



As of 1/21/10

As Adopted by the State Legislation Committee

CITY AND COUNTY OF SAN FRANCISCO 2010 STATE AGENDA

Each year the City and County of San Francisco adopts an agenda to guide its advocacy efforts in Sacramento. This document was created through a collaborative process involving the dozens of municipal agencies and departments that serve the citizens of San Francisco, along with our state legislative advocates. Recognizing that the legislative process is a dynamic one, this agenda is subject to change as new issues surface during the year.

The State of California continues to face a significant budget deficit, and the last budget cycle had serious implications to San Francisco including suspension of Proposition 1A, deferrals of payments, cuts to transportation and Proposition 42, borrowing funds from redevelopment, and significant cuts to health and human services including IHSS, child welfare, Medi-Cal, and foster care. Since the enactment of Education Revenue Augmentation Fund (ERAF) in 1992, the State has increased the overall difficulty of financing services at the local level. San Francisco's focus on the State Budget will emphasize securing adequate funding for city and county-administered programs. San Francisco opposes reductions in state programs that will have the effect of increasing the burden on city and county programs, opposes efforts to reduce funding without a commensurate reduction in the City's responsibility, and further opposes any efforts to shift costs or federal penalties to the city and county.

San Francisco believes that the State Budget cannot be balanced with cuts alone. Closing the budget shortfall with additional borrowing simply delays resolution of the problem and the continuing structural deficits require reform of California's system of state-local finance so that the Mayor, Board of Supervisors, and the State Legislature have the tools necessary to provide the services and facilities necessary to meet the needs of San Franciscans.

Due to the Federal American Recovery and Reinvestment Act (ARRA) of 2009, the federal government has been disbursing billions in stimulus money to states and local governments, and the City and County of San Francisco has been uniquely positioned to garner a significant amount of federal dollars. A significant portion of the federal stimulus funds has been allocated through formula and competitive processes. The City and County will continue to compete for supplementary grants; however in the coming year, our priority will be to extend funding for certain stimulus funded programs including, but not limited to:

- Federal Medical Assistance Percentages (FMAP),
- Jobs Now! SF which is funded with Temporary Assistance to Needy Families – Emergency Contingency Funds,
- Energy Efficiency and Conservation Block Grants (EECBG),
- Transit funding, and
- Public Housing Capital Rebuilding Funds.

San Francisco continues to work regionally to pursue funding for "shovel ready" projects including the High Speed Rail project linking Northern and Southern California with its terminus in San Francisco and the rebuilding of the seismically deficient Doyle Drive approach to the Golden Gate Bridge.

San Francisco supports proposals that would provide a greater share of total available Federal funding to the City directly from the Federal government as well as through the State, and opposes proposals that would disadvantage the City's ability to obtain the maximum amount of stimulus available.

I. Healthcare and Public Health

San Francisco looks for innovative solutions to the complicated problems that face healthcare and public health. The City is at the forefront of health policy with our proven innovative programs to provide healthcare coverage to all individuals aged 0-19, is on the way to providing universal healthcare access for the uninsured through the Healthy San Francisco program, and is caring for the general health and well-being of our residents. The City funds primary care clinics, including extended hours of service, and provides additional specialty, pharmacy and behavioral health services. In addition to providing acute, emergency, and trauma care, San Francisco General Hospital focuses on preventative medicine and chronic care to fight such diseases as diabetes, heart failure, and asthma.

The City is looking for comprehensive healthcare reform so that affordable, accessible healthcare is available for all Californians. We need to increase our State's commitment to fighting HIV/AIDS and lead the fight for expanded use of information technology in the health care system to decrease administrative costs, lower premiums, and reduce medical errors.

A. Healthy San Francisco

Secure additional State resources to support Healthy San Francisco. The Healthy San Francisco Program offers uninsured adults access to quality healthcare regardless of the person's employment status, immigration status, or pre-existing medical condition. Uninsured City residents with incomes up to 500 percent of the federal poverty level (FPL) – approximately \$54,000 per year for an individual – can enroll in Healthy San Francisco for a sliding-scale fee based on income. Once enrolled, participants pick a “medical home” from any of the 30 participating public and non-profit health clinics throughout the City. This is not health insurance, but rather provides a medical home and primary physician to each program participant, allowing a greater focus on preventive care, as well as access to specialty care, urgent and emergency care, laboratory, inpatient hospitalization, radiology, and pharmaceuticals.

Support legislation that expands access to health care coverage for small employers. The other component of the Healthy San Francisco program, in effect for the first time in 2008, requires that all San Francisco employers with more than 20 workers contribute at least \$1.17 per hour worked per employee to pay for health care. Employers can pay toward private insurance, contribute toward the city clinic system, or set up individual health care accounts. As of December 2009, more than 48,000 adult San Francisco residents – out of an estimated 60,000 who were previously uninsured – have voluntarily enrolled in the program and now can see a doctor whenever they need to.

B. San Francisco General Hospital

Seek state reimbursement for the financing of the rebuild of a seismically safe San Francisco General Hospital as required under state law. Tied to the State's seismic compliance standards (SB 1953), State law requires the mitigation of seismic risk for hospitals and establishes a timeframe for meeting the mandates. San Francisco General Hospital (SFGH) is vital to the City's well-being. It is the Bay Area's only Level 1 trauma center north of Stanford serving San Francisco and northern San Mateo counties. SFGH provides primary and specialty care and is open to anyone who has a major injury in San Francisco, regardless of their financial status. Over 1,500 patients are treated each a day and nearly 100,000 individuals per year – from delivering babies to surgery to critical care. The hospital also provides more than half of the psychiatric, HIV/AIDS and substance-abuse care in San Francisco. On November 7, 2008, San Franciscans passed the City's largest bond initiative ever, \$887.4 million, to support the rebuilding of SFGH by a majority of 84 percent, and broke ground on the new hospital on October 22, 2009. The new 284-bed, 448,000 square foot inpatient care building will house services provided in the existing SPC-1 rated 1970's-era hospital facility. These financial obligations are made more challenging in these difficult economic times, and the new hospital will have to compete for scarce capital resources. This capital project will consume a large portion of the City's debt capacity, and SFGH

already operates at a loss and requires an annual subsidy from the City. State reimbursement to cover debt payments would allow the City to address other high priority capital needs while ensuring the SFGH project proceeds on track. Last year's AB 303 (Beall) allows for federal participation funding support for acute hospital capital projects specific to SB 1953, the seismic compliance law. Inclusion of Federal participation funds for capital projects of this magnitude in the State's Medi-Cal waiver proposal offers the best opportunity for San Francisco to mitigate this financial burden and maintain the provider base essential to the successful implementation of the State's waiver proposal and the Nation's health care reform efforts.

C. Medi-Cal

San Francisco will work to ensure that the upcoming 2010 Medi-Cal waiver maximizes the drawdown of federal funds for services and facilities and ensures that urban counties receive their fair share of funding. San Francisco will closely monitor the efforts by the Department of Health Care Services to obtain the necessary funding to deal with the 2010-11 budget gap in the Medi-Cal program.

Reauthorize California's section 1115 waiver for hospital financing and uninsured care such that it does not jeopardize funding for San Francisco General Hospital (SFGH) or Healthy San Francisco. California's section 1115 waiver for hospital financing and uninsured care will expire on August 31, 2010. The State rightly sees this as an opportunity to seek a new section 1115 waiver to transform the Medi-Cal program to deliver health care in a more efficient manner that achieves long-term cost savings and to lay the ground work for what will be needed to implement national health care reforms successfully, if pending reforms are ultimately enacted. San Francisco is well positioned to benefit from California's vision of a more accountable, coordinated system of care, with a strengthened health-care safety net that rewards quality and outcomes while slowing the long-term expenditure growth rate of Medi-Cal and expanding coverage to uninsured Californians. We must be vigilant, however, that the \$150 million that SFGH receives annually through the existing waiver and the \$73.1 million that Healthy San Francisco received over three years through the Health Care Coverage Initiative are not jeopardized during the reauthorization process.

Support legislation ensuring adequate funding of the Medi-Cal program and oppose efforts to cut funding to Medi-Cal and public hospitals. Medi-Cal reductions may help to balance the State Budget, but cutting Medi-Cal threatens to drive up the cost of health care for everyone and could cause the State to lose matching federal funds. Medi-Cal is the backbone of the state's healthcare system. It is its single largest source of medical insurance, providing coverage for one out of every six Californians. In the City and County of San Francisco, nearly 123,000 residents rely on Medi-Cal, and Medi-Cal accounts for one-third of SFGH's revenue.

Oppose legislation that reduces Medi-Cal Rates. Medi-Cal rate reductions affect the San Francisco Department of Public Health and indirectly affect Healthy San Francisco as lost revenue to the Department could limit enrollment in the program. Any proposed Medi-Cal cuts to the already underfunded system compounds California's already low reimbursement rates. California has among the lowest reimbursement rates in the nation, spending almost 30 percent less per Medi-Cal beneficiary than the national average. This has resulted in a severe shortage of physicians willing to treat Medi-Cal patients, further limiting access to medical care.

Support legislation that would expand the State Children's Health Insurance Program (SCHIP), known as Healthy Families in California. The reauthorized federal SCHIP bill provides California with the opportunity to expand the Healthy Families program. California should preserve the existing Healthy Families program and expand the program to include children with incomes up to 300 percent FPL and parental coverage, even as a local option with matching funds.

Support rapid implementation of the state option to use Social Security Number validation to establish citizenship and identity for purposes of determining Medi-Cal eligibility. The Deficit Reduction Act of 2005 imposed new requirements for documenting the citizenship status and identity of Medi-Cal applicants and beneficiaries. Recently adopted federal legislation reauthorizing SCHIP provides states with a new option for meeting this requirement by accessing existing information gathered by the Social Security Administration. This new process has the potential to significantly reduce the administrative burden on county Medi-Cal eligibility offices while simultaneously reducing barriers to coverage for eligible low-income people. The California Department of Health Care Services should be urged to establish procedures for SSN validation as quickly as possible.

Support legislative and regulatory changes that increase the availability of local Medi-Cal Home and Community Based Services waivers, increase the value of non-distinct part waivers, and streamline the process for organizations becoming approved providers of waiver services. The State Nursing Facility/Acute Hospital Waiver (NF/AH) has combined three previous waivers and added 500 slots and new services for community transition, and habilitation to allow at-risk persons to remain in, or return to, the community by providing funding equal to the cost of institutionalization to be used for integrated services provided in a home and community environment. Currently waiver eligible persons leaving distinct-part facilities such as Laguna Honda Hospital can receive \$77,600 per year in community services, and waiver eligible persons discharged from acute care facilities, who are at risk of institutionalization, may receive up to \$48,000 per year in community based services. Increasing availability of waivers and waiver service providers, and increasing the value of non-distinct-part waivers will enable more persons to remain in the community rather than be institutionalized.

Support legislation to restore Medi-Cal “Optional Benefits”. Support efforts to restore the Medi-Cal “Optional Benefits” including dental, optical, audiological and podiatry services which were eliminated from the eligible services for the people most in need of them. These critical services can mean the difference between a senior or vulnerable adult being able to walk, hear or see, or even be able to eat. The designation of “optional” should be removed from authorizing language, as lack of maintenance of these basic abilities can be life threatening.

D. Behavioral Health

There has been no progress in changing the California Mental Health Services Act (MHSA) funding allocation for San Francisco, which remains one of the lowest per capita in the state. Because the state Department of Mental Health has not changed the allocation formula, the City is still determining if it will pursue legislative efforts to change the allocation to San Francisco.

Support improved funding for delivery of mental health services to indigent and low-income clients, and support efforts to increase the recruitment and training of the public mental health workforce.

Support policies that coordinate and combine funding and services for mental health and substance abuse treatment needed by increasing numbers of individuals with co-morbid conditions, including policies that allow for the exchange of substance abuse and mental health records and data between clinicians for purposes of patient treatment.

E. Environmental Health

Support legislation improving the livability of the built environment and legislation promoting safe and healthy living and working environments. Address socio-economic/social equality issues, such as food access, livable neighborhoods, accessible transportation and recreation, and family support policies. Protect occupational health for workers vulnerable to occupational hazards and labor rights violations, including occupational health advocacy and prevention programs for all workers within the City. Monitor businesses involved in hazardous materials, hazardous waste, or dangerous conditions.

F. Maternal, Child, and Adolescent Health

Support funding restoration to Maternal, Child, and Adolescent Health programs, including the California Children's Services (CCS) program. In the 2009-10 State Budget, \$37.2 million was eliminated in statewide General Fund support for Maternal, Child, and Adolescent Health programs through the State Department of Public Health. This has resulted in a nearly \$600,000 loss of State and federal funding to San Francisco's MCAH section. In addition, in 2008-09, the California Department of Health Care Services moved to a capped allocation funding methodology for the CCS Administration and Medical Therapies Program (MTP), resulting in a \$1.36 million (25 percent) reduction to San Francisco's CCS budget.

G. Prevention Health Services

Support legislation and improved funding of community measures dedicated to decreasing instances of chronic disease, such as obesity and diabetes. Support local collaboratives like Shape-Up SF (which includes the Physical Activity Council and Southeast Food Access Project) and the Food Security Task Force in the continual development of physical activity and nutrition programming. This would include supporting policies and funding providing increased physical activity in schools, health education curricula, child nutrition programs, and senior centers. It would also include opposing legislative barriers to health education, including the 2003 USDA memorandum prohibiting the use of Supplemental Nutrition Assistance Program funds for disparaging or criticizing any food and limiting the use of state dollars in consumer education campaigns like "Soda Free Summer".

H. School-based Health Services

Support legislation that funds and/or supports school-based health centers providing primary care and behavioral health services to students. Through the Department of Children, Youth, and their Families and the Department of Public Health, the City of San Francisco invests in a network of school-based health services for high school students: the Wellness Centers in 15 San Francisco Unified School District high schools and the Balboa Teen Clinic at Balboa High School. In the 08-09 school year, over 6,600 high school students (42% of the school population) received direct services through the 15 Wellness Centers alone. These highly utilized and highly successful programs are at risk due to budget cuts.

I. Tobacco Control

Support legislation that reduces smoking and exposure to secondhand smoke. San Francisco has successfully enacted tobacco control initiatives that change health risk behaviors, including becoming the first city in the United States to ban the sale of tobacco products in pharmacies, suing RJ Reynolds for using the Joe Camel cartoon character to sell its product, which led the company to abandon the use of the image throughout the nation, and preventing sales of tobacco to minors. A City ordinance was passed in July 2008 that banned the sale of tobacco in pharmacies and the federal Appeals Court has dismissed a lawsuit filed by Philip Morris, which alleged that the ordinance infringed on its rights to advertise to drugstore customers. The City supports legislation that would eliminate exemptions from the statewide smoke-free workplace laws, would strengthen the California Insurance Code to require that tobacco cessation benefits be consistent with the Centers for Disease Control guidelines, would include tobacco cessation as a Medi-Cal benefit (AB 2662), and would reduce secondhand smoke exposure in public settings, institutions, and group/multi-unit residences.

II. Human Services

A. Human Services Funding Deficit

Oppose legislation resulting in reductions to human services programs. While recognizing that cuts must be made in an unprecedented State Budget shortfall, San Francisco remains a vocal advocate for prioritizing services to the neediest and most vulnerable populations. Human service programs have borne a disproportionate share of budget reductions in recent years. Moreover, due to the fact that county welfare allocations have been frozen or cut since 2001, the State now underfunds counties by more than \$1 billion annually; San Francisco's share of that shortfall is \$31 million. San Francisco's opposition to further budget cuts must go hand in hand with support for proposals that generate new revenue. Any budget balancing plan that relies solely on expenditure cuts will prove devastating to human services programs.

B. In Home Supportive Services

Oppose reductions in state funding for In Home Supportive Services (IHSS). The 2010-11 budget may result in further reductions in state participation in IHSS workers' wages and benefits from \$12.10 to \$9.50 per hour. It would cost San Francisco more than \$16 million annually to hold low-wage homecare workers harmless from this cut. The City anticipates a significant increase in the need for IHSS provider hours in the coming years because of the increase in the aging population, which will increase the City's cost of providing IHSS services.

C. Foster Care System

Support foster care system reforms, including state implementation of the federal Fostering Connections to Success Act and increasing foster care rates. Major child welfare reform legislation adopted by Congress last year authorizes federal participation in kin caregiver payments, provides a state option to extend foster care and adoption services to age 21, de-links adoptions assistance from income eligibility rules, increases incentives for adopting older youth and special needs children and makes other needed reforms. The State should act quickly to pass legislation that takes maximum advantage of these options. Additionally, the City supports an increase to foster care rates in California, which are grossly insufficient, by some estimates covering only 60-70% of the actual cost of raising a child, making it difficult to recruit and retain foster families. In a recent lawsuit brought against the State, a federal court ruled that California's rates place it in violation of the Child Welfare Act. The judge did not mandate increased rates but as a first step ordered the California Department of Social Services (CDSS) to conduct a systematic review to determine the actual cost of providing foster care (i.e., shelter, food, clothing, transportation, etc.). The court win presents an opportunity to advocate for completion of the CDSS study, and to push for an eventual increase in state rates.

D. Aging and Adult Services

Support legislative and budget proposals that promote and expand access to community-based living options and services that enable the elderly and disabled to avoid institutionalization and receive appropriate levels of support and care in the community. Expand the reach of Medicaid waivers as many seniors and younger adults with disabilities do not require skilled nursing facilities but are not safe at home alone. Expanding access to a range of integrated long term care solutions which include housing as well as community based services is more cost effective and will provide a choice of living arrangements to better serve these individuals needing various levels of support.

Support measures to restore or increase funding for the Long Term Care Ombudsman Program. The Ombudsman Program serves the most vulnerable elderly and dependent adults in nursing homes and all types of residential care facilities. Mandated functions include investigating complaints of abuse and neglect, monitoring facilities, witnessing advanced care directives, advocating for better care, patient rights, and participating in transition plans if desired by the resident. The clients are dependent on the institutions they reside in for care, which can dampen their expression of grievances and obscure their rights; this is where the Ombudsman Program is crucial. Last year the Governor signed into law further

mandates for the Ombudsmen, requiring them to report to the District Attorney, as well as continue all other federal and state mandates. The Governor's recent line item veto eliminated all state funding for local Long Term Care Ombudsman Programs, a \$3.8 million cut that represents about half of local program funding. San Francisco's Ombudsman Program has reduced staff by 50% to 2.6 FTE for more than 3000 beds, not counting Board & Care homes, which they also monitor.

Support use of the Elder Economic Security Standard Index (EESSI) in order to more accurately measure the number of seniors living with economic insecurity and support efforts to meet the needs of seniors below the standard. The existing federal poverty measure is a nearly 50 year old antiquated measurement tool that does not consider real basic living expenses of seniors such as housing, transportation and healthcare as well as food. The EESSI will modernize federal poverty measures and guidelines, capture regional variations in the cost of living, recalculate the number and demographic profile of elders whose basic needs are not being met, and enable evaluation of the impact of public supports and any current or new federal and state initiatives to help elders age in place. In San Francisco the "Security Gap" the percent difference between the 2007 federal poverty index and the actual basic cost of living for an elder person was 172% for an owner with no mortgage, 373% for an owner with mortgage payments, and 269% for renters with one bedroom.

E. Poverty/Hunger

Support legislative proposals and budgetary investments that make progress toward the goal of eradicating hunger, beginning with childhood hunger. These include reducing administrative barriers in federal food programs such as food stamps, school meals, summer meals, and meals in childcare; encouraging access to fresh, local, healthy, and affordable food; increasing funding and access to nutritious food for elderly, children, pregnant women, homeless shelters and food pantries; increasing investment and tax breaks for healthy food businesses in low-income neighborhoods; and expanding funding to provide healthy congregate and home-delivered meals to seniors and adults with disabilities. Last year, over 108,000 San Franciscans were served at food pantries and soup kitchens and the San Francisco Food Bank distributed 31 million pounds of food. The City's high cost of living is a major contributing factor to hunger, one that will be exacerbated as a result of the economic downturn.

Strongly support efforts to reduce the incidence of child hunger, prevent child obesity, and promote good nutrition for children and youth such as imposing a fee on sweetened beverages. Obesity rates are escalating while at the same time child nutrition programs have been systematically dismantled. Specifically, the City supports improvements that will expand access, encourage enrollment, and provide funding to allow for the purchase of healthier, fresher foods, and ultimately improve outcomes for children and youth. Revenue from fees on beverages that have been demonstrated to contribute to childhood obesity could help to fund such efforts.

Support increased funding for Food Stamp Program eligibility and outreach. Incentivize and reward counties that use web applications and other innovative strategies to improve access to Food Stamps and other benefits.

Support rewarding counties that purchase food from California producers and the creation of incentives for school gardens. Building on the support of the Slow Food movement, growing food locally and creating a sustainable food system for the City helps protect the environment, supports our local and regional economy, and ensures access to wholesome, nutritious food for all San Franciscans.

Support legislation which enables low income families to increase their income, build and maintain assets, and attain self-sufficiency. The City supports legislation that allows greater access to the financial mainstream similar to its Bank on San Francisco program, such as banking development districts. The City also supports legislation that restricts the prevalence of fringe financial products like

predatory payday loans, check cashing businesses, pawn shops and refund anticipation loans, and specifically supports legislation that imposes a rate cap of no higher than 36% on payday loans.

F. Family Support Services

Support legislation that funds family-support related services. Through the SF Department of Children Youth and Families (DCYF), First 5-SF and the Human Services Agency (HSA), San Francisco invests in a network of 23 community-based and population-focused Family Resource Centers (FRCs) that provide an array of services to support the health, safety and economic well-being of families. Core services include curriculum-based parent education, caregiver support groups, case management, child welfare services, family economic self-sufficiency, and activities to promote the school success of children.

III. Energy/Environment

Global warming is an impending crisis, the first signs of which are already evident. For San Francisco, the results could be devastating. We are a coastal city, surrounded on three sides by water, so projected rises in sea level could threaten coastal wetlands, infrastructure and property. We are stewards for the health of our environment, and San Francisco will not let up in the fight to reverse global warming. San Francisco has been called the “greenest” city in the nation based on its advancement of landmark policies in the areas of transportation, energy and waste, and we will further our commitment to groundbreaking municipal climate change initiatives. The City is committed to increasing public transit ridership and biking, establishing the Bay Area as the electric vehicle capital of the US, vastly expanding local solar energy generation, and pioneering ocean, wind and other renewable energy technologies. Many of the specific projects that San Francisco is advancing symbolize this environmental vision, from the multi-modal Transbay Terminal—which will bring high speed rail to downtown San Francisco, to the Civic Center Sustainable Resources District, which will make the local government center a beacon of sustainable and renewable energy.

A. Climate

Support aggressive implementation of policies to reduce the State’s greenhouse gas emissions by 25 percent by 2020. The City has led the way in California by reducing greenhouse gas emissions in San Francisco over 6% since 1990. But even more leadership is needed. San Francisco’s Climate Action Plan sets the goal of a 20% reduction of greenhouse gas emissions below 1990 levels and Mayor Newsom has set a goal of “carbon neutrality” by 2020. For San Francisco to meet these ambitious goals, local government must continue to pass landmark policies, and businesses and residents need to intensify their actions to control their energy usage and use green forms of transportation. San Francisco has consistently provided comments to the California Air Resources Board (CARB) to suggest ways to leverage pioneering cities in achieving the emission reduction targets of AB 32.

Advocate for funding to support community adaptation, specifically for low income communities and those potentially most affected by climate change impacts.

Advocate the advancement of consistent greenhouse gas emissions inventories where local governments perform a standardized emissions inventory of Scope 1 (direct emissions, e.g. vehicle fuels) and Scope 2 (indirect emissions, e.g. electricity) for municipal operations and for community emissions using protocols established by the California Air Resources Board. Support assistance for local governments to obtain appropriately aggregated energy usage data from electric and gas utilities.

B. Renewable Energy and Energy Efficiency

Seek ongoing State support for financial incentives and policies to promote energy efficiency and the installation of renewable energy systems. San Francisco has been a long-time leader in providing energy efficiency services to the business and multi-family housing markets with its signature Energy Watch

program. Additionally, San Francisco leads on municipal renewable energy projects including solar power projects such as the 675kw solar installation at the Moscone Center, small scale urban wind installations, and others. These efforts will ramp up in 2010 in the form of the GreenFinanceSF program, which will provide loans to home and building owners to improve efficiency in San Francisco buildings, and install renewables as appropriate.

Seek State support for ocean power and establish California as the leading wave energy generator in the United States. The City is considering innovative solutions such as harnessing clean, safe and renewable wave and tidal power to add to San Francisco's portfolio. Support offering state incentives and tax credits for developing ocean power projects along the coast of California, similar to the State of Oregon's Wave Energy Trust, which provides funding for initiatives. San Francisco also supports the improvement and expansion of the electricity distribution grid to better facilitate the creation and operation of concentrated renewable energy projects throughout California.

D. Green Building

Support adoption of state-wide residential green building guidelines and energy conservation standards and provision of increased financial incentives for green building and renewable energy projects in the private sector. Encourage and incentivize commercial buildings to have Performance Verification or Retro-Commissioning at specified time intervals.

Support tougher State building code enforcement actions along with the resulting climate improvement carbon reduction benefits and energy efficiencies. Studies on green building actions, for example, repeatedly cite that more than 70 percent of energy efficiencies to be gained are from building construction materials and methodologies, i.e., precisely those areas the San Francisco Building Inspection Department is mandated to monitor, facilitate and enforce.

D. Zero Waste/Recycling

Strengthen disposal reduction or landfill diversion goals. San Francisco has adopted nation-leading goals of 75 percent landfill diversion by 2010 and zero waste by 2020. We have achieved 72 percent diversion, the highest urban rate in the nation. Our goals do not allow high temperature processing. California only mandates disposal reduction for Cities and Counties equivalent to 50 percent diversion and allows some high temperature processing. We would like to raise the rest of the state, including State agencies, to our standards.

Support consumer responsibility legislation. To achieve 75 percent landfill diversion and beyond, San Francisco adopted a Mandatory Recycling and Composting Ordinance that requires everyone in San Francisco to separate their trash, recyclables and compostables. We want a similar law statewide, at least for apartment buildings and businesses initially.

Support legislation to extend producer responsibility. Reducing toxicity and approaching zero waste requires product producers to be more responsible for their waste. We must create a strong producer responsibility framework or product category specific requirements for manufacturers to reformulate their products to make them less toxic and easier to recycle or compost, and take actual or financial responsibility for handling their disposal. Recovery targets, product fees or deposits, bans and labeling requirement can assist in this effort. Producer responsibility systems for pharmaceuticals, fluorescent lighting, paint, PVC, beverage containers, plastic bags and foodware are current priorities.

E. Water

Partner with the State in Post - SB 407 & Delta Water Legislation efforts to conserve water. The City and County of San Francisco played a significant role in 2009 statewide efforts to conserve water by

serving as a lead sponsor of Senate Bill 407 (Padilla), to require retrofits of inefficient toilets and water fixtures, and to help negotiate a deal on the landmark Delta Water Legislation that will help resolve our statewide water crisis while continuing to protect San Francisco's longstanding rights to water. In 2010, it will be critical to identify the most promising alternatives available to address required water conservation standards passed in 2009. The City of San Francisco shall ask for additional funding for water conservation rebates and work with state leadership to identify standards for indoor use of gray water to allow locals to implement indoor gray water facility use.

Seek funding to mitigate pharmaceuticals in the water stream. There is concern about potentially adverse effects of pharmaceuticals released in the environment through treated wastewater and what chemical exposure does to the quality of drinking water. Prescription drugs such as hormones, antidepressants and antibiotics; over-the-counter medicines such as pain relievers, cold/flu remedies; and veterinary medicines have been flushed down the toilet, drain, and sink. Wastewater treatment plants are designed to remove biodegradable organic material, but lack the financial resources to remove low concentrations of these synthetic pollutants.

F. Urban Forestry

Support increased funding for urban forestry programs. Create conservation easements for land near metropolitan areas. Promote a healthy and sustainable urban forest. The urban forest is a vital component of San Francisco's ecosystem. Trees provide environmental and economic benefits through improving air and water quality, increasing property values, lowering building energy use and providing an experience of nature amidst expanses of concrete. Trees improve public health and well-being by reducing UV radiation exposure, providing restorative healing for people with illness, and creating safe public spaces.

IV. Education

Nothing is more important than the investment we make in our children and their education. San Francisco is recognized as a high performing urban school district and a city with high-quality youth services that help them succeed in school and in life. We want to continue to ensure that success for our children. We continue to work to keep families in San Francisco by funding high-quality early care and education, afterschool, and summer programs.

A. Higher Education

Support sound State investments in education initiatives and programs that prepare students for college. Greater investment in higher education is crucial in giving students and families the tools and supports to make college a reality. In 2007, in partnership with the San Francisco Unified School District and San Francisco State University, the City launched SF Promise, an initiative that would guarantee all 6th grade students in the City's public schools a spot at San Francisco State University. SF Promise reinstates the concept of college access for all students. A college education means a more competitive workforce. Students who attend college are higher-earning and more productive, furthering their own economic health and the vitality of the City.

B. Drop-out Rate

Support addressing the drop-out crisis. The high school drop-out crisis is reaching epic proportions in the United States. Presently, only 70 percent of American students earn a high school diploma. More than 12 million students are expected to drop out of high school in the next decade at a cost of more than \$3 trillion to the U.S. economy. Urge the implementation of programs that provide incentives to at-risk students to ensure they stay in school and obtain the necessary skills for post-secondary education and a competitive workforce. Initiatives should support partnerships to create models of innovation for middle and high school students that increase student achievement and provide students with multiple pathways

to post-secondary success, which could include college readiness, work-based learning experiences, financial assistance and other related activities.

C. Early Care and Education

Support early care and education as the “first pillar” of education. San Francisco remains devoted to strengthening its early childhood education system –investing millions in the early learning and child care needs of children and their families, especially for those at-risk. The City understands that early care and education is not a luxury, but rather a necessity and therefore has developed strong partnerships and leveraged state, federal, and private foundations efforts to better ensure a high-quality care and education delivery system for children from birth through age five. Support increased resources and flexibility within and across subsidized systems that will help enhance families’ access to high quality programs and services that improve children’s chances for school and life success, while also meeting the needs of working families. San Francisco is seeking an extension of its Individualized County Subsidy Pilot (originally SB 701) with the California Department of Education in order to ensure the stability and viability of state contracted programs serving low-income children.

D. Preschool for All

Support universal preschool programs. San Francisco has made a historic local investment in preschool education, called the Preschool for All Initiative, which has made high-quality preschool available to all 4-year-old children in the City. San Francisco is the only county in the State to start making this investment in our children’s futures so all children have access to the skills and experiences they need to start kindergarten better prepared. Preschool for All is a landmark commitment by the City to provide high-quality preschool opportunities and services to children and families.

E. Afterschool for All & Summer Programs

Support universal afterschool programs. San Francisco has also committed to provide high-quality afterschool programs to all elementary and middle school youth by 2010 as the cornerstone of the SF Afterschool for All Initiative. New research has demonstrated the important role summer learning and enrichment programs can play in helping to close the achievement gap. San Francisco has a history of ensuring the highest-need youth have access to summer programs to increase their success in school, develop new skills and talents, and help working families. Support for maintaining the state’s investment level and increasing flexibility within state subsidized school-age care, afterschool, and other learning support funding streams used for afterschool and summer programming will help enhance families’ access to quality afterschool programs that support students’ learning and development, while also meeting the needs of working families.

F. Qualified Teachers and Principals

Support programs that train, recruit, and retain highly qualified teachers and principals. Support funding for teacher training and tuition assistance, as well as financial incentives to encourage and attract exceptional teachers and administrators to remain in the education field, including early education/child development and out-of-school time programs.

G. State Data System

Support a statewide data system to track and analyze student data. Support a statewide data system that analyzes individual student data, from preschool through 12th grade, which can be used to improve student achievement and provide teachers and administrators with effective tools across the early childhood to high school-age populations.

V. Housing/Homelessness

San Francisco is still far from ending chronic homelessness, but we are confident we are headed in the right direction. Earlier this year, the Care Not Cash program was recognized as accomplishing the goals it set forth five years ago, proving that permanent housing can solve homelessness. San Francisco will continue to fight the battle of chronic homelessness and remain focused on placing homeless clients in permanent supportive housing.

Further the ambitious goal to rebuild San Francisco's dilapidated public housing set forward with the HOPE SF program. The mission of Hope SF is to rebuild our most distressed public housing sites, while increasing affordable housing and ownership opportunities, and improving the quality of life for existing residents and the surrounding communities. The HOPE SF pilot project is the revitalization of Hunters View and construction of the first phase of this 741 home redevelopment project. The first phase will include 80 replacement homes for public housing residents along with 26 new affordable rental homes, 12 affordable for sale homes, and 68 market-rate homes. In May 2009, the pilot HOPE SF project, Hunters View, received HUD approval for demolition and disposition of Phase I. The project was awarded \$6 million in HUD American Recovery and Reinvestment Act funds, which helped secure \$10 million in Multi Family Housing Program funds from the CA Dept of Housing and Community Development (CA HCD) for the first phase of redevelopment on the site and \$30 million Infill Infrastructure Grant funds from CA HCD. In FY09-10, the City will issue the first in a series of bonds totaling \$95 million bond to launch an aggressive first phase of HOPE SF. The investment would leverage \$700 million in additional private and public funds. The combined effort would finance the redevelopment of 700-900 of the City's most distressed public housing units.

A. State Rental Assistance

Support legislation and administrative action to provide state rental assistance to families at risk of becoming homeless. Support restoring the \$4 million in Emergency Housing and Assistance Program (EHAP) funding in the 2010-11 state budget.

B. Local Housing Trust Fund Matching Grant Program

Support a dedicated revenue stream for California's Housing Trust Fund. Proposition 46 (2002) and Proposition 1C (2006) were steps in the right direction to provide funds to build new housing in California, including supportive housing through the Local Housing Trust Fund Matching Grant Program. To meet California's long-term housing needs, require a permanent, steady, dedicated source of funding to produce or preserve affordable housing. Support legislation and administrative action that will assist the City with increasing its low income housing stock, including redevelopment of public housing. Seek funds for infrastructure improvement for eligible infill development projects and housing related park grants.

C. Unfreeze State Affordable Homeownership Programs

Support legislative and administrative action to revive the department of Housing and Community Development (HCD) and California Housing Finance Agency (CalHFA) homeownership lending programs. The State budget crisis and bond market collapse have combined to virtually halt activity in the State's affordable homeownership programs. Funds designated from Proposition 1C for the BEGIN and CalHOME programs have ceased. Additionally, CalHFA has discontinued lending activity, including refinancing of existing loans, due to a lack of bonding capacity. These are critical resources urgently needed to restabilize affordable homeownership activity in San Francisco.

VI. Public Safety

San Francisco, like so many cities across the nation, grapples with urban crime and violence. San Francisco has extensively invested in numerous public safety and violence prevention efforts. Without adequate state support for local criminal justice and emergency services, it is difficult to sustain progress and enhance public safety.

San Francisco has made significant investments to ensure more police officers are walking the streets. In 2009, the City met its minimum police staffing requirement of 1,971 officers for the first time in the City's history.

Recognizing that public safety cannot be achieved without front-end prevention efforts, the City also supports community-based violence prevention and intervention programs to address the needs of youth and young adults most at risk of entering the justice system. The Community Justice Center, a national best practice, is designed to ensure that people in need are connected to services and the requirements of an efficient and rehabilitative justice system. The Community Justice Center (CJC) provides accountability for lower-level criminal behavior, and at the same time address the root issues underlying causes of quality-of-life crimes to make our community safer. This is the first CJC in California, and will be a state-wide best practice.

A. Gun Safety

Support legislative efforts to ensure gun safety. States with lax gun laws have had higher rates of handgun killings, fatal shootings of police officers, and sales of weapons that were used in crimes in other states, according to a study underwritten by a group of more than 300 U.S. mayors. The Assault Weapons Ban should be reenacted, along with a ban on component parts for these military style weapons. Strongly oppose legislation that would weaken laws governing the sale of firearms and restrict the access of local law enforcement to traceable gun data. At a time when cities nationwide, including San Francisco, are fighting increased gun violence in our cities, we need more tools, not fewer, to remove dangerous guns from our streets.

B. Reentry Programs to Reduce Offender Recidivism

Support legislation that replicates successful reentry programs with a proven track record to reduce recidivism rates among former offenders. The vast majority of California prisoners will be released. If these prisoners do not make a successful transition into a productive and law-abiding lifestyle, they harm community safety and cycle in and out of the criminal justice system costing local and state agencies millions of dollars. On average, over 70 percent of offenders return to custody within three years of release. The development of innovative programs that help offenders successfully reenter their communities is a critical public safety strategy. In many instances, local jurisdictions have demonstrated successful reentry programs. These programs should be supported and replicated throughout the state.

C. Gang Violence

Support legislation to strengthen local anti-gang violence initiatives. Across urban America, gangs are terrorizing communities and ruining kids' futures. From 2004 to 2007, nearly half of all homicides in San Francisco were gang-related. Comprehensive strategies to target gang/street leadership through intervention and suppression tactics, and to divert teens away from gangs through street outreach, mentoring, employment opportunities, case management, and academic support work best to stamp out gang/street violence. These strategies are intensive and require sufficient resources and support.

D. Law Enforcement Technology

Support legislation to improve local law enforcement technology. In the fight to keep our streets safe, effective technology is critical. Police, prosecutors, and probation departments are often

woefully lacking the kind of sophisticated equipment needed to rapidly track and investigate increasingly sophisticated criminal schemes.

E. Domestic Violence

Support legislation increasing funding for domestic violence service providers to ensure adequate funding levels for these vital services. Through the Commission on the Status of Women, the City invests more than \$2 million annually in direct and city-wide services to survivors of domestic violence and sexual assault.

F. Human Trafficking

Support legislation addressing the human trafficking problem in San Francisco. Every year, thousands of individuals are brought into San Francisco against their will, and forced into sexual slavery, coerced prostitution, or indentured servitude. The City is committed to ending this particular form of violence. Human trafficking is a multibillion-dollar business that is on its way to overtaking drug and arms trafficking. The City is making every effort to end human trafficking, and to decriminalize victims of human trafficking.

G. Sanctuary Cities

Oppose legislation that would deny state funding to “sanctuary cities” that do not have a policy of collecting information on the immigration status of residents seeking city services, and which refuse to provide such information to the state and federal government. Such provisions pose a threat to public health and safety by discouraging City residents from using public health clinics and cooperating with local law enforcement.

VII. Homeland Security/ Disaster Preparedness, Response & Recovery

Understanding that San Francisco is going to/will experience a major earthquake in the near future, the City invests in multiple emergency preparedness strategies. The City has reenergized planning and preparation around the likelihood of a major earthquake in our region by launching a “culture of preparedness” campaign that will involve increased neighborhood and property owner outreach and exercises throughout the City’s diverse communities. This outreach campaign should also include targeted action steps, such as soft story, woodframed residential building retrofits. Additionally, the January 2009 Community Action Plan for Seismic Safety (CAPPS) Soft Story Study showed that one in four of these types of buildings are projected to collapse in the next major earthquake. Minimal retrofitting, however, will reduce this collapse rate to one in thirty. Making it possible for citizens to retrofit their buildings is a prudent, reasonable and essential State funding investment.

A. Interoperable Communications

Support maximum funding for the Bay Area Regional Interoperable Communications System (BayRICS), through allocation of Interoperable Emergency Communications Grant Program (IECGP) funds and other sources. It is a top public safety priority for first responders to be able to communicate across jurisdictions during a disaster.

San Francisco Mayor Gavin Newsom, Oakland Mayor Ron Dellums, and San Jose Mayor Chuck Reed announced the creation of BayRICS on September 11, 2007. Under this initiative, the 10 Bay Area counties (including Santa Cruz) are creating an interoperable communications network for public safety for the entire Bay Area, using both voice and data.

B. State Grant Funding

Maximize grant funding and flexibility of use for emergency management programs in San Francisco, including federal funds that are allocated by the State of California:

- Interoperable Emergency Communications Grant Program
- State Homeland Security Grant Program
- Metropolitan Medical Response System
- Emergency Management Performance Grant
- Office of Spill Prevention & Response grants

C. Emergency Communications

Support the ability of 9-1-1 call centers statewide to accept cell phone calls directly, rather than forcing those calls to be routed through the California Highway Patrol (CHP). San Francisco currently accepts the majority of 9-1-1 cell phone calls directly into our dispatch center, which enables faster response to emergencies, but calls on or near San Francisco highways are routed to the CHP. We seek state support for accepting all cell phone calls to 9-1-1 in San Francisco.

VIII. Transportation Policy & Critical Infrastructure

Funding for transit operations, capital improvements, and “smart growth” is inherently good environmental policy and good for urban cities like San Francisco. The City supports legislation aimed at improving safety for customers, pedestrians, bicyclists and San Francisco Municipal Transportation Agency (SFMTA) operators/employees.

A. Transportation Funding

Support legislation and administrative action to maximize transportation funding for San Francisco, and oppose efforts to eliminate or divert transportation funding to nontransportation purposes.

Support efforts to protect existing state transportation funding sources including Proposition 42 funding (state sales tax on gas), the Public Transportation Account, Gas Tax subventions to cities and counties, (HUTA), voter-approved State Infrastructure Bonds and funding for Safe Routes to School and the Bicycle Transportation Account. Support efforts to secure new funds to meet transportation investment needs including local approval options such as restoration of the vehicle license fee equal to pre-1998 levels. The San Francisco Municipal Transportation Agency oversees both the San Francisco Municipal Railway and the Department of Parking and Traffic. SFMTA is the 7th largest transit system in the nation and 2nd largest in the State, carrying over 700,000 passengers per day. The Department of Public Works is responsible for operating and maintaining approximately 850 miles of streets, landscaped medians and streetscapes, curb ramps and sidewalks that are used by pedestrians, bicyclists, motorists, & buses.

1. 2010 State Budget and Transportation Funding

Support efforts to restore State Transit Assistance (STA) funding following a successful transit industry lawsuit against past diversions and advocate for full transit funding in the 2010-2011 State Budget. Support the statewide initiative sponsored by the California Transit Association, the California League of Cities and the California Alliance for Jobs to provide constitutional protection against state diversion of funds from the Public Transportation Account, Proposition 42, local gasoline tax subventions for local streets and roads, redevelopment funds and local property taxes. Support efforts to lower the 2/3 super majority vote for local transportation taxes and legislation to authorize an additional one-quarter of one percent increase statewide in Transportation Development Act (TDA) funding.

Support efforts to build support for a constitutional amendment that would fully dedicate gasoline sales taxes to transportation purposes once and for all. This would be accomplished by eliminating the Spillover funds which have been repeatedly raided in the state budget process.

All gasoline sales taxes would then flow in Proposition 42 which currently dedicates 40 percent of funds to the State Transportation Improvement Program (STIP), 40 percent to local streets and roads and 20 percent to public transit. Support efforts to reform overall state budget process to balance revenues and expenditures and bring more predictability to state transportation funding.

2. State Infrastructure Bond Funds (Proposition 1 B)

Support efforts related to on-going implementation of voter-approved State Infrastructure Bonds (Proposition 1 B) to maximize San Francisco's share of funding from bond programs. Support necessary annual appropriations from the Proposition 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) in the 2010-2011 state budget process to ensure San Francisco's priority projects and programs are funded based on the adopted formula (3 year average of State Transit Assistance).

3. Funding for local streets and roads

Support new dedicated funding source for resurfacing and reconstruction of local streets and roads. Poor roadway surfaces impact the safety and comfort of cyclists, pedestrians, transit riders and motorists, alike. Cities and Counties throughout the state are facing a crisis in local street and road funding. In older cities like San Francisco, with aging infrastructure, the situation is more acute, and as San Francisco is successful in shifting more commuters to public transit from private automobiles, the increasing number (and weight) of buses on the streets accelerates their deterioration.

The state excise tax on gasoline has not been increased since 1990, and as fuel efficiency increases, total revenues coming to San Francisco have actually declined over the past 18 years, while the cost of construction has increased. The state should increase taxes on motor vehicle fuels and dedicate a significant portion of the increase to fund local street and road repair needs. The excise tax should be indexed to inflation, or based on a percentage of total sales, not on the current pennies per gallon.

Support lowering threshold for voter approval of bonds and other revenue sources. The legislature should place a constitutional amendment on the ballot to reduce the voter threshold for local infrastructure/transportation General Obligation bonds and other revenue measures to 55%, as has been done for schools projects. This would improve the fairness of elections in San Francisco while still requiring a supermajority of voters for approval of revenue measures.

Support changing allocation formula to allocate funds based on road usage. Existing funding formulas that factor in the number of registered vehicles and population do not account for the actual number of people or vehicles using City streets. San Francisco has 450,000 total registered vehicles and a population of 845,500. However, on a typical workday the number of vehicles increases by 35,000 and the daytime population increases by 100,000 people^[1]. That equates to more cars and more people using streets that receive funding based on fewer cars and fewer people. San Francisco, along with other big cities, should advocate for policy revisions that better tie funding to level of service, daytime population, or other factors that would reflect the true use of our roads.

B. Transportation Projects

^[1] San Francisco Municipal Transportation Agency. "Transportation Fact Sheet, October 2008."

Major transportation projects in the City, such as those listed here, will reduce congestion, improve service reliability and travel times, enhance transit connections, and help generate economic opportunities and jobs for local residents and business owners:

1. Transbay Terminal/High Speed Rail terminus in San Francisco. With the passage of Proposition 1A by California voters, the project has critical momentum to become the Grand Central Station of the West Coast. The project underway will replace the outdated Transbay Terminal with a new model intermodal Transit Center, which will serve as the San Francisco terminus of California's High Speed Rail service; extend Caltrain to the new downtown Transit Center; and create a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center. The Transbay Transit Center Program, which will replace the current Transbay Terminal with a new, multi-modal transportation center and centralize the region's transportation network by accommodating nine transportation systems under one roof, will make public transit a convenient option in the Bay Area, much as it is in other world-class cities. The three components of the project – replacing the outdated Transbay Terminal with a modern transit hub, extending the Caltrain rail line 1.3 miles into the heart of the Financial District and redeveloping the area surrounding the Transbay Transit Center with 2,600 new homes (35% affordable), parks and a retail main street – will help to return San Francisco to a culture of mass transit, allowing people to travel and commute without the need for a car, thereby decreasing congestion and pollution. The Transbay Transit Center Program is a critical part of San Francisco's transit-first policy. Once completed in 2014, the Pelli Clarke Pelli-designed Transbay Transit Center will serve more than 100,000 people per day through nine transportation systems (including California High Speed Rail to Los Angeles in less than 2.5 hours). In true San Francisco style, it was designed to embrace the goals of green architecture and project an image of sustainability to all who see it. The heart of the Transit Center is "City Park," a 5.4-acre public park that will sit atop the facility and feature a living green roof for the transit facility that will be a generous amenity for the up-and-coming South of Market (SoMa) neighborhood. The Transit Center will have a LEED rating of Silver. The project is funded through local, state, and federal funding sources, and has already secured a \$171 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan as recommended by the U.S. Department of Transportation (DOT) in September 2009. The loan will help fund 14 percent of the project's Phase I capital costs to build the new \$4 billion Transit Center/Caltrain Downtown Extension/High Speed Rail terminus in San Francisco.

2. Central Subway/Third Street Light Rail, which was reauthorized for funding under SAFETEA-LU, is being constructed in two phases—Phase 1, a surface light rail line with 18 stops, began service in April 2007. Phase 1 is funded almost exclusively with state and local funds sources. Phase 2 will extend this light rail line through San Francisco's booming South of Market area and the downtown-Union Square shopping district into the heart of the City's Chinatown. The Federal Transit Administration (FTA) has granted the Central Subway, Phase II of the Third Street Light Rail Project, approval to enter into Final Design (FD). The Third Street Light Rail project represents the most significant investment in the expansion of the Muni system in generations. In 2009, the Central Subway project received a positive review as part of the technically rigorous federal New Starts program with a "medium-high" project justification rating and "medium-high" overall rating. The project also received a "high" rating for both environmental and transit supportive land use benefits. The project recently received \$6 million as part of the federal Fiscal Year 2010 transportation appropriations bill. The project is expected to begin service in December 2018 and is estimated to cost \$1.6 billion, with almost \$1 billion slated to come from the federal government. Once complete, the line is projected to carry over 78,000 riders per day. The SFMTA continues to work with local, state and regional partners to secure non-federal funding to work toward a Full Funding Grant Agreement with the Federal Transit Administration in Fiscal Year 2011.

3. Hunters Point-Candlestick Park Transportation Program will revitalize Hunters Point and Candlestick neighborhoods by implementing infrastructure improvements and effective transit oriented development (TOD) strategies to provide residents with immediate access to recreational and open spaces while increasing the availability of affordable housing. Redevelopment plans include transit, roadway and streetscape initiatives, and significant new parks and open space development.

4. Doyle Drive Replacement (South Access to Golden Gate Bridge) will eliminate the dangerous conditions that exist for drivers and transit riders accessing the Golden Gate Bridge from the south end of the bridge, where lack of shoulders and the absence of a dividing median create hazardous operating conditions that often result in serious accidents. The new South Access project will also provide direct multimodal access to the Presidio while improving earthquake and operating safety, as well as replace an elevated freeway with a well-designed parkway more appropriate for this national park setting.

5. Van Ness Bus Rapid Transit Project will bring major bus improvements to Van Ness Avenue, possibly including dedicated bus lanes, distinctive boarding stations, and real time arrival information. This project will reduce travel time, increase reliability and improve passenger comfort beyond regular bus service.

6. SFgo (San Francisco's integrated transportation management system) will reduce congestion and promote transit by providing intelligent transit signal priority with peer-to-peer communication between signal controllers; providing real-time traveler information regarding incidents and special events; monitoring traffic to adjust signal timing as needed; and installing state-of-the-art traffic signal controllers, equipment, and interconnections to ensure reliable and optimum signal timing as well as pedestrian and bicycle safety.

7. Market Street is one of San Francisco's principal arterials and is the throughway for the region's largest commuter rail system as well as the City's transit system which includes buses, light-rail, and historic street cars. As a transit-first City, Market Street is critical to the multi-modal movement of people in and through San Francisco. The improvement project will enhance the physical condition of the street and underlying infrastructure in order to conserve natural resources and better support all modes of transportation including the pedestrian environment and bicycle network. The goal is to transform Market Street between the Embarcadero and Van Ness Avenue into the world-class corridor that it should be, and to create a model urban green street.

8. I-80/YBI Interchange Improvement Project will improve safety and facilitate traffic operations at the I-80/YBI interchange by replacing the westbound on- and off-ramps located on the east side of YBI. The replacement ramps would address seismic, traffic safety requirements, and design standards, and is a separate project from the San Francisco Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project currently under construction, and the Treasure Island and Yerba Buena Island (TI/YBI) Redevelopment Plan. The YBI Ramps Improvement Project has been proposed to address the geometric and operational deficiencies of the existing on-and off-ramps and their effects on the San Francisco-Oakland Bay Bridge (I-80) mainline, without degrading the mainline operation as compared to the no-action alternative. The City is currently pursuing competitive Highway Bridge Program (HBP) funding through the Federal Highway Administration and Caltrans.

9. Treasure Island Transportation Program as part of the comprehensive, long-term sustainable development is pursuing funding for construction of ferry boat infrastructure and bus lines to and from Treasure Island, and is considering a congestion pricing program which been a widely heralded component of the project and is looking to partner with State and Federal agencies on this innovative program.

C. Parking Policy Issues

The City monitors legislation related to parking policy including disabled placard abuse, towing, and the administration of parking citations and recommends positions when appropriate.

1. Increase in parking citation amount

Support legislation to increase current maximum penalties for parking violations. Current maximum levels were set more than 24 years ago in 1984. Cost of living increases have reduced the relative deterrent impact of these fines. Increased compliance for violations, such as double parking, sidewalk parking, crosswalks, etc., would have a positive impact on safety conditions and Muni operations along with generating increased revenue.

2. Improve accessible parking

Support legislation to improve accessible parking throughout the City. SFpark is conducting an extensive, current and best practices analysis of accessible or disabled parking as well as outreach with stakeholders to develop potential changes to how accessible parking is managed in San Francisco, most likely on a pilot basis.

3. Disabled placard abuse

Monitor effectiveness of disabled placard parking violations. In 2009, Assemblywoman Ma sponsored AB 144 on behalf of the SFMTA and the City and County of San Francisco. AB 144 (Ma) increases the penalty amount for a number of disabled placard parking violations and gives Parking Control Officers the authority to cite these violations as a civil penalty. The bill was signed by Governor Schwarzenegger and effective on January 1, 2010. In 2010, SFMTA will continue to monitor disabled placard legislation at the state level and track citation and placard confiscation numbers in an effort to monitor the effectiveness of AB 144 (Ma). This information will be used to determine whether additional changes will need to be made to the California Vehicle Code.

D. Transit Effectiveness Project (TEP) and Transit First Policy

Sponsor and support legislation that aims to advance the objectives of the TEP, that streamlines project delivery and is supportive of San Francisco's Transit First Policy.

E. Bicycle-Pedestrian-Sustainable Streets

Support efforts to identify additional funding and improvements to planning law that support SFMTA bike, pedestrian and sustainable streets priorities.

F. Taxi Legislation and Policy

Monitor and support as appropriate state legislation related to taxi industry issues governed by the California Vehicle Code, California Government Code and California Public Utilities Code.

G. Critical Infrastructure

Infrastructure investment provides significant investment to repair, rehabilitate and rebuild the State's basic infrastructure—from transit, roadways and bridges to water supply and waste systems. With each

passing day, aging and overburdened infrastructure threatens the economy and quality of life for every San Franciscan and Californian.

1. Port of San Francisco

Sponsor legislation to promote adaptive reuse of Pier 70 at the Port of San Francisco. An infrastructure financing district (IFD) would authorize the Port of San Francisco to capture local growth in tax increment from development of Port property. Sponsor legislation that allows the Port of San Francisco to capture ERAF, provided that the City dedicates all available local tax increment to a Port IFD and the Port commits to spending 20% of total tax increment collected to waterfront restoration purposes such as waterfront parks, environmental remediation of the Bay shoreline and extension of the San Francisco Bay Trail. This is critical economic development legislation, and could help the City attract more than \$2 billion in private investment to the waterfront (at Pier 70).

H. California Environmental Quality Act (CEQA) Reform

Over the past several decades our understanding of sustainable urban development has evolved but CEQA has not kept pace with this change. In some instances, CEQA is used to discourage or stop development in the very places where it makes the most sense in terms of Greenhouse Gas emissions, regional environmental impact and resource conservation. San Francisco would like to work with a broad coalition to advance strategic legislative initiatives that will allow for smart growth and explore more smart growth solutions.

Support revising the CEQA Guidelines and Public Resources Code to expressly permit local jurisdictions to use “Automobile Trips Generated” (ATG) as an alternative means of assessing transportation-related environmental effects under CEQA. Support local efforts to replace Level-of-Service (LOS) standards for analysis of transportation-related environmental effects under CEQA.

Support the requirement that HCD’s preferred growth pattern serves as the baseline for all CEQA analysis.

Support exemptions to help facilitate soft story retrofits under current difficult market conditions. Support legislation requiring mandatory upgrades to soft-story wood frame buildings (buildings that typically have large openings on the ground floor such as multiple garage doors or large storefront windows) that exist throughout San Francisco and in cities throughout California. Proper seismic retrofitting can give buildings a fighting chance against a sizeable earthquake to protect homes and workplaces. Many of these cities are already taking action, voluntary and mandatory programs, to increase property owners’ awareness of this type of building's vulnerability to collapse during a major earthquake. Federal and State funding support is needed to assist property owners, especially in the current economic climate, to immediately invest in minimal seismic retrofitting, possibly through a series of low-cost loans, grants to cover engineering surveys, design professional assessments, etc.

Oppose amendments to CEQA that would establish time limits on the certification of an EIR and require recertification of the environmental impact report before the public agency takes action on the project.

I. Eminent Domain

Oppose legislation that proscribes the City’s ability to use eminent domain in the limited instances where it may be necessary as a tool of last resort for projects that benefit the community. Closely monitor legislation that limits the ability of redevelopment agencies to use eminent domain for economic development purposes. The City remains committed to procedural protections that afford full public

input into land-use planning decisions that may involve the City's acquisition of private property, to continuing to use eminent domain only in the last instance, and to treating and compensating fairly owners whose property may be acquired through eminent domain.

J. Prop 84 Grants

Advocate for Proposition 84 funding of City projects. The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84) authorizes \$5.388 billion in general obligation bonds to fund safe drinking water, water quality and supply, flood control, waterway and natural resource protection, water pollution and contamination control, state and local park improvements, public access to natural resources, and water conservation efforts. The City is aware that March 1, 2010 is deadline for submission of grant applications, and the City is currently reviewing grant guidelines and vetting priority projects. Once grants submissions are made, City will advocate for project selection.

IX. Community & Workforce Development

A. Jobs Now! San Francisco

Support legislation to extend the American Recovery and Reinvestment Act's Emergency Contingency Fund, thereby allowing San Francisco's Jobs Now! program to continue past September 30, 2010.

The Jobs Now! program seeks to put 1,000 San Franciscans back to work using federal stimulus funding. The ARRA includes \$5 billion nationwide to create the Temporary Assistance to Needy Families Emergency Contingency Fund (TANF-ECF), which provides federal funds to pay for 80 percent of the costs of subsidized employment programs. California will receive \$1.8 billion in federal funds to pass through to counties for this program. San Francisco will use almost \$25 million of this federal stimulus funding to significantly expand subsidized employment opportunities for those looking for work, with a goal of placing 1,000 participants in jobs between May 2009 and September 2010.

Support legislation to expand ARRA eligibility to include a workforce development program geared towards single adults, seniors, and adults with disabilities.

B. Neighborhood Improvement and Job Creation

Support increased and focused efforts to leverage community assets and stability by investing strategically in undervalued, urban areas. Every San Franciscan deserves a decent job and place to live. For far too long, too many City residents, especially those in our southeast neighborhoods, have gone without both. The City is expanding training slots in a "green" City Build and creating a pipeline for green collar jobs created by the City's climate change and greening agenda. Support efforts to develop more effective training for those with barriers to employment such as immigrants, homeless adults, and ex-offenders, offering dignity and second chances to those who want them.

C. 2010 Census

Support and advocate for an accurate, inclusive, culturally competent and complete outreach for the 2010 Census Count, particularly to municipalities like San Francisco with significant low-income or limited English speaking populations. San Francisco is the first major California city to successfully challenge the US Census Bureau's 2007 population estimates, raising its population by 34,209 for a total of 799,185. However, even with the increase, the City estimates that it was undercounted in the 2000 decennial census by over 100,000 individuals. The inaccurate count means fewer resources to meet increased needs at a time when the poor economy threatens the social safety net for the City's most vulnerable communities and neighborhoods.

D. Digital Divide

Support greater investment in technology and digital inclusion. Invest in digital equity initiatives to bring the advances of technology and broadband services to underserved and under-resourced communities that face widening gaps in social, economic and political equity. Support the development of a national network linking local, state, and federal government, schools, libraries, hospitals and community-based social service agencies.

X. Administration of Justice

A. Litigation

Support legislation that would strengthen litigation filed by the City and County. Monitor, work against, and work to prevent legislation that is adverse to litigation filed by the City and County and litigation in defense of the City and County or will result in increased litigation costs for the City and County.

- **Liability.** Oppose legislation that would increase the City's liability.
- **Expert Witness Fees.** Oppose legislation that would reverse a California Supreme Court decision that held that expert fees are not recoverable as part of an attorney's fee award under California Civil Procedure, Section 1021.5.
- **Unfair Competition and Business Practice – SEC. 17200 of the Business and Professions Code.** Protect San Francisco's statutory authority under Section 17200. Support bills that strengthen provisions of section 17200 and oppose bills that seek to weaken it.
- **Attorney's Fees.** Support legislation that allows public entities that prosecute unfair competition lawsuits to recover their costs of prosecution, including attorney's fees.
- **Challenges to Voter-Passed Measures.** Oppose legislation that weakens or removes the authority of cities and counties to file actions that challenge voter passed local initiatives, statewide initiatives, and constitutional amendments that violate constitutional principles or conflict with other provisions of law.

B. Code Enforcement

Support legislation that enhances the litigation tools used in code enforcement and nuisance abatement cases. Oppose legislation that weakens the ability to enforce unsafe housing laws.

C. Public Contracts

Oppose amendments to the Public Contracts Code that would place the burden of proof on a public entity in cases related to the implied warranty established under Section 1104 or create strict liability for the public entity for any error or omission in the plans and specifications for a public work.

Oppose statutory amendments that require a mediation and arbitration process for claims between a contractor and a charter city or a charter county in a public works project.

D. Conflict of Interest Code

Oppose amendments to the Conflict of Interest Code that would affect enforcement of Conflict of Interest laws.