

CITY OF OAKLAND
Agenda Report

03/11/2007

To: Chairperson and Council President Ignacio De La Fuente
Rules and Legislation Committee
From: Lupe Schoenberger, City Council Legislative Analyst
Date: November 30, 2006

Re: **An Informational Year End Report from Townsend Public Affairs,
the City's State Lobbyist, Regarding Oakland's 2006 State Legislative
Agenda**

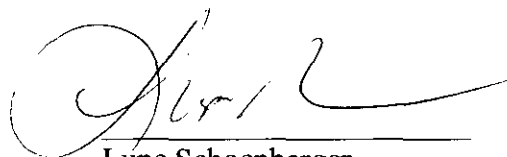
SUMMARY

The City's State Lobbyist, Townsend Public Affairs (TPA), has prepared a year end report regarding their lobbying efforts on behalf of the City of Oakland during the 2006 State legislative session. The report is attached for the City Council's review.

RECOMMENDATION

Staff recommends that the Rules and Legislation Committee accept the report and forward to the City Council for their review and information.

Respectfully submitted,



Lupe Schoenberger
City Council Legislative Analyst



MEMORANDUM

To: Simon Bryce, Office of the Mayor, City of Oakland
Lupe Schoenberger, Legislative Analyst to the city Council, City of Oakland

From: Christopher Townsend, President, Townsend Public Affairs
Isaac Kos-Read, Director of Northern California Operations
Jennifer Thompson, Senior Sacramento Associate
Allison Boogaert, Northern California Associate

Date: November 30, 2006

Subject: 2006 Year-End Report: State Government Advocacy Priorities for the City of Oakland

Following the end of the 2005/2006 legislative session, Townsend Public Affairs (TPA) has updated the 2006 State Advocacy Priorities for the City of Oakland to reflect the outcome of the state legislative activities in the past session. This report includes final status reports on legislative bills that the City supported, opposed or monitored as well as funding opportunities for which the City applied.

The most exciting opportunity in the 2005/2006 legislative session was the development of the infrastructure bond package which will provide funding for transportation projects, levees, educational facilities and housing. TPA was instrumental in ensuring that the funding categories within the infrastructure bond fit the priority projects of the City of Oakland including, transportation, housing and urban infill infrastructure including parks and transit-oriented developments, schools and flood protection. On November 7, 2006, the voters of California approved approximately \$43 billion in general obligation bond funding to invest in the infrastructure of the state. Propositions 1B, 1C, 1D, and 1E, the infrastructure package was approved as well as Proposition 84, an initiative placed on the ballot by voter initiative, which authorizes \$5.4 billion for water quality, conservation, and park programs. This immense opportunity was a major focus of the advocacy efforts of TPA in 2006 and will continue to be the center point of legislative actions by the City of Oakland in 2007/2008.

2006 STATE GOVERNMENT ADVOCACY PRIORITIES FOR THE CITY OF OAKLAND

LEGISLATIVE PRIORITIES:

1. IMPLEMENTING LEGISLATION FOR BOND MEASURES ON THE NOVEMBER BALLOT:

Ensure that the City of Oakland's priorities are met by any legislation that would implement, amend, or affect any of the potential funding opportunities from the statewide bond measures placed before the voters on the November ballot.

Status: As described above, on November 7, 2006, the voters of California approved Propositions 1B, 1C, 1D, and 1E which will provide \$37.3 billion for transportation, housing and urban infill infrastructure including parks and transit-oriented developments, schools, and flood protection as well as Proposition 84, an initiative placed on the ballot by voter initiative, which also authorizes \$5.4 billion for water quality, conservation, and park programs. Even though the language of the bond acts is finalized, there will be implementing legislation that will determine the allocation of funding from various programs. Infrastructure will therefore remain a legislative priority given that there are many programs yet to be defined by implementing legislation, the majority of which will be enacted during the 2007/2008 legislative session. Given the magnitude of the opportunity at the state level and the need in Oakland, securing funds from these measures must be the number one priority for the City in the 2007/2008 legislative session. As outlined in 2006, the City of Oakland should expect to address the following infrastructure and related needs through the infrastructure bond measures:

- **Local street repair:** An issue that all officials in Oakland mentioned as a funding priority is basic road repair. Oakland is 96th among all of the cities in the nine-county Bay Area in terms of pavement resurfacing. Of the approximately \$560 million in transportation funding needs identified by the Public Works Department, about 49% or \$275 million is for street resurfacing, sidewalk and curb repairs.
 - The transportation bond, Measure 1B, includes \$2 billion for local streets and roads, with \$1 billion allocated to cities and distributed by formula based on proportion of total statewide city population, thanks in part to our combined advocacy with the City of Oakland and additional stakeholders. Based on this formula, Oakland will receive approximately \$13 million for use on local roads. The money can be used for any purpose related to local roads, including as matching funds for additional grants.
- **School repair:** Funding to improve the learning environment for Oakland school children by making necessary capital improvements to our school buildings, classrooms, playgrounds, and playing fields.
 - The education bond includes \$7.329 billion for K-12 school construction, \$5.2 billion of which will be spent through existing state programs. Important changes include: charter schools now have a separate category of eligibility; \$100 million is allocated for "green" school construction, and \$500 million is allocated for career and technical training facilities.
- **Air quality:** Funding for the mitigation and, even more importantly, the prevention of air pollution is critical if Oakland is going to continue to have a successful working port and also a vibrant city with "elegant density" living around transportation nodes.
 - Again, the transportation bond addresses some of Oakland's needs in this regard, including \$200 million for school bus retrofitting to reduce emissions and \$1 billion to the California Air Resources Board for emissions reductions related to goods movement.

- **Storm drain repair:** In addition to the basic infrastructure needs, the Oakland Hills in particular are in vital need of renovation of its storm drain system. The current system is easily overwhelmed in a storm and could lead to dangerous flooding and on-going contamination of Lake Merritt and the Estuary into which the system drains.
 - \$300 million for storm water management projects is included in Proposition 1E, the disaster preparedness and flood prevention bond. These funds will be granted by the Department of Water Resources in a manner yet to be determined but consistent with any applicable integrated regional water management plan and requiring a 50% local match, among other requirements.
- **Housing, infill, and Transit Oriented Development (TOD):** Oakland needs funding and incentives for urban infill and affordable housing, especially for TOD. The housing bond, Proposition 1C, will provide \$2.85 billion in bond funding, of which \$1.2 billion would go to existing programs. Additional funds relevant to housing, infill, and TOD are outlined below:
 - \$850 million will be allocated for the Regional Planning, Housing, and Infill Incentive Account. This fund will provide infill capital outlay related to housing development, including parks, water and sewer improvements, transportation improvements, traffic mitigation, Brownfield site clean-up, etc.
 - \$300 million will go to the Transit Oriented Development Account for the TOD Implementation Program, which will be administered by HCD; grants and loans for infrastructure to support higher density living (e.g. parking) and then loans for actual housing, of which 15% affordable to very low or low income individuals for at least 55 years.
 - \$100 million will go to the Affordable Housing Innovation Fund, which will create competitive grants or loans administered by the Department of Housing and Community Development (HCD) based on specific criteria developed by legislation and passed by a 2/3 vote. These grants or loans would go to entities that create or invest in affordable housing to establish pilot programs to demonstrate innovative practices for implementing affordable housing.
- **Resources, including parks and recreation:** Secure funding for priority capital improvement projects with local matching funds, especially Lake Merritt and Estuary improvements. Ensure that any new parks and open space funding goes to dense urban areas, and is slated toward improving existing parks rather than building new ones.
 - In Proposition 1C, \$200 million will go to the Housing Urban-Suburban-Rural Parks Account. These funds would be appropriated pursuant to trailer legislation that remains to be developed.
 - Up to \$200 million of the above mentioned Regional Planning, Housing, and Infill Incentive account could be used for park creation or rehabilitation to encourage infill development.
 - In the voter-led initiative bond package, Proposition 84, there is \$400 million for state parks programs.
 - There is also \$90 million for “urban greening” projects to be defined by further legislation.
 - There is also a \$100 million “Nature Education Center” fund which could benefit such Oakland institutions as the Zoo and Oakland Museum of California, among many others.

2. **TRANSIT VILLAGE DEVELOPMENT:** Support legislation that appropriates funds and/or offsets the cost for Transit Village planning, implementation, and construction, particularly replacement parking at the villages in the process of development and construction.

Status: The original legislative language on this item was incorporated into Proposition 1C which will provide \$300 million for Transit Oriented Development projects. There is a strong possibility that trailer legislation in the next legislative session could be introduced to modify the various programs in the bonds to provide additional eligibility and priority criteria as well as additional funding from which Oakland could benefit. TPA is working with Senator Don Perata to ensure that the TOD projects in the City of Oakland are eligible funding. Therefore, this item should remain in the category of legislative priorities for 2007/2008.

3. **CALIFORNIA ENTERPRISE ZONES:** Ensure the continuation of the designation of Oakland as a California Enterprise Zone and the benefits associated with this designation.

Status: In the 2006 legislative session, AB 1550 (Arambula), was signed into law and makes changes to state's enterprise zone program, allowing non-contiguous zone boundaries, requiring bi-annual updates to the state by local zones, more engagement between local governing bodies and their zone administrators, and requiring updates of some data based on new census information. There will be another legislative proposal for additional modifications to the program next year, otherwise the new regulations, which will be finalized by the end of the year, will be the primary issue confronting Oakland's Zone in 2007/08.

Background: There are currently 42 Enterprise Zones (EZ) in the state, with 18 expiring in 2006. Oakland's designation is scheduled to expire September 27, 2008. The EZ Program represents a strong economic tool to attract and retain businesses in Oakland. Oakland's zone recently passed an audit by the Department of Housing and Community Development (HCD), but continues to be cited by state legislative proposals and agencies as an example of the need for reform of the EZ Program. Many hearings have been conducted in the legislature to evaluate how to best reform the EZ program. Meanwhile, HCD has been developing new regulations for the zone designation process, auditing procedures, and vouchering requirements. These regulatory and legislative efforts are significant for the City of Oakland's economic development strategy. The City must ensure the continuation of its designation as an EZ and the optimal benefits and flexibility that come with the designation.

4. **REDEVELOPMENT POWERS:** Protect the redevelopment powers of the City of Oakland by advocating for the City in the state legislative and regulatory process regarding recent proposals to modify redevelopment agency and eminent domain law.

Status: Last legislative session was an important year for redevelopment legislation in the State of California. The Kelo decision created a wave of public response regarding the issue of eminent domain and it put the issue back on the individual states to address. Last fall, Senator Christine Kehoe (D-San Diego) held a series of oversight hearings on redevelopment in an attempt to evaluate and develop reforms for current redevelopment law. The suggestions from the hearings were incorporated into a number of legislative proposals which were introduced during the 2005/2006 California legislative session. Of these proposals, nine bills addressed eminent domain and six addressed the issue of redevelopment and blight. Of those bills, three were tracked by the City of Oakland.

- SB 1206 (Kehoe) was a comprehensive redevelopment reform measure which would have narrowed the definition of blight; made it easier to challenge redevelopment decisions; and increased state oversight. The City Council passed a resolution in opposition to this bill. The City's lobbyist worked with City staff to oppose this bill or to amend it to have minimal impact on Oakland's redevelopment projects. **SB 1206 was signed into law, and will require the**

statutory definition of “blight” to be amended, while increasing state oversight and making it easier to challenge local agency redevelopment decisions. This bill was opposed by a large majority of local governments, because of concerns about local governments’ ability to eradicate blight, clean up environmentally polluted properties, build affordable housing (meeting their RHNA requirements), and creates jobs and economic development. The California Redevelopment Association and the League of California Cities have put together a working group to propose clean up language next year to address the concerns of local governments. All legislation related to redevelopment should stay on the watch list of the City of Oakland for the 2007/08 legislative session.

- SCA 15 (McClintock) would have prohibited private property from being taken for private use. Under the constitutional amendment, property taken under eminent domain must be owned and occupied by the condemner and must be used only for the stated public purpose. If the property ceases to be used for that purpose, it must be offered to the original owner or the owner’s heirs for the amount of compensation originally received, or the property’s new fair market value, whichever is less. This amendment failed to pass the Senate Judiciary Committee but was granted reconsideration last year. **SCA 15 ended up dying in committee without the bi-partisan support needed to move a constitutional amendment forward. Eminent domain should remain on the watch list of the City of Oakland for 2007/08.**
- SB 53 (Kehoe) would have required new redevelopment plans to declare whether eminent domain will be used, including some prohibitions on the use of eminent domain, and a ten year time limit for the commencement of eminent domain proceedings. **SB 52 was signed into law, and requires redevelopment plans to spell out how, when and where redevelopment officials will use their eminent domain powers and requires redevelopment officials to document blight before extending the time period for using eminent domain (for redevelopment plans adopted after January 1, 2007). The legislation also requires agencies that adopted a plan prior to January 1, 2007 to alter the way in which it acquires real property by eminent domain or extends the timeline on the use of eminent domain. The agency will then be required to do so through an amendment to its redevelopment plan.**

5. **FLOOD CONTROL AND STORM WATER FEES:** Secure passage of ACA 13 (Harman) or similar legislation that would allow local governments more flexibility to achieve reductions in stormwater and urban runoff pollution.

Status: ACA 13 died in committee without the support to pass a constitutional amendment. Flood control and storm water fees should be included on the City’s watch list for the 2007/08 session.

Background: ACA 13 was a constitutional amendment which would have needed a 2/3 vote of the legislature and would then appear on the next statewide general election ballot. If subsequently passed by a majority of voters, it would authorize cities and counties to raise storm water and flood control fees without voter approval. Currently, sewer, water and refuse collection services fees are exempt from the voter approval process of Proposition 218, but flood control and storm water fees are not. Without this change in the state constitution, cities and counties will continue to struggle to enact new sources of dedicated revenue for flood control and stormwater programs and maintenance.

- 6. AFTER SCHOOL PROGRAMS:** Ensure that Oakland receives the largest amount of funding possible when the State allocates after-school funding under Prop 49 and ensure no gap in funding for the 25 existing after-school programs of Oakland's After School Initiative.

Status: SB 638 (Torlakson), signed by the Governor in September, provides implementing legislation which would raise the amount of money paid to after-school providers and allow for increased provider flexibility while ensuring that there is no gap in after-school program funding due to federal budget cuts. Guidelines and application deadlines have not been established for the 21st CCLC grant program yet, although those should be forthcoming in the near future.

Background: The No Child Left Behind Act authorizes the California Department of Education (CDE) to administer the 21st Century Community Learning Centers (21st CCLC) program. *President Bush has proposed no increase in program funding for FY 07, leaving the funding below what was available in 2002 when the program was established.* Proposition 49, passed by voters in 2002, will provide funding for after-school programs in California that will fill the gap.

- 7. URBAN INFILL HOUSING PROJECTS:** Support specifically defined CEQA exemption legislation without compromising environmental due diligence.

Status: SB 832 did not make it to the Governor's desk but AB 1387 was signed by the Governor and will become law in 2007.

Background: Legislation such as SB 832 (Perata) and AB 1387 (Jones), would have provided a specifically defined CEQA exemption for urban infill housing projects within certain limits on acreage, housing units, city population, and given certain local approvals, including City Council support of the specified acreage and units. As Oakland continues to seek the creation of affordable housing opportunities for all of its residents, expediting the redevelopment of urban infill properties is a crucial step in creating needed housing.

- 8. NUISANCE LIQUOR STORES:** Promote legislation such as SB 148 (Scott) that would provide local jurisdictions additional powers to mitigate or shut down nuisance liquor stores and to limit the types of products sold.

Status: This bill was signed into law by the Governor and will become law in January 2007.

Background: Presently, local governments cannot place additional restrictions on existing alcoholic licensees when making efforts to revitalize neighborhoods or deal with nuisance liquor stores. While the state Alcoholic Beverage Control Board cannot issue new licenses contrary to zoning law of local jurisdictions, existing licenses cannot be revoked by local zoning laws. SB 148 (Scott) would allow local governments to do just that, in addition to other changes. SB 148 (Scott) was introduced and passed through the Senate as a pilot program for only Bakersfield and Pasadena, but was amended by Assembly Governmental Committee to include the entire state, with a sunset of 2010.

- 9. COOPERATION WITH OAKLAND UNIFIED SCHOOL DISTRICT:** Remain in contact with Oakland Unified School District in order to update the City on possible opportunities for cooperation. When an opportunity exists, TPA will inform the Council and, if subsequently authorized, collaborate with OUSD's lobbying efforts.

DEVELOPMENT OF LEGISLATION:

The City of Oakland and TPA began our working relationship late in the 2005/2006 legislative session therefore the deadline for introduction of bills for the 2005/2006 legislative session had already passed. TPA is working with City Staff to prepare policy papers addressing the problem that the City would to solve with State legislation. Below are issues identified by the City of Oakland as targets for future legislation:

SIDESHOWS: Develop and secure legislation that strengthens the ability of local jurisdictions to curb reckless driving exhibitions, commonly referred to as "sideshows". The City of Oakland has previously received state funding for abatement of sideshows but they remain a problem and more local control is needed, perhaps in the form of a "race legal" program as done in San Diego.

Status: TPA is working with the City of Oakland staff to develop a proposal for 2007/08 to extend the sunset of SB 1489 (Perata) to maintain the ability to impound vehicles used in sideshows. Many other California Cities are also having problems with sideshow activities including the cities of Stockton, Modesto, Fresno, Sacramento and Elk Grove. All the cities listed below have agreed to support the City of Oakland in the sunset extension of SB 1489.

ANTI-PREDATORY LENDING: Develop and secure legislation that either (a) strengthens anti-predatory lending laws or (b) enables local jurisdictions to enact their own anti-predatory lending laws. The City previously enacted its own anti-predatory lending law to protect customers, but in 2005 the California Supreme Court nullified the law, finding that existing state law preempted the City's local law.

Status: Although the City will likely not be sponsoring a proposal directly, the City will work with other organizations, like the Center for Responsible Lending, to support proposals that address anti-predatory lending practices.

SUPPORT FOR PAROLEES: Develop and secure passage of legislation that would restore the ability of drug related felons to receive food stamps under certain specified conditions. The Personal Responsibility and Work Opportunity Reconciliation Act, passed in 1996 by the federal government, bars those with drug-related felony convictions from receiving federal cash assistance and food stamps during their lifetime unless their state opts out of the program. To date, California has chosen not to fully opt out of the food stamps exemption. However, AB 1998 (Chan) would direct the State Department of Corrections to contract for the establishment and operation of a reentry services pilot program in Alameda County. If passed, AB 1998 could directly support successful City-run programs such as Project Choice, providing intensive post-release services and supervision to Oakland parolees, but it would not expressly allow parolees to receive food stamps.

Status: TPA is working with the City of Oakland to develop a proposal to extend food stamps to persons convicted of felonies. Additionally, AB 1998 will become law in 2007 creating an opportunity for the City of Oakland and Alameda County to lead the charge in rehabilitating criminals.

ABANDONED VEHICLES PILOT PROJECT: Develop and secure passage of legislation that would establish a pilot project in Oakland that would prevent the blight of abandoned cars. Possible ideas include the imposition of a required deposit upon transfer of a vehicle that is refunded when the vehicle is turned in to a designated location. On a related note, AB 2681 (Pavley) would increase the fee imposed on vehicle registration to fund programs of the abatement of abandoned vehicles statewide. This bill would create a vehicle abatement fund that would be administered jointly by counties and cities.

Status: AB 2681 died in committee and unfortunately, Assemblywoman Pavley is terming out of the legislature. Hopefully, another legislator will champion this issue next year, as

Assemblywoman Pavely has for many years. This issue should stay on the City of Oakland's watch list for next year.

LOCAL CONTROL OF GROUP HOMES: Develop and secure passage of legislation that would grant more control of group homes to local agencies. Oakland is the site of a variety of group homes, some of which are poorly run and a problem for the neighborhoods in which they operate. The City of Oakland has limited control over their regulation and with more control could ensure that group homes operate safely and effectively.

Status: SB 1322 (Cedillo) did not receive the Governor's signature but could likely return next year as a proposal through the City of LA. TPA is working with the City of LA to address the City of Oakland's concerns to ensure that if this proposal is reintroduced, the City of Oakland can be supportive.

MAINTENANCE OF CALTRANS PROPERTY: Ensure, possibly through legislation or regulation, that Caltrans sufficiently maintains its property in the Oakland area. From Castro Valley to Berkeley, Caltrans employs a very limited number of maintenance workers and properties have in many cases become dilapidated and nuisance. The Oakland City Attorney filed suit against Caltrans to ensure that Caltrans property was properly maintained but the City should ensure that legislation mandating a certain level of maintenance in region exists and is equitable.

Status: According to City Staff, this is not an immediate issue for the City at this time and will likely be removed from the City's legislative priority list.

FUNDING PRIORITIES:

The City Council and City staff identified projects eligible for current and future state grant funding opportunities. The following applications were submitted to the state for funding in 2006.

California Cultural and Historical Endowment – In 2006, the City of Oakland applied for funding through the California Cultural and Historical Endowment in support of the Peralta Hacienda. The City's application did not make it through the first competitive phase of review but TPA will work with the City to reapply in March of 2007.

Recreational Trails – The City Council directed staff to submit the Waterfront Trail, Peralta Hacienda-DeAnza Trail and the Joaquin Miller School Trail project to the State for the 2006 funding cycle. The Joaquin Miller school project did not meet all the requirements at this time and was withheld by staff. Applications were submitted in October.

Tire Derived Product Program - The City Council directed staff to submit Raimondi Field for the 2006 funding cycle. Applications were submitted in November.

STATUS OF BILLS AND BUDGET ITEMS OPPOSED AND SUPPORTED

In addition to the legislation included in the agenda of long-term priorities for the City of Oakland that are identified above, the City of Oakland resolved to support or oppose the following state legislation and budget items during the 2006 session.

AB 2987 (Nunez): OPPOSE

AB 2987 (Nunez) will allow telephone companies to compete directly against cable firms by obtaining a state-issued franchise rather than negotiating separately with cities and counties. While cities could still enforce a utility user tax, local agencies appear to be prohibited from imposing other local fees and taxes, such as business license taxes, encroachment permit fees

and building permit fees. Additionally, the League of California Cities notes that local agencies would lose the power to mandate that certain areas receive services, that companies provide service to schools and libraries, and to retain full control over access to local right of way. **The Cable Bill was signed into law by the Governor and will become law in 2007. AB 2987 was sponsored by the telecommunications industry, and strongly opposed by cities across the state. AB 2987 creates a mechanism for a state-issued franchise of cable service. The franchising authority will be the responsibility of the Public Utilities Commission (PUC). The bill fundamentally changes the way cable operators are allowed to opt-in to a state franchise when a holder of a state franchise begins offering service where an incumbent had held a franchise previously. TPA has provided the City of Oakland with a memo regarding implementation of this bill and its impact on cities.**

AB 2444 (Klehs) / SB 1611 (Simitian): SUPPORT

AB 2444 (Klehs) and SB 1611 (Simitian) would both levy a fee, either \$5 or \$25, respectively, on vehicle registration that would then be used for air and water quality pollution mitigation or traffic congestion relief projects, a percentage of which would benefit Oakland. **Both of these bills died in 2005 but TPA will continue to monitor these issues on behalf of the City in 2007/08.**

AB 1623 (Klehs) / SB 680 (Simitian): SUPPORT

SB 680 and AB 1623 were sister bills that would authorize local congestion management agencies to impose annual vehicle registration fees of \$5 in Santa Clara County and \$4 in Alameda County, respectively, in order to fund a range of local road improvements. The registration fee increase would need to be approved by a two-thirds vote of the board of supervisors in their respective counties to take effect. **These bills were vetoed by the governor and the veto message read that if the counties wish to impose a fee on their residents, the citizens should have the opportunity to express their support through a vote of the people.**

AB 32 (Nunez): SUPPORT

AB 32 (Nunez) would enact the California Global Warming Solutions Act of 2006, to require the State Air Resources Board to adopt regulations on or before January 1, 2008, establishing a program to require the reporting and verification of statewide green house gas emissions. The bill would require the state board to develop an emissions baseline and monitor and enforce compliance, among other provisions intended to curb greenhouse gas emissions while encouraging economic growth. **This bill was signed into law in 2006 and creates the first statewide effort to reduce greenhouse gas emissions in California.**

Proposition 42 Repayment: SUPPORT

Proposition 42 was fully funded in the budget for FY 2006-07 at \$1.42 billion. While local streets and roads did not receive funding from this appropriation, \$424 million to maintain this local infrastructure was included in an additional appropriation of \$1.415 billion, provided as early repayment of amounts borrowed from Proposition 42 by the state in FY 2003-04 and FY 2004-05. The State Controller's Office distributed two consecutive repayment allocations to the City of Oakland after the start of the fiscal year.

Booking Fee Subventions: SUPPORT

The budget, through SB 1805, allocated \$35 million to reimburse cities for booking fees paid to counties during FY 2005-06. In addition, the legislation enacted an alternative process for booking fees that represented a compromise between sheriffs, police chiefs, cities and counties. The new procedure allocated an annual appropriation of \$35 million from the state info local

detention facility revenue accounts. Funds in this account are then used for operation, renovation, remodeling or constructing local detention facilities.