



COUNCIL AGENDA: 12-13-11  
ITEM: 2.31

# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** Dennis Hawkins, CMC  
City Clerk

**SUBJECT:** SEE BELOW

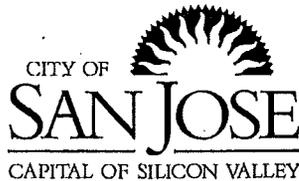
**DATE:** 12-7-11

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**SUBJECT: 2012 LEGISLATIVE GUIDING PRINCIPLES, PRIORITIES, AND  
ADVOCACY ISSUES**

## RECOMMENDATION

As recommended by the Rules and Open Government Committee on December 7, 2011 and outlined in the attached memo previously submitted to the Rules and Open Government Committee, accept the 2012 Legislative Guiding Principles as edited by the Council Committees, and the Legislative Priorities and Advocacy Issues for the second year of the two-year Legislative Session in Sacramento and the 112th Congress.



# Memorandum

**TO:** RULES AND OPEN GOVERNMENT  
COMMITTEE

**FROM:** Betsy Shotwell

**SUBJECT:** SEE BELOW

**DATE:** November 29, 2011

Approved

Date

11/30/11

**SUBJECT: 2012 LEGISLATIVE GUIDING PRINCIPLES, PRIORITIES AND  
ADVOCACY ISSUES**

## RECOMMENDATION

1. Accept the 2012 Legislative Guiding Principles as edited by the Council Committees, and the Legislative Priorities and Advocacy Issues for the second year of the two-year Legislative Session in Sacramento and the 112<sup>th</sup> Congress.
2. A one-week turnaround to the City Council is requested so that the City's lobbyists can advocate Council direction in Sacramento and Washington, D.C.

## OUTCOME

Input from the Rules and Open Government Committee will be incorporated into the 2012 Legislative Guiding Principles and Priorities and will be forwarded to the City Council for adoption. The Legislative Guiding Principles and Priorities represent a framework for organizing the City's legislative interests at the federal, state, and regional levels. The following key legislative guiding principles form the foundation of the City's advocacy efforts:

- Protect local control;
- Ensure region's competitiveness through strategic economic development;
- Protect and increase local funding; no unfunded mandates;
- Pursue or retain federal and state funding for key efforts;
- Preserve redevelopment and create new financing tools for local government to support economic development and build affordable housing;
- Promote livability, sustainable development, and environmental protection;
- Support efforts to keep San Jose safe;
- Promote investment in infrastructure maintenance and rehabilitation.

## **BACKGROUND**

In the fall of 2011, City Service Areas (CSAs) developed and/or updated legislative principles that have been consolidated into the City's 2012 Legislative Guiding Principles. During the months of October and November, the draft Guiding Principles document was presented before the Transportation and Environment, Neighborhood Services and Education, Public Safety, Finance and Strategic Support, and Community and Economic Development Committees. This document provides a framework for formulating City-sponsored legislation and directing the City's support, opposition, or co-sponsoring of State and Federal legislation.

## **ANALYSIS**

### **2012 Legislative Guiding Principles**

During the above referenced Council Committee's review the following Guiding Principles were added or edited by the Committees: *New items/revisions in italics:*

#### **Pursue or Retain Federal and State Funding for Key Efforts:**

16. Support efforts that promote regional transit priorities (BART, *Light Rail, Bus Rapid Transit and Automated Transit Network*). Additionally support roadway/interchange improvements, bikeways, pedestrian enhancements and emerging technologies, along with the necessary funding sources.

#### **Promote Livability, Sustainable Development, and Environmental Protection:**

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

33. (New bullet point) *Support changes to national and state transportation design standards promoting Envision 2040 goals related to complete streets and bicycle facilities, which allows for the design and construction of innovative projects.*

### **2012 Legislative Priorities and Advocacy Issues**

Concurrent to the development of the Guiding Principles, staff has developed the 2012 Legislative Priorities and Advocacy Issues, which consist of actionable items of high priority to the City (and the legislative work plan). These items include both State and Federal priorities, with potential FY2012 Federal appropriation and 2011-12 State appropriation requests attached as a sample of City funding priorities.

## **2012 Legislative Priorities Matrix**

In addition to the above mentioned legislative strategies the City will pursue in Sacramento and in Washington, D.C., we are pursuing legislative priorities to seek State and Federal funding opportunities, as example, for transportation infrastructure, economic stimulus, job creation, housing, and technology for support for front line police officers. Together, the documents form the foundation for proactive participation with our State and Federal delegation on those issues of highest priority to the City in 2012.

The 2012 Legislative Priorities identify prioritized actionable items briefly described under the categories as follows:

- Advance Airport Construction Projects
- Maximize Transportation Funding
- Secure Housing Program Funds
- Advance Environmental Initiatives
- Fund Clean and Green Job Training
- Ensure Public Safety
- Support Local Control Over Collection of Public Telecommunications fees
- Economic Development
- Pursue funding for Parks and Recreation

As stated in the Legislative Guiding Principles, the City supports legislation that will enhance the City's ability to maintain a balanced budget, deliver stable quality City services, and minimize the costs of operations.

As these "living" documents concern circumstances that will be in play during the entire legislative year, staff will update the Council regularly and provide amendments to the documents as needed for Council review and direction. These priorities will require proactive advocacy with policy-makers, regulatory agencies, and active partnerships and collaborations with a wide variety of organizations at the regional, State and Federal levels. In addition, when finalized, staff will bring forward to Council in January the Santa Clara Valley Water District's Federal Appropriation priorities for projects within the City of San Jose.

## **Determination of Official City Positions on State and Federal Issues**

At the September 21 Rules Committee meeting staff was requested to clarify the process for bringing pending legislation forward to the Rules Committee for a recommended City position.

Following adoption each year of the Legislative Guiding Principles and Legislative Priority and advocacy issues, the City's staff and lobbyists are provided direction for recommending positions either in support, opposition or amending of pending legislation. Council adoption of the Rules Committee recommendation of a City position on a bill then provides the City's lobbyists direction for advocacy on issues of high priority to the City Council.

In addition to this "standard process" for taking a position on a bill at Rules, the Council adopted in December 2009, the "expedited bill process" which allows our lobbyists to take swift action on bills in Sacramento or in Congress. The expedited bill process includes staff review of pending legislation, input from the City's lobbyists and determination if the City's Legislative Guiding Principles/Priorities reflect an existing principle in support/opposition of the bill and if the City may have taken previous action on a bill. Finally, with approval by the Mayor, the City Manager and the City Attorney, a position is taken and our lobbyists take quick action. This is particularly helpful in July or when the Council does not have a scheduled meeting. The item is then brought before the Rules Committee for "reaffirmation" of the City's position.

On occasion, members of the Council also bring forward pending bills to Rules for City positions. It has been the custom of Rules to refer measures then to the appropriate City staff for review and return to the Rules and Open Government Committee with a recommended City position. In the interest of being timely, Councilmembers are encouraged to contact Intergovernmental Relations prior to their memorandum to Rules so that City staff can review the measure prior, and provide analysis and a recommended City position. This then provides the Rules Committee with the department's analysis as well as potential impacts to the City.

### ***Federal Forecast***

Activities leading up to 2012 will largely be driven by the so-called "Super Committee". Under the Budget Control Act of 2011, a minimum of \$2.117 trillion in total deficit reduction over the next 10 years is now required by law. Pursuant to the legislation, the President effectively will have the authority to raise the debt ceiling in additional stages over the next six months or so for a total increase of \$2.1 trillion to \$2.4 trillion, depending on the level of further cuts and "sequestration" (automatic spending cuts) that will be triggered if certain deficit reduction targets are not met.

Fortunately, Congress will likely not need to raise the debt ceiling limit again until 2013 and thus well after the 2012 elections. Although the extended debate over this past summer appears to have had a significant adverse effect on the economy, as the American public grew increasingly concerned about how dysfunctional Washington has become. For insights about the impact the debate had on the economy and the American public's view of Washington, the widely-watched Thomson Reuters/University of Michigan Surveys of Consumers noted that a significant drop in consumer confidence can be explained and accounted for by events in Washington: "Consumers have shifted from being optimistic about the potential impact of

monetary and fiscal policies to a sense of despair and pessimism about the role of the government. Never before in the history of the surveys have so many consumers spontaneously mentioned negative aspects of the government's role in the economy, and never before have consumers rated economic policy so unfavorably."

The Budget Control Act of 2011 directed the Super Committee to produce legislation by November 23<sup>rd</sup> that the Congressional Budget Office scores as reducing the deficit by at least \$1.2 trillion. In achieving this level of deficit reduction, the committee could have proposed any combination of reductions in discretionary, mandatory, and entitlement spending (such as moving to a "chained" CPI for the purpose of calculating increases in Social Security benefits), and changes to the tax code, including eliminating so-called "loopholes" and tax preferences. If the committee failed to meet the minimum target or Congress fails to enact legislation, automatic spending cuts will begin in 2013, with the Defense Department slated to share one half of the across-the-board cuts.

When the President originally put forward his jobs bill, he called on the Super Committee to find an additional \$450 billion in cuts to pay for the legislation. Separately, the Super Committee was urged by the leaders of the Simpson-Bowles Commission and others to "go long" by cutting the deficit by \$3-4 trillion over the next decade.

As was expected by many, the Super Committee failed to agree to either the President's request or the suggestion to agree to something "really big". After over two months of increasingly intense deliberations, the Committee Chairs announced prior to its November 23<sup>rd</sup> deadline that the Committee had failed to reach a deal, leading to a \$1.2 trillion sequestration beginning in 2013. By most accounts the Super Committee discussions did not progress materially, and the dynamics would have had to change considerably for a deal to be reached. Meanwhile, some Members of Congress have already suggested amending or repealing the law to prevent significant cuts to defense spending. Doing so would require a super-majority vote in the Senate, for starters.

Congress also has yet to complete most FY2012 spending bills (the Fiscal Year began on October 1). However, both the House and Senate passed a "minibus" appropriations bill prior to adjourning for the Thanksgiving recess. That package includes three annual spending bills – Commerce-Justice-Science, Agriculture, and Transportation-Housing and Urban Development – and carries a short-term Continuing Resolution that will keep the federal government open through December 16<sup>th</sup>. Patton Boggs anticipates that there will be more short-term Continuing Resolutions for the remaining nine appropriations bills, now likely until after the President's State of the Union address at the end of January. The federal government essentially operates under a discretionary spending cap of \$1.043 trillion established in the Budget Control Act, which results in a 1.409% overall reduction from FY2011 spending. Congress will need to address the remaining federal agencies when it returns to Washington at the end of the month. We expect Congress will ultimately wrap all remaining spending bills into an "omnibus" spending package to ease passage through both chambers, likely using the Defense bill in doing so.

While there are significant divides between the House and Senate over funding levels, there has also been disagreements over "policy riders" proposed by House Republicans, particularly regarding establishing spending limitations for the 2010 healthcare reform bill and changing Environmental Protection Agency regulations. House conservatives also oppose the use of the \$1.043 trillion spending cap established in the Budget Control Act in lieu of the lower cap of \$1.019 trillion set in the House Budget Resolution.

As these issues continue to be in play in Congress over the next few weeks, Patton Boggs will work with the City and develop more detail and resources on how best to approach actions taken by Congress in the remaining weeks of 2011 going into the 2012 session.

Our lobbyists are pleased to report that, on November 16, Congress sent to the President's desk legislation (H.R. 674) repealing a 3% withholding tax on the payments private companies derive from government contracts, which absent such legislation would take effect in 2013. Implementation of that requirement would have created a significant burden on the City, which strongly supported passage of the bill. The President signed it into law on November 21.

### *State Forecast*

With California's continuing structural budget deficit, estimated to be approaching \$13 billion through June 2012, it will again be critical that the City support legislation, including fiscal reform legislation and policies, that reduce any negative impacts to City services, revenues, or costs resulting from State legislation or budgets that impact the City.

The Legislature and the Governor approved the 2011-12 State Budget on June 30, 2011. Unfortunately, included in the final budget was the Governor's recommendation to eliminate redevelopment agencies under AB1x 26, unless cities and counties agree under AB1x27, to pay the state a combined total of \$1.7 billion in this fiscal year and \$400 million to schools and special districts in subsequent budget years. The League of California Cities, the California Redevelopment Association and the cities of San Jose and Union City then filed litigation arguing that this action directly violates Proposition 1A (2004), Proposition 22 (2010) and article section 16 section 16 of the California Constitution. The filers convinced the California Supreme Court to take original jurisdiction of the matter and oral arguments in the case were heard on November 10. The Court has indicated it will issue its opinion that will decide the fate of California's redevelopment agencies prior to January 15, 2012, the deadline for agencies to make their initial payment to the State under AB1x27.

Also included in the final budget bill was SB 89, a budget trailer bill that passed during the final hours of the session without debate, which swept \$130 million in city vehicle license fee funds -- for San Jose an estimated \$2.8 million. The League had no choice but to file a lawsuit in the Sacramento County Superior Court challenging its constitutionality. Funds contained in

this sweep were used to help fund the Governor's proposals under AB 109 and AB 117, to "realign" state prisoners to the counties under supervision of county departments of probation. While these prisoners are to be placed within city limits with anticipated impacts to police agencies, an additional permanent dedicated source of funding for police departments was not included in the legislation. Recently, the California State Association of Counties (CSAC), the Sheriff and Probation Officers State Associations filed a ballot measure with the Attorney General's Office that would codify in the State constitution the provisions of SB 89/AB 118 for funding realignment, but without a funding stream for local police agencies. The League and the California Police Chiefs Association continue discussions with CSAC while many would prefer that the Governor and the Legislature agree on a revenue increase package that would be constitutionally protected and include funding for local police departments' realignment needs.

Finally, under the 2011-12 budget deal signed by the Governor, if the State falls between \$1 billion and \$2 billion short in revenues, the budget calls for "trigger" cuts in higher education, social services and public safety. If the State falls more than \$2 billion short, the State will cut K-12 schools and community colleges. As of this writing, the Controller estimates that the State currently has a \$1.5 billion cash gap through the first four months of the fiscal year. It is not known however if the State will pull these "triggers" in December as it remains possible that the State Department of Finance will determine that the gap can be made up in the Spring of 2012.

On a positive note, thanks to the efforts of the California Enterprise Zone Association and lobbying by the League, San Jose, and a coalition of cities throughout the state with enterprise zones, defeated the Governor's proposal to eliminate the program. A two-thirds vote required to eliminate the program was never achieved in the Legislature. We can however anticipate that efforts to eliminate enterprise zones will again be at the forefront in 2012 during ongoing budget debates.

When the second year of the 2011-12 State Legislative Session convenes January 4, the 2012 primary and general elections will be in play as will the outcome of the redevelopment and reapportionment cases pending before the Supreme Court, (plus numerous other lawsuits filed against the FY 2011-12 State budget); as well as the ongoing State budget deficit and debate over raising revenues, cutting taxes; and pension reform proposals and sustainability. Critical issues in California will continue to be impacted by actions of Congress, and uncertainty in our national and global economy. Intergovernmental Relations will be working with the City's advocate in Sacramento, Roxanne Miller, to develop strategies and implement proposals for the protection of the City's resources, revenues, and against negative actions that could reduce vital City services for its residents and the community.

### PUBLIC OUTREACH

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

This document will be posted on the City's website for the December 7, 2011 Rules and Open Government Committee meeting where Council and the public have the opportunity to comment.

### COORDINATION

The documents attached were coordinated with City Departments, City Service Areas, the Redevelopment Agency, the City Attorney's Office, the City's Legislative Representative in Sacramento, and the City's Federal lobbyist firm of Patton Boggs.

### POLICY ALIGNMENT

The 2012 Legislative Guiding Principles, Legislative Priorities and Advocacy Issues, will further the City's legislative policy goals and form the foundation of the City's efforts to work with our regional, State and Federal partners on issues of concern and interest to the City.



BETSY SHOTWELL

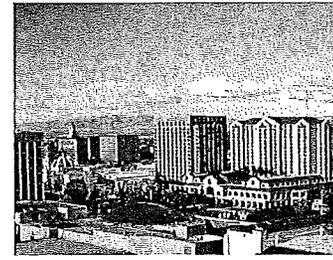
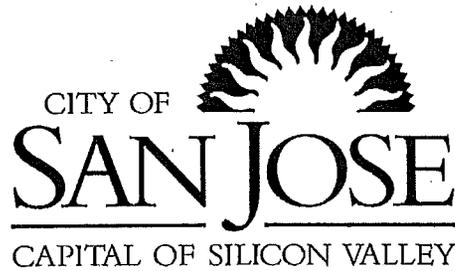
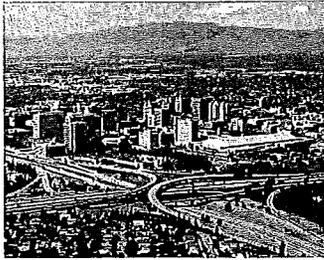
Director, Intergovernmental Relations

Attachments:

- A. 2012 Legislative Guiding Principles Overview
- B. Legislative Guiding Principles Detail of Legislative Activities for 2012
- C. 2012 Federal and State Legislative Priorities and Advocacy Issues

For more information contact Betsy Shotwell, Director IGR, (408)535-8270.

**ATTACHMENT A. 2012 LEGISLATIVE GUIDING PRINCIPLES OVERVIEW**



## City of San José 2012 Legislative Guiding Principles

San José, the “Capital of Silicon Valley” and county seat of Santa Clara County, is the third largest city in California, tenth largest in the nation and home to a population of 958,789 residents. While San José and Silicon Valley are largely associated with the technology industry, the City’s business profile is diverse and healthy with the presence of robust commercial, retail, industrial, professional and service businesses and a thriving clean technology sector. The City is proud of the cultural and ethnic diversity of its population and workforce and the rich cultural identity of its many neighborhoods. City residents speak more than 39 different languages.

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

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

- **Protect Local Control**

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

- **Ensure Region’s Competitiveness Through Strategic Economic Development**

The City embraces efforts to obtain funding for economic development and environmental initiatives, including planning and implementation of regional transportation and traffic

congestion relief projects, the creation of affordable housing, and the creation of a Clean Technology economic sector.

- **Protect and Increase Local Funding; No Unfunded Mandates**

Oppose legislation, policies, or budgets that have negative impacts on City services, revenues or costs.

- **Pursue or Retain Federal and State Funding for Key Efforts**

In order to support the City's efforts and key policies to provide quality services, affordable housing, transportation, and public infrastructure for its residents, it is necessary that the federal and State governments act as partners and provide appropriate levels of funding for these City and regional efforts.

- **Preserve Redevelopment and Create New Financing Tools for Local Government to Support Economic Development and Build Affordable Housing**

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

- **Promote Livability, Sustainable Development, and Environmental Protection**

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

- **Support Efforts to Keep San José Safe**

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

- **Promote Investment in Infrastructure Maintenance and Rehabilitation**

The City supports legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure and build system capacity expansion to support smart growth principles.



**ATTACHMENT B. 2012 LEGISLATIVE GUIDING PRINCIPLES DETAIL OF  
LEGISLATIVE ACTIVITIES FOR 2012**

## ***Under these Guiding Principles the City's Legislative Activities for 2012 Include:***

### **Protect Local Control**

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

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

1. Protect local government revenues by maintaining local authority over the collection of fees and generation of revenues.
2. Reward cities that routinely provide their fair share of housing, while relieving them of slow, unnecessary, or unproductive regulatory review.
3. Allow greater local control regarding the location and permitting of group homes, while ensuring reasonable accommodations to persons with disabilities.
4. Protect the rights of cities to manage local integrated waste management facilities, programs, and materials.
5. Promote the ability of cities, in the area of telecommunications, to have control over the collection of fees and raising of revenues through franchise agreements.
6. Protect local decision making in relation to transportation and land-use decisions.
7. Result in an appropriate balance between promoting construction activity and City goals, thus enabling the highest return for capital improvement dollars while making San Jose a city that is attractive and desirable to pursue opportunities for construction activity.
8. Promote a regulatory environment that allows and encourages cities to implement innovative programs to achieve local, state, and national environmental goals.
9. Protect the City's ability to enforce and maintain rent control in mobilehome parks.
10. Promote federal legislation that simplifies the administration and management of tax-exempt debt including the calculation and tracking of private activity.
11. Support continuation of the City of San Jose's Housing Authority Moving to Work designation and ensure that the program meets local housing needs.
12. Protect the City's Inclusionary Housing Ordinance from challenges so as to integrate housing with a range of incomes throughout San Jose.
13. Promote and protect local control and decision making related to the City's fiscal stability and health.

#### **And opposes legislation that:**

14. Reduces the authority and/or ability of local government to determine how best to effectively operate local programs, services and activities.
15. Bypasses agency regulatory rulemaking processes to impose national public safety staffing standards and/or response times on airports.

16. Impedes or reduces the ability of local government to make and implement decisions regarding administrative and financial matters reflective of local interests and priorities.

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## **Ensure Region's Competitiveness through Strategic Economic Development**

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

The City supports efforts, legislation, and policies that:

1. Provide resources and incentives for workforce training, job creation, small business development, and research and development, especially for green jobs.
2. Give more flexibility to Workforce Investment Boards and enable WIBs to target services according to local needs.
3. Encourage innovation, spur demand and remove barriers to consumer adoption of clean technologies and sustainable products.
4. Improve methods of assessment, collection and allocation of local revenues, and oppose efforts that threaten the sources and flexibility of existing revenues.
5. Support the implementation of the San José International Airport Terminal Area Improvement Program, Phase II when traffic levels rebound and warrant proceeding with the program.
6. Support legislation that allows for the flexible use or repayment of local agency funds to advance key infrastructure issues.
7. Support legislation that encourages and/or enhances economic development and/or additional air service at airports and, more specifically, at Mineta San Jose International Airport.
8. Support legislation to capture appropriate tax revenues from airline a la carte pricing to support the federal Airport and Aviation Trust Fund.
9. Support legislation that temporarily or permanently exempts airport bonds from the Alternative Minimum Tax.
10. Incentivizes at the State and Federal levels the creation of manufacturing companies.
11. Supports efforts to attract and retain businesses and create jobs through the Enterprise Zone Program, and oppose efforts that would eliminate or limit the program's effectiveness.

**And opposes legislation that:**

12. Limit or eliminate the ability of airports to collect existing fees for air and ground services that benefit the public.
13. Undermines San José's competitiveness and the City's revenue base, or that adversely impact San José-based businesses.

## **Protect and Increase Local Funding; No Unfunded Mandates**

Oppose legislation, policies, or budgets that would have negative impacts on City services, revenues or costs. Support initiatives, legislation and policies that:

1. Results in the development and implementation of a plan to address the State's public finance system. Pursue reform and advocate for measures that enhance the City's ability to govern and provide essential services with dedicated local funding sources.
2. Ensure that mandated programs provide administrative funding to offset the local costs.
3. Support the cost of public safety overtime associated with federal actions and mandates, including changes in Homeland Security alert color codes.
4. Promote policies that provide a more sustainable and cost-effective delivery of workers' compensation benefits for injured City employees.
5. Provide State funding and efforts that strengthen the monitoring of sex offenders.
6. Ensure sufficient funding for security efforts, and law enforcement, including funding for staffing, facilities, training and equipment.
7. Support State and Federal transportation funding mechanisms and support legislation to reduce the approval of taxes for transportation and infrastructure funding measures to less than two-thirds majority.
8. Support State and Federal aviation legislation, policies, funding and activities with the objective of : Securing funding that will support Airport development; improving airport safety, security and convenience; increasing the Passenger Facility Charges (PFC) ceiling rate; Maintaining and increasing funding for the Airport Improvement Program (AIP); Allowing airports greater flexibility in the use of locally-generated revenues, PFC's and AIP funding; Ensuring federal capital and operating programs are funded by stable and predictable revenue streams.
9. Support legislation creating a Passengers' Bill of Rights provided it does not result in a transfer of responsibility from airlines to airports and/or impose unfunded mandates on airports.
10. Pursue and support legislative efforts that curb and/or control the escalating cost of employer provided healthcare and encourages competition.
11. Support and reimburse through grants, the cost of any state-mandated seismic retrofits of single residential or multi-family building structures and mobilehomes determined as vulnerable or unsafe by local, state, or federal government-sanctioned structural engineers.

## **Pursue or Retain Federal and State Funding for Key Efforts**

In order to support the City's efforts and key policies to provide quality services, affordable housing, transportation, and public infrastructure for its residents, it is necessary that the federal and State governments act as partners and provide appropriate levels of funding for these City and regional efforts.

1. Create, protect and maximize San Jose's funding from federal programs that promote the creation of affordable housing, and fund community development.

2. Support legislation and programs that help home-owners at-risk of undergoing foreclosures, and that give more resources to local governments to provide foreclosure assistance and to restore the livability of communities hurt by foreclosures.
3. Support legislation that achieves consistency between federal and State affordability requirements to maintain the financial feasibility of affordable rental developments.
4. Increase California's conforming loan limits and FHA multifamily loan limits.
5. Seek funding for storm water Best Management Practices in parks and open space facilities.
6. Preserve and pursue California's and San José's share of federal and State transportation funding, for planning and implementation of State and regional transportation and traffic congestion relief projects.
7. Provide transportation investment to: preserve existing facilities; support multimodal travel and enhance community livability.
8. Seek funding for the implementation of the Envision San Jose 2040 General Plan, including master planning and zoning efforts to facilitate mixed-use transit oriented urban development and development of complete communities.
9. Seek funding for the development, operations and maintenance of a balanced parks and recreation system to serve the residents of San Jose.
10. Seek federal and state funding for the build out and repair of the City's Green Vision Goal #10 of 100 miles of interconnected trail systems.
11. Provide funding for library construction activities and enhanced library services.
12. Enable the construction of high quality child care centers and improve the professional development and training of early childhood educators.
13. Support Transportation Reauthorization efforts that include flexibility for local agencies, efforts that; Maintain the current transportation system, metropolitan mobility/urban priority, highway safety, transportation infrastructure, bicycle funding, security, streamlining project delivery, MPO Reform, and investments in rail.
14. Provide rewards in the form of funding for transportation, affordable housing, parks and other infrastructure to communities that have the largest share of Regional Housing Need Allocations (RHNA)
15. Promote California's High-Speed Rail project, which includes an approved southern gateway alignment through the Pacheco Pass into San Jose and support federal and state activities that will advance California's project, including the Diridon Station and San Jose to San Francisco segment.
16. Support efforts that promote regional transit priorities (BART, Light Rail, Bus Rapid Transit and Automated Transit Network.) Additionally, support roadway/interchange improvements, bikeways, pedestrian enhancements and emerging technologies, along with the necessary funding sources.
17. Restore Federal Justice Assistance Grant (JAG) funding to assist with purchase of necessary equipment to perform law enforcement functions.

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## **Preserve Redevelopment and Create New Financing Tools for Local Governments to support Economic Development and Build Affordable Housing**

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

The City supports legislation and policies that provides for financing sources in addition to Redevelopment funds to assist in: the continued revitalization of downtown, and neighborhood business districts; establishing incentives for businesses to create new jobs; the creation of new affordable housing; and building infrastructure projects in low and moderate income neighborhoods.

1. Preserve the Redevelopment Agency, its funds, and the powerful economic tool of redevelopment to benefit San Jose's downtown, neighborhoods and industrial areas.
2. Preserve the Low and Moderate-Income Housing Funds (or 20% Housing Set-Aside) that support the creation of vitally-needed affordable housing.
3. Support increased flexibility in redevelopment law that allows a regional approach to the delivery of affordable housing resources to our residents.
4. Support efforts to stimulate economic development activities that fund the investment projects that help both the local and State economy by producing a net positive economic gain of creating and retaining jobs, attracting and retaining businesses, and attracting private investment into blighted neighborhoods.

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## **Promote Livability, Sustainable Development, and Environmental Protection**

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

The City supports legislation and policies that promote livability, sustainable development, and environmental protection and specifically that:

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

5. Streamlines the CEQA process, to promote infill and high-density housing and employment near public transportation or corridors.
6. Promotes research, development, production and procurement of environmentally preferable goods, services, and transportation.
7. Supports the implementation of revised poverty formula into federal housing and social service funding formulas, which provides a more accurate account of the City's high cost of living and the ability of families to meet their basic needs.
8. Promote Housing Element reform and addresses regional planning and land-use issues of concern to San Jose.
9. Addresses infrastructure regulation and funding for improvements in mobilehome parks that serve low-income households and increases the States oversight and funding for these issues.
10. Provides funding to facilitate the development of affordable/mixed-income residential development in transit corridors at transit stations.
11. Provides funding for retrofitting of weatherization for multifamily housing, single-family housing, mobilehomes and commercial development.
12. Serves San Jose's homeless populations by enabling the City to implement the Housing First model, supports the goals of Destination: Home, and advocates for more tenant-based and project-based Section 8 vouchers to house this vulnerable population.
13. Supports funding to address homeless encampment issues along local creeks.
14. Supports Source Reduction and increased recycling and composting in order to achieve Zero Waste.
15. Supports new legislative or regulatory initiatives to develop environmental regulations and standards that consider cross-media transfer of pollutants from one medium to another and cross media impacts (e.g. shifting impacts from water to soil or air.)
16. Facilitates efforts that provide greater flexibility for installing renewable energy projects (e.g. solar PPA's) on municipal and community sites, including financing mechanisms, tax and/or private activity exemptions and environmental streamlining.
17. Supports efforts that provide greater flexibility for the successful delivery of transportation projects including innovative project management tools, as well as environmental streamlining.
18. Provides funding for transportation, trail systems, parks, libraries (PRNS/Library) and other infrastructure that supports infill and higher density housing and employment, as well as Transit-Oriented Development (TOD).
19. Provides funding for programs throughout the City that promote health and wellness, increase access to local organic foods, increase physical activity and ensure proper nutrition and nutrition services to improve seniors' and children's individual health.
20. Provides funding for the preservation of open space and the acquisition of parkland in park deficient and low-income communities and adjusts for the high cost of living in the Bay Area.
21. Facilitates collaboration between cities and schools to increase community use of facilities.
22. Promotes access to affordable health care for seniors and youth.
23. Promotes user-pays policies as they relate to costs associated with handling, recycling, and disposal of hazardous and/or universal waste materials, or handling or clean-up of litter.
24. Maintains a city's ability to manage the location of growth, such as Urban Growth Boundaries and other techniques.

25. Provides funding for sports, aquatics and other recreational facilities and programs and seeks funding to ensure the continued provision of recreation based services to children, youth, adults and persons with disabilities.
26. Seeks federal and state funding and supports legislation that: Furthers the development of a vibrant arts and cultural sector; Promotes visual and performing arts education and fosters lifelong arts and cultural learning in the arts; Fosters high quality art design in urban planning; Promotes the creative industries, including creative entrepreneurs and the commercial creative sector; Supports the availability of diverse cultural spaces and places throughout the community.
27. Provides funding for library services, materials, and facilities to ensure equal access to information and lifelong learning for all San Jose residents.
28. Supports adult and family literacy services that increase the self-sufficiency of families and improve the educational achievement of children.
29. Promotes quality early education programs for young children and addresses the need for increased early care options to meet the needs of San Jose families.
30. Support multimodal travel including public transit, biking, and walking; enhance community livability; and promote sustainable compact development.
31. Provides funding for integrated land-use planning, mixed-use development, and dense, compact development, especially as it relates to reversing inefficient, low-density, sprawl development in suburban regions.
32. Provides financial and/or tax incentives to the public and private sector that supports the development installation and use of renewable energy, particularly solar energy.
33. Support changes to national and state transportation design standards promoting Envision 2040 goals related to complete streets and bicycle facilities, which allows for the design and construction of innovative projects.

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### **Support Efforts to Keep San José Safe**

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

Support legislation and policies that:

1. Provide opportunities for community policing and public safety education programs.
2. Secure or protect ongoing funding for Homeland Security and emergency management efforts to enable the City, as a local first responder, to effectively respond to all forms of emergencies and disasters.
3. Provide ongoing support for proposals related to interoperability of voice/data communications systems for Police and Fire.
4. Increase prevention and intervention based recreation services that deter gang involvement and involve youth in positive alternatives.
5. Seek federal and state funding to help with public safety throughout the parks, trail systems and recreation system through the use of Park Rangers.
6. Promote transportation safety and security for all modes including traffic calming within neighborhoods, safe routes to school for children, and increased local authority to set effective traffic control practices and local streets.

7. Provide innovative funding sources to increase enforcement and safety measures on local streets as well as provides funding to provide transportation safety education.
8. Promote technologies that provide for the increased safety of road users including, pedestrians, bicyclists and drivers.
9. Increase resources that effectively address and assist individuals impacted by domestic violence through prevention, education, and intervention programs and services.
10. Further deploy a nationwide 700 MHz Interoperability Public Safety Broadband Network to ensure multi-jurisdiction communication that is fundamental to a swift and full recovery as well as sustaining public confidence during a time of crisis.
11. Urge federal Drug Enforcement, and the Food and Drug Administrations to remove marijuana from Schedule 1 of the Controlled Substances Act of 1970.
12. Provide technology and resources to engage our community in creating clean and safe neighborhoods.

## **Promote Investment in Infrastructure Maintenance and Rehabilitation**

The City supports legislation and policies that promote investing in the maintenance and rehabilitation of aging infrastructure and build system capacity expansion to support smart growth principles. Ideally such legislation would:

1. Promote legislation and policies that increase local control of utility infrastructure.
2. Fund infrastructure, construction, repair and replacement of flood control and storm drainage systems, potable and recycled water systems, sanitary sewer systems, and waste water treatment facilities in all areas of San Jose.
3. Ensure adequate funding of Water Pollution Control Plant infrastructure needs.
4. Encourage public utility companies to prioritize and efficiently maintain and construct underground projects.
5. Enable the development and protection of transportation funding for the maintenance, repair and operations of local streets, trail systems and roads.
6. Provide funding for improvements and restoration of aging infrastructure in the existing parks, urban open spaces, and other recreational facilities.
7. Reduce the legal barriers to the establishment of assessment districts to allow for greater flexibility with the creation of districts for maintenance and infrastructure opportunities.
8. Support creation of a federal Infrastructure Bank and broader eligible uses for State Infrastructure Financing Districts to finance local infrastructure projects, including transportation, water, energy, affordable housing, and other uses.
9. Invest in the maintenance and infrastructure upgrades to the Airport, building facilities (e.g. libraries, public safety), and technology, including communications.

**ATTACHMENT C. 2012 FEDERAL AND STATE LEGISLATIVE PRIORITIES  
AND ADVOCACY ISSUES**

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPART MENT
		A	B	C			

**ADVANCE AIRPORT CONSTRUCTION PROJECTS**

<p><b>Passage of multi-year Federal legislation that:</b></p> <ol style="list-style-type: none"> <li>1. Adjusts the ceiling for Passenger Facilities Charges (PFC's) to no less than \$7.00 per enplaned passenger;</li> <li>2. Maintains and preferably, increases Airport Improvement Program funding;</li> <li>3. Supports the modernization of the National Air Traffic Control System,</li> </ol> <p>The passage of federal legislation that permanently extends the exemption from the alternative minimum tax on airport bond funding.</p> <p>Secure Congressional and Administration support for a direct flight to Washington, D.C.</p>	Federal	X	X		<p>Up to an additional \$6-10 million a year in revenue (based on current level of Passenger activity and depending on if and how much the ceiling is raised)</p> <p>Exact amount unknown but potentially significant.</p> <p>No impact in federal funding but potentially significant impact on passenger activity and revenue generated for the Airport by flight operation and the attraction of additional transcontinental flights.</p>	<p>June 2007- Council adopts legislative position to increase PFC ceiling level. The current reauthorization legislation, which was to have expired in 2007, has been temporarily extended twenty-one times and is now set to expire on December 31, 2011.</p> <p><b>CSJ Request:</b> 1) Adjust the ceiling of \$4.50 for the Passenger Facility Charge (PFC) to at least \$7.00; 2) Maintain or increase the current level of Airport Improvement Program funding; 3) Provide a permanent exemption from the Alternative Minimum Tax for airport bond funding; and 4) secure Congressional and Administration support for a direct flight to Washington D.C.</p> <p><b>Consequences/Results:</b> Any increase in PFC revenues will allow the Airport to more rapidly pay down outstanding bond debt for past safety, security, operational and environmental improvement projects as well as much needed resources for TAIP II projects (the next phase of the Terminal Area Improvement re-building program). A permanent exemption from the Alternative Minimum Tax on airport bonds would mean a significantly lower interest rate on those bonds and a significant cost savings to the Airport. A direct flight to Washington D.C. Generate more passengers, revenues and potentially additional transcontinental flights for the Airport that would better serve Silicon Valley residents.</p>	Jim Webb-Airport
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LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPART MENT
		A	B	C			
<b>MAXIMIZE TRANSPORTATION FUNDING</b>							
<p><b>New Federal Transportation Bill:</b> The current Federal transportation funding program SAFETEA-LU expired on September 30, 2009. The program has been extended through a series of actions by Congress. Discussions to continue in Washington D.C. regarding the authorization of a new Transportation bill. Transportation continues to face severe deficits as a result of declining Gas Tax revenues due to reduced fuel consumption. A new Federal transportation policy is needed to support the financing of transportation system maintenance, operations and enhancement as well as addressing needed policy changes, such as proportional representation at the MPO level. Areas of interest include:</p> <ul style="list-style-type: none"> <li>• Transportation Funding Level and User Fees</li> <li>• MPO Reform</li> <li>• Safety Improvement Goals</li> <li>• Innovative Transportation Projects</li> </ul>	Federal	X		X	Significant source of funding Transportation. current Federal transportation bill funding amount is \$244 billion (original 6 year Program). New funding levels continue to be under consideration.	City policy priority action is to influence the development of a new Federal transportation funding bill that supports the City's objectives related to infrastructure condition, safety, multi-modal mobility, economic development and environmental sustainability. Key policy issues include : adequate and sustainable funding, focus on maintenance and safety, support for intercity transit(e.g. BART, High Speed Trains), delegated authority to local/regional level for local investments, Metropolitan Planning Organization(MPO) proportional representation, and R&D support for new technology and for providing opportunities to decrease traffic fatalities.	Hans Larsen- DOT
<p><b>2012 Federal Project Funding:</b> In the past, Congress has included transportation project earmarks in adopted Transportation Appropriation bills. During the 2011 Congressional session, both the Senate and the House agreed to earmark moratoriums. Due to this change in transportation project funding, there has been a shift to competitive grants and other programs at the federal level to fund transportation projects.</p>	Federal	X				City policy priority action is to support Legislation and activities including Grant programs that: <ul style="list-style-type: none"> <li>• Allow for the funding of the City's priority transportation projects.</li> </ul>	Hans Larsen -DOT
<b>SECURE HOUSING PROGRAM FUNDS</b>							
<p><b>Secure Federal Funding for Affordable Housing:</b> Since the State has eliminated a primary source of funding to build additional housing units, it is imperative that the federal government provide additional money to meet the community's housing needs. In order to meet anticipated population increases, the City has a need to develop an estimated 5,000 units of housing a year, 2,000 of which need to be affordable to lower income households. Additionally, the City is working to house its homeless population, which numbers about 4,000 according to the January 2011 point-in-</p>	Federal		X	X	Millions of dollars are needed to help the City address the housing needs of lower-income people.	<b>CSJ Request:</b> 1. Ensure that the Administration and Congress prioritizes funding for affordable housing and the homeless in the federal budget. 2. Be actively involved in legislation that advances the funding and implementation of the National Housing Trust Fund, such as S. 489 and H.R. 1477.	Leslye Corsiglia / Kristen Clements - Housing
						<b>Consequences/Results:</b> Without additional	

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPART MENT
		A	B	C			
time homeless count. For the homeless, construction funds, ongoing rental subsidies, and supportive service funds are needed. Local funds are insufficient for these purposes. Further, HEARTH legislation streamlines the delivery of federal programs to the homeless, but needs funding to implement the changes.						permanent, dedicated source of funds for affordable housing, it will not be possible to keep pace with the demand for affordable housing in the future or protect our most vulnerable populations.	
<p><b>Support Efforts to Protect the Moving to Work Program &amp; Additional Vouchers for Housing Authorities:</b> San Jose and Santa Clara are two of the Housing Authorities that have been designated as Moving to Work (MTW) jurisdictions, a designation that provides more flexibility and local decision making authority. There are efforts being considered in Congress that would make changes to Housing Authority programs:</p> <ol style="list-style-type: none"> <li>1. SESA – Known as the Section Eight Savings Act, proposes improvements to the Section 8 Voucher and other rental assistance programs.</li> <li>2. SEVRA— Known as the Section Eight Voucher Reform Act, SEVRA seeks to reform the voucher renewal funding process through major changes to existing law.</li> <li>3. PETRA—Known as the Preservation, Enhancement, and Transformation of Rental Assistance Act, PETRA authorizes and implements the Administration's proposed Transforming Rental Assistance (TRA) initiative</li> </ol>	Federal		X			<p><b>CSJ Request:</b> 1. Protect the San José/Santa Clara MTW designation from any restrictions on current flexibility, or any efforts to eliminate MTW as a program. 2. Advocate for additional project-based Section 8 vouchers as a means of providing affordable housing and creating housing opportunities for San José's chronically homeless population.</p>	Leslye Corsiglia / Kristen Clements – Housing
<p><b>Tax Credit Support and Reform:</b> Several pieces of legislation are winding their way through Congress right now that would make changes to programs which will impact affordable housing production and homeownership opportunities for San José's families, these are:</p> <ol style="list-style-type: none"> <li>1. Low-Income Housing Tax Credit (LIHTC) Program – This program is regarded as the country's largest contributor to affordable housing. In San José alone, this program has helped finance the development of more than 13,000 housing units and more than 800 single-room occupancy units. We need to ensure this program and its level of benefit is preserved to continue to build affordable housing.</li> <li>2. Mortgage Interest Deduction – Changes are being considered to the mortgage interest deduction, which could</li> </ol>	Federal		X			<p><b>CSJ Request:</b> 1. Ensure that tax credit reform initiatives, as approved, are beneficial to the City and help us continue our affordable housing efforts. 2. Ensure that any changes to the mortgage interest deduction enable families to attain and maintain their homeownership, and do not disproportionately affect high-cost areas.</p>	Leslye Corsiglia / Kristen Clements - Housing

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		A	B	C			
adversely impact current owners and potentially drive them into foreclosure. Changes could also disproportionately hurt high-cost cities like San José.							
<p><b>Secure Federal Funds to Prevent and Help with Foreclosures:</b> The foreclosure crisis continues to be a significant problem for San Jose residents, especially in certain neighborhoods. The City has successfully received funding from the Neighborhood Stabilization Program. However, additional funds are needed, particularly to help stabilize neighborhoods and provide counseling and support to those facing foreclosure.</p>	Federal			X	This could result in millions of dollars in revenue to help families that are going through the foreclosure process.	Support legislation and other efforts to increase funding to local governments or other agencies that are providing foreclosure assistance, including: 1. Helping protect homeowners and tenants from evictions; 2. Maintaining bank-owned or blighted properties through local funding for code enforcement; 3. Keeping homebuyers in their homes through temporary mortgage payment assistance or funding for re-financing; 4. Providing temporary mortgage assistance to households experiencing job loss or reduction in pay; 5. Providing new resources for local governments to stabilize neighborhoods impacted by foreclosures. <b>Consequences/Results:</b> By not mitigating the foreclosure crisis, more families will lose their homes, home values will continue to devalue, neighborhoods will deteriorate, and tenants will be displaced. Deterioration of real estate values will also negatively affect local property tax revenues.	Leslye Corsiglia / Kristen Clements - Housing
<p><b>Changing the Federal Poverty Line to a Standard that Recognizes High-Cost Areas:</b> Eligibility for many assistance programs, including federal entitlement funding (such as CDBG), is at least partially based on Federal Poverty Levels. The federal poverty line was originally created in 1964 and was adopted in order to develop a national standard to measure how much it (minimally) costs to cover the cost of food. The Federal Poverty Level does not adequately represent the cost of living for today's working parents, who must pay for food, child care, housing, transportation, and health care. The current federal poverty level for the nation is about \$22,000 per</p>	Federal		X	X	Unknown, but would likely result in thousands of more families in San Jose qualifying for aid and receiving more federal funding.	<b>CSJ Requests:</b> 1. Advocate and support legislation that reforms the federal funding formulas, which rely too much on poverty indices as determiners of "need." 2. Support advocacy efforts that promote replacing the Federal Poverty Line with a better measure such as the Supplemental Poverty Measure or the Self-Sufficiency Standard. 3. Build coalitions of support with the County, Step Up Silicon Valley, the areas' nonprofits (including	Leslye Corsiglia / Kristen Clements - Housing

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPART MENT
		A	B	C			
<p>year for a family of four. According to figures released by the Census Bureau in 2010, using this number, the poverty rate in Santa Clara County is about 9.1%. However, \$22,000 is 21% of the median income in Santa Clara County (103,600), which is insufficient to pay for basic needs like housing, food, childcare, healthcare, and transportation. The Self-Sufficiency Standard indicates that a local family of 4 with 2 school-age children needs to earn at least \$59,252 to pay for basic costs and be self-sufficient. Because the federal government gives more weight to poverty line and less to true need, high-cost areas like San José and residents throughout California lose out on vital services; more, using the federal poverty line hides the true number of households that are struggling to make ends meet.</p>						<p>United Way), and other high-cost jurisdictions that have an interest and concern about this issue.</p> <p><b>Consequences/Results:</b> By changing the poverty standard San Jose and its residents would receive more federal dollars to assist with many direct assistance programs.</p>	
<p><b>Community Development Block Grant (CDBG):</b> The CDBG program has been a vital tool in cities’ toolboxes for improving lower-income communities. In FY 10-11, the City received approximately \$10.8 million in CDBG funding from the federal government. While the needs for housing, infrastructure and services have grown dramatically, over the last ten years, federal funding to the City of San José for the CDBG program has dropped by nearly 25%. Federal aid for low-income families has seen a sharp decline over the last several years.</p>	Federal	X	X	X	<p>There could be impacts to the City’s General Fund because of the Community Development Improvement grants that are awarded to City programs. For 2011-12, grants to City programs totaled \$6.8 million, which includes programs such as the Housing Rehabilitation Program and Code Enforcement Program. The City would also lose out on a flexible use of funding given that cities have the ability to address a variety of community service needs in low-income neighborhoods through this grant.</p>	<p><b>CSJ Request:</b> 1. Work with the Administration and Congress to use CDBG as an economic stimulus tool. 2. Work with U.S. Department of Housing and Urban Development (HUD) and Congress to maintain funding of the CDBG program, maintain current level of administrative funding for CDBG, and protect San José from future reductions. 3. Oppose federal entitlement formula changes that will disadvantage San Jose and other high-cost regions in the Bay Area.</p> <p><b>Consequences/Results:</b> Cuts to the CDBG Program could potentially result in the following consequences:                      1. Cuts to services for San José’s low-income neighborhoods and residents. 2. There will be impacts to the programs and services provided by the local nonprofits that are CDBG grantees, especially given that they leverage CDBG dollars to receive additional grants. In FY 09-10, they used \$8.2 mm to leverage \$18.4 million in additional grants.</p>	<p>Leslye Corsiglia / Kristen Clements - Housing</p>

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		A	B	C			
<p><b>Support the National Opportunity and Community Renewal Act (NOCRA)</b> – It is anticipated that this legislation will be introduced in the 112<sup>th</sup> Congress. This bill will allow pilot sites throughout the country to re-design social safety net programs that give residents the tools to become self-sufficient. It will also give pilot sites waivers in running their federal programs to demonstrate that localized, innovative approaches can save local and federal dollars and deliver better results for program participants.</p>	Federal		X		<p>One of the goals of this legislation is to place a monetary value on the savings created by poverty prevention programs and reinvesting these funds back into the local community, which could result in additional dollars coming to the City.</p>	<p><b>CSJ Request:</b> 1. Be actively involved in development of NOCRA legislation to ensure that San José is outlined as a pilot site. 2. Support Step Up Silicon Valley, county-wide anti-poverty campaign, in their efforts to pass this legislation.</p> <p><b>Consequences/Results:</b> Receiving the NOCRA designation as a pilot site would enable the City and social service providers to creatively address anti-poverty efforts.</p>	<p>Leslye Corsiglia / Kristen Clements - Housing</p>
<p><b>Support Legislation and Secure Funding Sources to End Homelessness:</b> The most recent point-in-time homeless count identified more than 4,000 homeless persons in San Jose. Using this statistic, and a formula that recognizes that people cycle in and out of homelessness, it is estimated that 10,844 individuals in San José will be homeless at some point during the year. This is an increase of 21% in just two years. San Jose has made ending chronic homelessness a priority.</p> <p>Further, HEARTH legislation proposes to streamline the delivery of federal programs to the homeless, but guidelines must be issued and funding is needed to implement the changes.</p>	Federal		X		<p><b>CSJ Request:</b> 1. Support legislation that re-authorizes HEARTH, and provides funding for social services agencies that serve the homeless. 2. Support legislation and efforts that provide local housing authorities with additional Section 8 housing choice vouchers, which have proven to be an effective means of housing the homeless. 3. Advocate for funding programs serving the homeless or those in danger of homelessness, including McKinney-Vento, Emergency Shelter Grant, HOPWA, HOME, the Rapid Re-housing (HPRP) program, and VASH housing vouchers for veterans.</p> <p><b>Consequences/Results:</b> Without additional resources to house our most vulnerable populations, we will continue to see an increase in the number of people living on the streets. Furthermore, it will result in an increased cost on our social services systems, as numerous studies have shown that it is far more costly to have the homeless living precariously on the streets than living stably in permanent housing.</p>	<p>Leslye Corsiglia / Kristen Clements - Housing</p>	

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		A	B	C			

**ADVANCE ENVIRONMENTAL INITIATIVES**

<p><b>CSJ/Harvest Power Biomethane Production Demonstration Project:</b> This project entails pre-development activities and development of a demonstration facility of an innovative, small scale gasification technology that will use urban wood waste and biosolids for the production of transportation fuel quality biomethane. The goal of this project is to demonstrate that biomethane is suitable for upgrading and compression to transportation fuel standards can be produced through gasification of wood and biosolids feed stacks and that such facilities can be successfully operated and decentralized, distributed energy scale.</p>	Federal			X		<u>CSJ Request:</u> \$1,500,000 in Federal Funds.	<p>Kerrie Romanow/ Michele Young- Environmental Services</p>
<p><b>South Bay Water Recycling:</b> Formerly known as the San Jose Area Water Reclamation and Reuse Program is requesting \$20.1 million which will fulfill the federal obligation under the existing authorization by reimbursing the federal share of past expenses and enable the City to continue to invest in the water reuse program.</p>	Federal			X		<u>CSJ Request:</u> \$20.1 million in Federal funds	<p>Monsour Nasser/ David Tucker/ Environmental Services</p>
<p><b>San Jose Environmental Innovation Center Expansion:</b> Expansion Of the existing EIC (currently under construction). The EIC Leadership in Energy and Environmental Design (LEED) design incorporates a Clean Tech Demonstration Center (CTDC), Household Hazardous Waste facility, materials reuse store, space to showcase sustainable technologies, and conference space for environmentally-focused workshops and job training programs. The expansion project will provide increased opportunities for City and County residents, particularly those at lower income levels and in underserved areas, to enter the green economy and improve their access to quality jobs. Preliminary programming identified a Battery Switching station for electric vehicles, lab space for clean tech companies, space for environmental organizations with a national/international focus, seminar &amp; training space for environmental topics and job training.</p>	Federal			X	<p><b>Total Future Costs:</b> \$9.75 million project total; approximately \$2.25 expensed to date for property acquisition</p> <p><b>Local/Non-Federal Commitment:</b> \$3.5 million (for construction)</p> <p><b>Federal Appropriation Request for FY 12:</b> \$4 million (for programming, design and construction)</p>	<p><u>CSJ Request:</u> \$4 million requested from Congress <u>Consequences/Results:</u> Receiving funding in FY 12 would pay for Programming, design work, and partial construction for an expansion project onto the recently-purchased, adjacent property.</p>	<p>Jo Zientek- ESD Kim Walesh- OED</p>
<p><b>Santa Clara Valley Water District (SCVWD) and Levee Guidelines Regarding Vegetation:</b> The US Army Corps has recently implemented levee guidelines regarding vegetation which is of concern to the SCVWD. The required removal of vegetation impacts thousands of miles of levees across the state and according to the SCVWD compromises our already fragile ecosystem, places</p>	Federal			X	<p>Places a large financial burden on levee owners in California</p>	<p>The SCVWD has solicited assistance from U.S. Senators Boxer and Feinstein to help cease implementation of current vegetation policy and processes and instead facilitate resolution of conflicts created at multiple levels by the Corp's actions."</p>	<p>David Tucker- Environmental Services in coordination with the SCVWD</p>

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		A	B	C			
a large financial burden on our struggling economy, and negatively impacts public safety.							
<b>Property Assessed Clean Energy (PACE):</b> Advocate for the Federal Housing Finance Agency to lift its opposition to the PACE program to finance energy efficiency and renewable energy improvements to the benefit of homeowners and small businesses. The PACE program has proved to be a successful resource for homeowners and for municipalities that want to reduce their energy consumption. The disruption caused by Fannie Mae and Freddie Mac's recent actions may have serious financial implications for participating local governments and homeowners and small businesses.	Federal		X			Uncertainty surrounding the PACE program needs to be resolved. If the Federal Housing Finance Agency continues to resist revising their published guidelines that would allow PACE financing programs to continue while ensuring that both taxpayer and private mortgage investments are protected, then Federal legislation needs to be introduced to preserve the program.	Mary Tucker /ESD
<b>FUND CLEAN AND GREEN JOB TRAINING</b>							
<b>Summer Youth Employment:</b> Support 250 WIA eligible youth in securing work experience and green advocacy work related to clean and green careers in Silicon Valley.	Federal			X	The project will support the creation of approximately for at –risk youth in the Silicon Valley area where, currently, youth unemployment rates are in excess of 45%.	Recruitment of the youth would begin in Spring, with paid work experience programs extending through the end of September. <u>CSJ Request:</u> \$400,000 <u>Consequences/Results:</u> The funding request of \$400,000 will support approximately 250 WIA eligible youth, ages 17-21, in securing paid work experience and in receiving work readiness training (resume development, interviewing techniques, computer literacy, etc.) The project will be managed by the local Workforce Investment Board, work2future.	Jeff Ruster/ work2future, OED
<b>Green Jobs Training Program:</b> Funding is needed to help meet the additional skills training and retraining needs of adults and dislocated workers as well as incumbent training to help individuals retain jobs and small businesses. The City of San Jose is the largest city in the Local Workforce Investment Area (LWIA) served by work2future. Among the City's Green Vision 10 goals is the creation of 25,000 Clean Tech Jobs by 2022. work2future will leverage a variety of project programs at the local, state and federal levels to lay the ground work and provide incentives for growing the local energy efficiency upgrade market. These include grant-supported projects to pilot energy efficiency upgrades in both residential and commercial properties in	Federal			X		<u>CSJ Request:</u> \$400,000 in Federal funds.	Kim Welsh/ Jeff Ruster-OED

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		A	B	C			
designated low-income neighborhoods in San Jose, and to market aggressively energy efficiency residential upgrades throughout Santa Clara County.							
<b>ENSURE PUBLIC SAFETY</b>							
<b>Further Deploy a Nationwide 700 MHz Interoperability Public Safety Broadband Network:</b> to ensure multi-jurisdiction communication that is paramount to sustaining public confidence and quick recovery during a time of crisis.	Federal			X		<b>Consequences/Results:</b> S. 911 (Rockefeller), would reallocate the 700 MHz of spectrum know as the D Block to first responders and provide funding to build a nationwide interoperable public safety network. While S. 911 received bi-partisan support last summer in the Senate Commerce Committee, S. 911 has now been caught up in the budget deficit reduction debate within the "Super Committee" as a possible offset if broadcast and satellite spectrum were to be auctioned off. It is believed that Congress will pass spectrum legislation later this year, however, if not, it will continue to remain a legislative Priority for 2012	Lt. Chris Monahan-Research and Development Unit, Office of the Chief
<b>Mobile Data Systems:</b> Seek funding for mobile citation and identification devices for patrol personnel. Both of these technologies allow for a greater usage of resources by saving staff time. The mobile identification devices allow patrol officers to use a thumb print to identify people in the field. This will allow for more timely apprehensions of suspects. By having "in-field" identification systems officers will be able to immediately determine if someone is wanted. The mobile citation devices will allow information to be immediately uploaded into Records Management Systems and save the staff time of having to index that information.	Federal			X		<b>CSJ Requested:</b> \$300,000 in Federal funds <b>Consequences/Results:</b> Funding for the purchase of mobile identification systems is needed to equip all mobile citation devices with this component. The mobile identification system verifies a violator's identity using their thumbprint in the field for verification. This process reduces patrol officer citation issuance times by reducing the need to transport violators to the Department to utilize databases for identification verification.	Lt. Chris Monahan-Research and Development Unit, Office of the Chief

LEGISLATIVE PRIORITY	TYPE	A.REVENUE B.PUBLIC POLICY CHANGE C.APPROPRIATION REQUEST			POTENTIAL FISCAL IMPACT	SCHEDULE/MILESTONES	LEAD STAFF/ DEPART MENT
		A	B	C			
<b>Funding for Implementation of Officer-Mounted Video/Audio Devices:</b> The Police Department recently completed a pilot program with an on-officer camera system. There was significant success in prosecutions and internal affairs investigations and civil liability cases due to video captured during this pilot period. The City and Department understand the importance of this type of technology to enhance the capabilities of front line law enforcement and ensure accurate and truthful record of events. In order to properly implement this type of technology, a minimum of 10 devices would need to be purchased in order to support both patrol staffing and Special Operations personnel and implement a software solution to store and retrieve audio and video records.				X	Amount considered for Federal request: \$700,000	<b>CSJ Request:</b> \$700,000 in Federal funds <b>Consequences/Results:</b> This technology would enhance the capabilities of front line police officers in capturing contacts with members of the community.	Lt. Chris Monahan- Research and Development Unit, Office of the Chief
<b>SUPPORT LOCAL CONTROL OVER THE COLLECTION OF PUBLIC TELECOMMUNICATION FEES</b>							
<b>The Community Access Preservation (CAP) Act :</b> Support passage of federal legislation (HR 1746), related to Public Education and Government (PEG) Access fees received through cable of video franchises that; 1) increase the cap on PEG fees; and/or 2) removes restrictions on how these funds can be spent.	Federal	X	X		If successful, the City would have additional funds to support the operations budget of CivicCenterTV, City's Government Access channel, and CreaTV, the non-profit that operates Public Educational Access channels in San Jose on behalf of the City	HR 1746, currently pending in the House, would allow PEG fees to be used for any PEG-related purpose; prevent cable operators from charging for the transmission of the channels; requires the FCC to study the effect state video franchise laws have had on PEG channels; and requires operators to provide the support required under state laws, or the support historically provided for PEG, or up to 2% of gross revenue, whichever is greater. <b>Consequences/Results:</b> To date, HR 1746 lacks bi-partisan support and it appears that more education is needed as well as a leader on this issue in the Senate.	CMO-Tom Manheim
<b>PURSUE FUNDING FOR PARKS AND RECREATION</b>							
<b>San Jose Family Camp –</b> As directed by the Mayor and City Council memo of November 10, 2011, staff will continue the dialogue with the U.S. Forest Service and other agencies, and our Congressional Delegation to solicit grants and/or donations to augment City funds for future capital repairs and improvements.	Federal			X	Up to \$16 million in Capital costs savings.	With the expressed support from Representatives Honda and Lofgren, staff will continue discussions with our Congressional Delegation as the City seeks grants that would cover the costs of a new kitchen/dining hall/nature center along with other capital repairs and improvements to enhance the camper's experience.	Matt Cano - PRNS

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>MAXIMIZE TRANSPORTATION FUNDING</b>							
<p><b>Transportation Funding:</b> The generation and the protection of transportation funds is necessary to provide a safe, efficient and well Maintained transportation system. The continued decrease in the value of the Gas Tax has put pressure on transportation organizations and local agencies to find ways to increase transportation funding to preserve these vital funds.</p>	State	X	X		<p>The City currently has a \$277 million backlog of deferred maintenance. Flexibility in funding options are needed to address the City's infrastructure needs.</p>	<p>City policy priority action to support legislation and activities that:</p> <ul style="list-style-type: none"> <li>• Allow for the passage of revenue generation opportunities with a less than two-thirds majority vote. (ACA 4 and similar types of legislation)</li> <li>• Allow for the generation of revenues through user fees, assessments and vehicle license surcharge.</li> <li>• Support pilot programs that support the use of technology to generate revenues.</li> </ul>	Hans Larsen-DOT
<p><b>Relinquishments of State Routes 82 and 13:</b> The State of California owns State Route 82 (The Alameda/Monterey Highway) and State Route 130 (Alum rock) within the City of San Jose. In order to facilitate transportation improvements and economic development located along these facilities, the City is supportive of having Caltrans relinquish these roads.</p>	State		X		<p>Caltrans funding should be provided to improve facilities and deliver them to the City in a "state of good repair."</p>	<p>City sponsored legislation, AB 1670 (Beall) was approved by the Legislature and signed by the Governor in 2010. The City should:</p> <ul style="list-style-type: none"> <li>• Continue to negotiate a Relinquishment Agreement with Caltrans.</li> <li>• Take the Agreement to a future California Transportation Commission (CTC) for approval.</li> </ul>	Hans Larsen-DOT

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>SECURE HOUSING PROGRAM FUNDS</b>							
<p><b>Redevelopment Dissolution – Clean Up Bills:</b> In an effort to balance the State of California's FY 2011-12 Budget, Governor Brown proposed and was successful in dissolving the State's Redevelopment Agencies, unless they make specific payments to the State. When the pertinent bills were passed, the Senate and Assembly leadership indicated that legislation would be developed to ensure the state's affordable housing activities could continue. It is anticipated that additional bills will be introduced in the remainder of the 2011-2012 State Legislative Cycle that will allow San José to continue with our affordable housing program.</p>	State		X			<p><b>CSJ Request:</b> Closely monitor and support legislation pertaining to redevelopment reform that would preserve San José's Redevelopment Agency and allow the City to continue our affordable housing activities.</p> <p><b>Consequences/Results:</b> Without cleanup legislation on broadening basis for appeals [assuming the laws are upheld by the Supreme Court], San José's RDA will dissolve. This dissolution will also cause new 20% redevelopment funds for affordable housing to cease. Long-term, the loss will severely impact the City's ability to administer housing programs and ongoing legal responsibilities.</p>	Leslye Corsiglia/ Kristen Clements - Housing
<p><b>Support New Financing Tools for Local Governments to Support Economic Development and Build Affordable Housing:</b> In an effort to balance the State of California's FY 2011-12 Budget, Governor Brown proposed and was successful in dissolving the State's Redevelopment Agencies, unless they make specific payments to the State. As a result, this has eradicated a critically important tool that enables cities and Redevelopment Agencies to retain and attract local businesses, build our City's infrastructure, and provide reasonably priced housing for local families.</p> <p>The City will support legislation and policies that help transform downtowns, direct infrastructure projects to low-income neighborhoods, creates affordable housing, and stimulates job creation. These new financing tools are necessary so that local governments can fund these valuable activities.</p>	State	X	X			<p><b>CSJ Request:</b> Closely monitor and support legislation pertaining to new financing tools that support building affordable housing and economic development.</p> <p><b>Consequences/Results:</b> Without additional tools to help fund the construction of affordable housing, it will not be possible to keep pace with the demand for housing units. New funding mechanisms are sorely needed given that new redevelopment funds for affordable housing may well be eliminated</p>	Leslye Corsiglia/ Kristen Clements - Housing

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>Cost Containment:</b> The State Tax Credit Allocation Committee (TCAC), which enables us to produce affordable housing, will be addressing the issue of cost containment associated with developing affordable housing. TCAC is currently proposing that their tax credits would only be awarded to cost-reasonable projects. Such a policy would negatively impact San José given our high development costs.	State		X			<b>CSJ Request:</b> Closely monitor TCAC discussions about cost containment, file comments, and ensure policy changes do not adversely impact San José's affordable housing programs.	Leslye Corsiglia/ Kristen Clements - Housing
<b>Palmer Reform:</b> The legal case <i>Palmer/Sixth Street Properties vs. the City of Los Angeles (2009)</i> called into question the legality of inclusionary housing requirement on rental housing projects. Housing advocates are pursuing a legislative fix that would negate the effects of <i>Palmer</i> . Were the effects of this case overturned, the City's Inclusionary Housing policy and Citywide ordinance could again result in an increase in affordable rental units being built in market-rate developments, as well as in-lieu fees being collected to fund new affordable housing developments.	State	X	X		Overturing Palmer could result in tens of millions of dollars coming to the City in the form of inclusionary in-lieu fees.	<b>CSJ Request:</b> Closely monitor and support legislation pertaining to Inclusionary Housing with respect to requirements for rental projects. <b>Consequences/Results:</b> The creation of this program could result in a significant amount of revenue to fund the City's affordable housing programs and program staff. This is critical given the potential elimination of redevelopment funds for affordable housing.	Leslye Corsiglia/ Kristen Clements - Housing
<b>ECONOMIC DEVELOPMENT</b>							
<b>Amend the Tied-House State Law:</b> On August 9, 2011, the City Council authorized the introduction of state legislation amending tied-house state law to allow the City or at the City's options, the City's operator of the San Jose McEnery Convention Center and San Jose Civic to receive payments for alcohol advertising and sponsorship within these facilities	State	X	X		Increased revenue, estimated to be \$400,000 annually will help to ensure the maximum return on investment back to the City.	<b>CSJ Request:</b> City's advocate in Sacramento is seeking an author for introduction of this proposed legislation in January 2012. <b>Consequences/Results:</b> If passed into law, this legislation will position the Convention Center and San Jose Civic to ensure the maximum return on investment back to the City with the increase in advertising and sponsorship revenue to these venues. Not having this revenue opportunity, puts these venues at a disadvantage to compete for concerts, events and conferences.	Roxanne Miller-IGR/ Lee Wilcox-OED

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>ENSURE PUBLIC SAFETY</b>							
<p><b>State Prison Realignment:</b> Under State Assembly Bills 109 and 117, over 3,000 inmates have been released from state prisons and placed within Santa Clara County under the supervision of the Santa Clara County Department of Probation. The majority of these inmates have been placed within the City of San Jose limits and it is anticipated that this program will impact public safety. Under this legislation, supportive funding will not be directly allocated to local police departments despite the increased service demands created by this program. State legislature to provide for greater representation of city officials on local Community Corrections Partnerships. Currently AB 109 provides for only one city official on the 13 member body.</p>	State			X	While the specific impact is unknown, the City will need substantial supportive funding to engage in collaborative endeavors designed to enhance supervision and compliance of released offenders within the City.	<p><b>Consequences/Results:</b> Without additional permanent and dedicated source of funds, it may not be possible to keep pace with the increased service demands generated by the release of offenders. Without allocations of supportive funding for municipal enforcement programs designed to mitigate the impact of the infusion of offenders into the community, crime rates may increase. The funding is for municipalities to successfully handle potential increases in offenders re-offending and to offset the expenses of increased calls for service. The funding will support the collaborative efforts between local and county law enforcement entities.</p>	Lt. Chris Monahan-Research and Development Unit, Office of the Chief
<p><b>Funding for Calgang Computer Network:</b> Calgang is the primary state-wide information platform for gang investigators, gang enforcement personnel, correctional and prosecutorial staff from 800 public safety agencies throughout the State. It allows personnel to track over 6,000 validated violent street gangs as well as over 230,000 validated street gang members. There will be no remaining funding to support systems maintenance by the end of fiscal year 2011/2012. Calgang is part of a critical investigative infrastructure utilized daily by public safety personnel and prosecutors. At present, individual public safety agencies absorb the costs of regional node maintenance and overall administration; however the cost of overall system maintenance has been funded on a state level. Without new funding allocation, Calgang will not remain functional. Past allocations from CALEMA for maintenance costs have been \$300</p>	State			X	Amount of funding requested for the Calgang computer network is \$300,000. Each Calgang agency has been asked to contribute a portion of the total funding needed.	<p><b>CSJ Request:</b> \$20,000 in State Funds as the portion from the City of San Jose to supplement the \$300,000 needed to continue Calgang beyond 2012.</p> <p><b>Consequences/Results:</b> Without a functional Calgang computer network, gang investigators, gang enforcement personnel, correctional and prosecutorial staff throughout the State will not have available to them the most efficient tool in investigating violent gang crimes. Investigations will be incomplete and prosecution of violent gang members will be jeopardized. Without the ongoing funding, the program will be eliminated in 2012.</p>	Lt. Paul Spagnoli-Gang Investigations Unit, Bureau of Investigations

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		A	B	C			
<b>MAXIMIZE TRANSPORTATION FUNDING</b>							
<b>BART to Silicon Valley:</b> The Santa Clara Valley Transportation Authority (VTA) is developing a project to extend BART services to Silicon Valley, with station stops located in the Cities of Milpitas, San Jose and Santa Clara. The project is divided into two Phases. Phase I begins south of the future Warm Springs station in Fremont and ends in the Berryessa area. Phase II completes the project through Downtown San Jose and into the City of Santa Clara. The project cost for Phase I is estimated to be approximately \$2.1 billion funded by Federal, State and local sources. The schedule for BART revenue service for the Berryessa extension is 2018.	State/ Federal	X		X	State and federal funds are required to move the project forward.	<b>CSJ Request/Results:</b> City policy priority Action is to support VTA efforts to: <ul style="list-style-type: none"> <li>• Seek Federal funding share of \$900 million for project construction (through New Starts process)</li> <li>• Continue to draw down State TCRP funds.</li> <li>• Support early investment in downtown infrastructure (e.g. Diridon Station Box) that supports Phase II Project.</li> </ul>	Hans Larsen- DOT
<b>High Speed Rail:</b> The California High Speed Rail Authority has developed a multi-billion project to implement a 220 mph "bullet train" system in California providing connections between the Bay area, the Central Valley and Southern California. The System includes a Downtown San Jose stop and the Diridon Transit Center.	State/ Federal	X		X	State and federal funds are required to move the project forward.	<b>CSJ Request/Results:</b> City policy priority Action is to support VTA efforts to: <ul style="list-style-type: none"> <li>• Support State investment in system development (Prop 1A approved by the voters November 4, 2008 is a \$9.95 Billion state funding measure.)</li> <li>• Support Federal and private investment for high speed rail.</li> <li>• Support early system construction in the San Francisco/ San Jose/Fresno Corridor,</li> <li>• Support financing mechanisms for expansion of Diridon Transit Center.</li> </ul>	Hans Larsen- DOT

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		A	B	C			
<p><b>Local Infrastructure Funding:</b> The City of San Jose pavement network of streets is at a critical stage of its life cycle. Unless additional on-going funding is secured in the next few years, the pavement network will continue to decline and the City's current \$277 million backlog of deferred maintenance will increase to more that \$800 million by 2020.</p>	State/ Federal	X	X			<p><b>CSJ Request/Results:</b> City policy priority action is to:</p> <ul style="list-style-type: none"> <li>• Support actions and policies that provide direct funding for key transportation infrastructure, including local streets and roads</li> <li>• Support a larger investment for pavement maintenance</li> <li>• Support a statewide infrastructure investment program to promote near-term economic stimulus.</li> <li>• Support efforts to create programs/initiatives that develop innovate funding for infrastructure.</li> </ul>	Hans Larsen-DOT
<p><b>VTA Partnership:</b> The Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) as well as the Transit Agency for Santa Clara County. In its role as both the CMA and Transit Agency, VTA is responsible for the development/funding of transit and roadway projects that are of a high priority to the City of San Jose. These projects include:</p> <ul style="list-style-type: none"> <li>• BART to Silicon Valley</li> <li>• Bus Rapid Transit (BRT) and Light Rail extensions, including Capitol LRT</li> <li>• Highway Express Lanes</li> <li>• Freeway Improvements, including interchange improvements at 280/880/Stevens Creek/Winchester, 101/Capitol/Yerba Buena, and 101 Mabury</li> <li>• Local Road Improvements, including Autumn Parkway, pavement maintenance and operational improvement.</li> </ul>	State/ Federal	X		X		<p><b>CSJ Request/Results:</b> City Policy priority action is to:</p> <ul style="list-style-type: none"> <li>• Support polices that promote the development of key projects in Santa Clara County.</li> <li>• Support VTA's efforts to seek state and federal funding for VTA projects of high priority to the City.</li> </ul>	Hans Larsen-DOT

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<p><b>MPO Reform:</b> The Metropolitan Transportation Commission (MTC) was formed in 1970 through state legislation. At that time, the membership for the Commission was set forth and since then population and employment centers have shifted and travel patterns have changed dramatically. The current regional transportation governance structure is outdated and does not reflect existing and future conditions.</p>	State/ Federal	X	X			<p><b>CSJ Request/Results:</b> City Policy priority action is to;</p> <ul style="list-style-type: none"> <li>• Support legislation and policies- AB 57 (Beall) pending in State Senate- that continue to support the City of San Jose’s representation on MTC.</li> <li>• Support changes in federal legislation that supports MPO proportional representation.</li> <li>• Investigate realignment of regional boundaries to match travel patterns and transportation priorities.</li> </ul>	Hans Larsen- DOT
<p><b>Innovative/Green Technologies</b> – The surface transportation system is a large user of energy. More than 40 percent of greenhouse gas emissions, in Santa Clara County, come from cars, trucks, buses and other vehicles. On October 30, 2007, the San Jose City Council adopted the Green Vision, a 15-year plan to transform San Jose into a sustainable community. As part of the Green Vision, San Jose is dedicated to Green Mobility. The Department of Transportation will pursue Green Mobility projects and improvements to the environment through the use of existing and future technologies that are environmentally friendly and sustainable.</p>	State/ Federal	X	X			<p><b>CSJ Request/Results:</b> City Policy priority action is to:</p> <ul style="list-style-type: none"> <li>• Advocate for policies that foster new technologies that are consistent with the City’s Green Vision and are environmentally friendly and could potentially lower the City’s operating and maintenance costs.</li> <li>• Seek funding and language for demonstration project such as: low-energy lighting, plug-in vehicle infrastructure, and other innovative transportation projects, including the Automated Transit Network (ATN).</li> </ul>	Hans Larsen- DOT

LEGISLATIVE PRIORITY	TYPE	A. Revenue Enhancement B. Public Policy Change C. Appropriation Request			POTENTIAL FISCAL IMPACT	SCHEDULE / MILESTONES	LEAD STAFF / DEPT
		A	B	C			
<b>ENSURE PUBLIC SAFETY</b>							
<p><b>Expand Gang Intervention Services:</b> Seek Appropriations/State funding for gang intervention services to support efforts of the Mayor's Gang Prevention Task Force's San Jose BEST program.</p>	State/ Federal			X		<p><b>Consequences/Results:</b> Funding has been substantially reduced for various gang prevention programs collaboratively administered through partnerships between the Police Department, local governmental agencies and community-based organizations. Additional funding is needed to allow continued intervention, prevention and suppression services to aid in the suppression of gang activity on City streets.</p>	Lt. Chris Monahan-Research and Development Unit, Office of the Chief
<p><b>Ongoing Public Safety Funding/Grant Support:</b> The Police Department will continue to seek and apply for funding to continue support for enhancements/upgrades/augmentations to current/ongoing grant supported projects such as the restoration of the COPS Hiring grant, Internet Crimes Against Children and the Sexual Predator Compliance Program.</p>	State/ Federal					<p><b>Consequences/Results:</b> Funding for law enforcement programs staffing has been substantially reduced at the federal level. Additional funding is needed to enhance programs, add staffing and upgrade technology.</p>	Lt. Chris Monahan-Research and Development Unit, Office of the Chief