other disaster	65%
Repairing storm drains to prevent street flooding	65%
Repaving streets	65%

Note: A full list of all projects surveyed is in Attachment A.

Moving Forward: General Obligation Bond

San José is not alone among in facing a significant backlog of deferred maintenance and infrastructure needs. Around the nation, with tight municipal budgets and limited federal and state funds for aging infrastructure, cities and counties have been turning their residents for approval of significant municipal general obligation bond measures.

In April 2017, voters in Kansas City approved GO KC, an \$800 million general obligation bond package for streets, flood controls, and other infrastructure⁴. In May 2017, San Antonio voters approved six measures, authorizing an \$850 million general obligation bond program for streets, bridges, and sidewalks; drainage and flood control; parks, recreation, and open space; libraries and cultural facilities; public safety facilities improvements; and neighborhood improvements⁵. In November 2017, voters in Denver approved seven ballot measures totaling a general obligation bond package of \$937 million for roads, libraries, parks, and other facilities⁶. In November 2016, Los Angeles voters approved a \$1.2 billion bond measure to build housing for the chronically homeless⁷.

All of these measures were placed before voters to address long-term and seemingly intractable community needs. In San José, the Administration first presented the City Council with a comprehensive report on the City’s Deferred Maintenance and Infrastructure Backlog in October 2007. While the City Council has been able to dedicate one-time funds to infrastructure needs as funds have been available, the backlog has grown from a one-time need of \$915 million in 2007

⁴ <http://kcmo.gov/gokc/>

⁵ <http://www.sanantonio.gov/2017Bond>

⁶ <http://www.denvergov.org/content/denvergov/en/denver-department-of-finance/2017-go-bond.html>

⁷

[https://ballotpedia.org/Los_Angeles,_California,_Homelessness_Reduction_and_Prevention_Housing,_and_Facilities_Bond_Issue,_Measure_HHH_\(November_2016\)](https://ballotpedia.org/Los_Angeles,_California,_Homelessness_Reduction_and_Prevention_Housing,_and_Facilities_Bond_Issue,_Measure_HHH_(November_2016))

to \$1.39 billion at the present. In that same timeframe, the ongoing annual unfunded need has increased 149 percent. In 2007, the City needed to spend \$45 million annually to hold the line and maintain roads, buildings (like fire stations, parks, and libraries), and other infrastructure needs in current condition. Today, that amount has grown to \$112 million annually.

Given the City's significant needs and the promising initial survey results, the Administration recommends further exploration of the details of a potential general obligation bond package. The polling results indicate that the bond amount makes little difference in voter support, creating the possibility of tackling long-neglected infrastructure needs as well as investing for future needs.

It is important to note that at \$750 million, the highest amount tested in the survey, the City could make a sizable impact in the existing infrastructure needs. However, it would not address the entire backlog (and many projects on the backlog are not eligible for general obligation bond funding).

As discussed, the survey results also indicate strongest support for projects focused on emergency preparedness / response and neighborhood street and roads, which make up significant components of the backlog and future needs. At \$750 million, a general obligation bond measure likely could fund critical public safety and disaster preparedness projects, as well as paying for repairs to roads, bridges, and storm water infrastructure. With Council direction, the Administration could further explore the components and funding level of a potential general obligation bond measure.

Placing such a measure on the November 6, 2018 City ballot would require Council action by the County Registrar of Voters' deadline of August 10, 2018—approving both the placement measure on the ballot and ballot language. To ensure the Administration meets this timeline, additional survey research and development of a bond program is needed. This work includes testing ballot language focusing on the items identified as critical to the voters surveyed (as shown in Table 1). While the April 2018 survey support levels did not change with lower bond amounts, the Administration will continue to create flexibility in the additional survey to gain more insight. Lastly, costs are known for some of these projects; however, additional work must be done to determine which projects could be funded within various authorization levels.

Conclusion and Next Steps

The Administration recommends that Council provide direction to move forward with developing a ballot measure for the November 6, 2018 citywide ballot.

Such a measure meets with the criteria outlined in Council's direction of April 3, 2018 that the desired outcomes for the possible general obligation bond measure may include, but are not limited to:

- Prioritize public safety improvements
- Improves emergency preparedness
- Leverages and/or saves money
- Improves existing infrastructure and assets

- Advances environmental sustainability
- Political viability

If Council approves the Administration’s recommendation, additional polling will be conducted to determine ballot language and scope the project list. If Council approves the recommendation, staff will return to Council by the August 7, 2018 meeting⁸ with a recommendation to move forward with placing a general obligation bond measure on the November ballot or not.

EVALUATION AND FOLLOW-UP

If Council approves the staff recommendation, the Administration will return to Council no later than August 7, 2018 with recommendations for placing a potential general obligation bond on the November 6, 2018 citywide ballot.

POLICY ALTERNATIVES

Alternative 1 (Street and Road Measure Option): Staff was directed to return with analysis on a roads-focused general obligation bond measure. Based on the response to the project list, a measure that focused on repaving and repairing roads, bridges, and overpasses could likely be successful.

Table 4 – Streets and Roads General Obligation Bond Measure

Roads Projects Ranking At or Above 67%	Extremely + Very Important Total
Replacing old and deteriorating bridges and overpasses that could be vulnerable in an earthquake	81%
Repaving the streets rated to be in the worst condition	76%
Repairing potholes	75%
Roads Projects Ranking Below 67%	Extremely + Very Important Total
Repaving streets	65%
Designing new public transit lines along congested corridors such as Stevens Creek Boulevard and West San Carlos	57%
Installing new energy efficient street lights to save the City money	56%
Installing brighter streetlights that are safer for neighborhoods and pedestrians	54%
Building trails and safe road crossings for pedestrians and cyclists	53%

⁸ August 10, 2018 is the deadline for cities to submit ballot measures to the Santa Clara County Registrar of Voters for inclusion on the November ballot. August 7, 2018 is the last regularly scheduled City Council meeting before the deadline.

A roads-only measure could include the following elements:

- \$270 million to rehabilitate and resurface local neighborhood streets in poor and the very worst condition; and
- Funding to repair bridges and overpasses.

Pros: A roads-only general obligation bond measure appears to be a viable policy alternative. Should Council wish to go this direction, prior to developing a ballot measure, staff would recommend additional polling on the ballot question and project alternatives.

Cons: Beyond road and street deferred infrastructure, the voters have indicated a desire to fund other important capital needs, such as emergency preparedness and public safety. These critical needs would not be funded with a roads-only measure, and would either have to search for scarce funding from other sources or defer action until the next general obligation bond opportunity (March 2020 or November 2020).

Reason for not recommending: Moving forward with only a streets and road measure would limit the City's ability to address critical needs around emergency preparedness and public safety.

Alternative 2 (Parks Ballot Measure Option): Per Council direction, the City Manager's Office and Department of Parks, Recreation, and Neighborhood Services have been exploring various models to create a dependable funding stream for developing and maintaining parks and recreation facilities and programs over the long-term. Previous polling has occurred⁹, however, none of the polls have successfully reached the two-thirds threshold for passing a parks-specific parcel tax measure.

⁹ See the Sept. 25, 2017 report to the Neighborhood Services and Education Committee, "Greenprint Update and Funding Feasibility Study Progress Report." http://sanjose.granicus.com/MetaViewer.php?meta_id=668823

With the most recent poll in April 2018, the City asked respondents about a number of parks and recreation projects. Only one reached 66 percent support, as shown in Table 5.

Table 5 – Parks Projects

Parks Projects Ranking At or Above 67%	Extremely + Very Important Total
None of the items surveyed ranked at or above 67 %	
Parks Projects Ranking Below 67%	Extremely + Very Important Total
Repairing facilities that provide healthy meals to seniors and after-school programs to at-risk youth	66%
Upgrading open spaces and parks to naturally filter rainwater and keep pollution from local creeks and the Bay	60%
Renovating libraries and community centers to provide emergency food and shelter in the event of an earthquake or major disaster	57%
Repairing deteriorating and unsafe playgrounds	55%
Making polluted lakes such as Lake Almaden and Lake Cunningham safe for public swimming	43%
Buying land for new neighborhood parks	32%
Repairing deteriorating sports fields	29%
Repairing deteriorating swimming pools	28%

The survey also asked voters about a parks-specific parcel tax measure that would fund safe, clean parks, natural areas, trails, and recreational opportunities, including cleaning up graffiti and illegal dumping; providing gang prevention, preschool, youth, and senior programs; repairing/upgrading aging parks and recreational facilities (including restrooms, playgrounds, and community centers); and protecting natural and wildlife areas.

This type of parcel tax also requires two-thirds approval by the voters. Support (including likely support and voters who were undecided and leaning yes) totaled 60 percent. Opposition (including voters who were likely to vote no and leaning no) totaled 36 percent. Three percent were undecided.

Pros: A parcel tax measure would allow the City to invest in repairs, programs, and maintenance for parks and community centers. Without additional investment in preventative maintenance, more costly repairs will be needed in the future. Neglected park facilities discourage active use of the parks, while maintaining and programming the facilities results in neighborhood pride and resident use, preventing crime and negative behaviors.

Cons: Sixty percent of respondents said they would likely vote yes for such a measure, while 36 percent were likely to vote no. This percentage is a three percentage points lower than the 63 percent approval from the last poll conducted in August 2017.

The parks deferred infrastructure needs do not currently have the community support to achieve the two-thirds vote necessary for passage.

Reason for not recommending: Given the short period until Election Day of November 2018 and the extensive community awareness effort that would be required to reach the two-thirds threshold, the Administration is recommending that the Parks, Recreation, and Neighborhood Services Department explore bringing a parks parcel tax measure forward in either the primary or general election of 2020.

PUBLIC OUTREACH

On behalf of the City, FM3 Research conducted a poll of 781 registered voters living in San José. Polling was conducted in English, Spanish, and Vietnamese. In addition, this memorandum will be placed on the City's agenda website for May 22, 2018.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, the City Manager's Budget Office, the Police, Public Works, and Transportation Departments, and the Office of Emergency Management. In addition, multiple departments participated in development of the initial project lists, including the Fire, Environmental Services, and Parks, Recreation and Neighborhood Services departments.

COMMISSION RECOMMENDATION/INPUT

No commission recommendation or input is associated with this action.

FISCAL/POLICY ALIGNMENT

For years, City funds have continued to be insufficient to pay for maintenance and infrastructure needs. As a result, a backlog of deferred projects has grown to approximately \$1.39 billion in a backlog of unmet/deferred infrastructure needs with an additional \$112 million needed annually in order to maintain the City's infrastructure in a sustained and functional condition.

Deferring maintenance increases future costs, and the City has long identified funding to address the backlog as a critical budget priority. While not all the projects on the backlog list are eligible for general obligation bond funding, a bond measure has the potential to address a significant portion of the backlog and fund new or modernized facilities that would be less costly to maintain than current, rundown facilities with expensive maintenance needs.

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CEQA

Exempt, Not a Project -- Feasibility and Planning Studies with no commitment to future actions
Public Project number PP17-001.

/s/
LEE WILCOX
Chief of Staff, City Manager's Office

./s/
JULIA H. COOPER
Director of Finance

For questions, please contact Lee Wilcox, Chief of Staff, at (408) 535-4873 or Michelle McGurk,
Assistant to the City Manager, at (408) 535-8254.

Attachment A: Potential Bond Project List

Attachment A

Potential Bond Project List

Polling Group	Projects Ranking At or Above 67%	Extremely Very Important Total +
A	Replacing old and deteriorating bridges and overpasses that could be vulnerable in an earthquake	81%
A	Repaving the streets rated to be in the worst condition	76%
B	Repairing potholes	75%
B	Upgrading 911 emergency communications facilities to improve response times	72%
A	Repairing storm drains to keep pollution from local creeks and the Bay	69%
A	Repairing old and deteriorating fire stations to improve emergency fire and medical response	68%
Polling Group	Projects Ranking Below 67%	Extremely Very Important Total +
B	Building a safe and secure emergency operations center to respond to earthquakes, fires, and other disasters	66%
B	Repairing facilities that provide healthy meals to seniors and after-school programs to at-risk youth	66%
A	Installing broadband and fiber for emergency communications in an earthquake or other disaster	65%
B	Repairing storm drains to prevent street flooding	65%
A	Repaving streets	65%
A	Building a secure facility to collect and maintain crime scene and DNA evidence to help solve serious crimes such as robberies and rapes	61%
B	Upgrading open spaces and parks to naturally filter rainwater and keep pollution from local creeks and the Bay	60%
A	Building new pump stations to prevent neighborhood flooding	59%
A	Replacing leaking roofs at City libraries	58%
A	Renovating libraries and community centers to provide emergency food and shelter in the event of an earthquake or major disaster	57%
B	Designing new public transit lines along congested corridors such as Stevens Creek Boulevard and West San Carlos	57%
A	Installing new energy efficient street lights to save the City money	56%
A	Repairing deteriorating and unsafe playgrounds	55%
B	Installing brighter streetlights that are safer for neighborhoods and pedestrians	54%

**Attachment A
(continued)**

Polling Group	Projects Ranking Below 67%	Extremely + Very Important Total
A	Building public safety training facilities for police, fire, and paramedics to restore public safety staffing and improve emergency response	54%
B	Building public safety training facilities for police, fire, paramedics and other first responders	53%
A	Building trails and safe road crossings for pedestrians and cyclists	53%
B	Building new fire stations to improve emergency fire and medical response	51%
B	Building a modern crime analysis and data center to analyze crime scene evidence and crime trends	49%
B	Replacing broken heating and air conditioning systems at City libraries	46%
A	Building a Twenty-first Century public safety headquarters for police and fire to coordinate services and communications	45%
B	Protecting neighborhoods against sea level rise	45%
B	Making polluted lakes such as Lake Almaden and Lake Cunningham safe for public swimming	43%
B	Buying land for new neighborhood parks	32%
B	Purchasing land for a new civic building for arts and education	32%
A	Repairing deteriorating sports fields	29%
B	Repairing deteriorating swimming pools	28%
A	Purchasing land for a new major public university in San José	23%