



As of 2/11/09

CITY AND COUNTY OF SAN FRANCISCO 2009 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 agencies and departments that serve the citizens of San Francisco, along with our state legislative advocates. Recognizing that legislative process is a dynamic one, this agenda is subject to change as new issues surface during the year.

I. Health Care and Public Health

San Francisco looks for innovative solutions to face the vexing problem of healthcare. The City is at the forefront of health policy with our proven innovative programs to provide healthcare to all ages 0-25, is on the way to providing universal healthcare access for the uninsured through the Healthy San Francisco program, and caring for the general health and well-being of our residents. The City funds critical clinic capacity and hours of service and provides additional specialty, pharmacy and behavioral health services. San Francisco General Hospital has shifted focus on preventative medicine and chronic care to fight such chronic diseases as diabetes, heart failure, and asthma.

The City is looking for comprehensive healthcare reform so that affordable, accessible healthcare for all Californians may be modeled after Healthy San Francisco. 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 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 27 participating public and non-profit health clinics throughout the City. This is not health insurance, but patients do have regular access to health care in San Francisco to prevent disease, improve overall health, and avoid costly emergency room visits.

Support legislation that expands access to purchasing pools for small employers. The other component of the Healthy San Francisco program, in effect for the first time in 2008, requires that all city employers with more than 20 workers contribute at least \$1.17 per hour worked per employee to pay for health care. Employers can put the cash toward private insurance, contribute it towards the city clinic system or they can set up health care accounts. Employer groups sued to stop the plan, but lost in court. As of October, nearly 31,000 San Francisco residents – out of an estimated 73,000 who were previously uninsured – now can see a doctor whenever they need to.

B. San Francisco General Hospital

Seek state reimbursement for the financing of seismic upgrade of San Francisco General Hospital required under state law. San Francisco General Hospital 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, Marin 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 HIV/AIDS care from 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, San Franciscans passed the City’s largest bond initiative ever, \$887 million, to support the rebuilding of the San Francisco General Hospital by a majority of 84 percent, but the project will consume a large portion of the city's debt capacity. 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.

C. Medi-Cal

Support legislation ensuring adequate funding of the Medi-Cal program and oppose efforts to cut funding to 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 health-care 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.

Oppose legislation that reduces Medi-Cal Rates. Medi-Cal budget funding reductions affect the San Francisco Department of Public Health and indirectly affect Healthy San Francisco because the lost revenue would limit enrollment in the program. Any proposed Medi-Cal cuts to the already underfunded system compounds California’s already low reimbursement rates. California has the lowest reimbursement rates in the nation, spending almost 30% 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 maximize federal financial participation for the State Children’s Health Insurance Program (SCHIP). Preserve existing SCHIP resources and include parental coverage as a local option with matching funds.

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 service program.

B. In Home Supportive Services

Support current levels of funding for In Home Supportive Services (IHSS). Maintain the cap on state participation for IHSS workers’ wages and benefits costs at \$12.10/hr. Oppose any decrease to the state cap which would increase cost pressures on the City’s General Fund. The City and County of San Francisco 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 state implementation of much needed reforms to the foster care system, including increasing foster care rates. Foster care rates in California 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 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. Fully funding county costs for the Transitional Housing Plus Program which helps preserve housing for foster children is also a priority. This program will aid almost 70 emancipating foster youth, at a cost of \$1.3 million. Establish funding for residential services for at risk youth ages 15 to 20.

Sponsor legislation extending the deadline by which already-appropriated Older Youth Adoption pilot project funds must be spent down to June 30, 2010 and extend the deadline for submission of a final report to the Legislature from November 30, 2010 to May 30, 2011.

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 Medicaid waivers for placement in Residential Care Facility for the Elderly (RCFE). Many seniors do not require skilled nursing facilities but are not safe at home alone and are given diagnosis to be placed in skilled nursing facilities. RCFEs are more cost effective.

E. Behavioral Health

Support improved funding to direct services to mental health clients, particularly case management including case management for dementia and Alzheimer's patients. Support efforts to increase the recruitment and training of the public mental health workforce.

Support policies that coordinate and combine funding for make mental health and alcohol and drug treatment systems needed by increasing number of individuals with co morbid diagnoses.

F. 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 and encouraging access to fresh, local, and affordable food, increasing access to nutritious food for elderly, children, pregnant women, homeless shelters, and food pantries; 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. Support legislation 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. Incentivize and reward counties that create “one stop” eligibility.

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.

G. 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, and family support policies. Protect occupational health, including occupational health advocacy and prevention programs for all workers within the City; and monitor businesses involved in hazardous materials and/or hazardous waste.

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) that suggest ways to leverage pioneering cities in achieving the emission reduction targets of AB 32.

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. Actively engage all city departments in participating in state efforts to implement AB 32, the Global Warming Solutions Act of 2006, and SB 375 the landmark regional transportation planning and land use

measure. Successful best practices developed and implemented in San Francisco should be considered in the creation of new regulations, programs and incentives that are created by State government to meet the ambitious goals set forth in AB 32 and SB 375. New regulations and programmatic requirements that are created to meet the State's climate goals in areas such as transportation must include appropriate stable and long-term funding sources adequate to support the required transit service.

B. Renewable Energy

Seek ongoing State support for financial incentives and policies to promote installation of solar power.

San Francisco has been a long-time leader on municipal solar projects by creating showcase solar power projects such as the 675kw solar installation at the Moscone Center. These efforts will be intensified in 2009, including the completion of a 5MW solar installation at the Sunset Reservoir, which will be the largest municipal solar installation in the US. To increase solar generation among residents and business, San Francisco has created GoSolarSF, a local solar rebate program that—when paired with the California Solar Incentive and the federal tax credit— makes installation of solar panels more affordable for residents, businesses and non-profits. This program represents the largest local solar incentive program in the country and has increased monthly installations of solar projects by over 300%.

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.

C. Energy Efficiency

The City has demonstrated national leadership by passing the strongest local green building standards for residential, commercial, and municipal buildings of all sizes. This landmark legislation built off successful efforts to fast-track green building projects that maximize energy efficiency and resource utilization. The City also successfully operates the Energy Watch Program through the CPUC Public Goods Surcharge, which has saved local business and multi-unit residential buildings enough energy in the last five years to power 30,000 homes. The City is working in 2009 to pass new policies to increase energy efficiency standards among existing buildings and promote energy benchmarking of all commercial buildings in San Francisco.

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.

D. Zero Waste/Recycling

Establish recycling goals and introduce product fees in an effort to encourage waste reduction. San Francisco has adopted nation-leading goals of 75 percent landfill diversion by 2010 and zero waste by 2020. The City to date has achieved a 70 percent diversion rate, which is the highest in the nation. Materials are diverted from landfill according to the hierarchy of source reduction, reuse, recycling, and composting. Each 1 percent of diversion is more difficult to achieve than the previous point. In 2009, San Francisco will consider implementing mandatory recycling and composting to increase the City's diversion rate to even higher levels than currently.

Support legislation to extend producer responsibility. Advance towards zero waste by holding producers and consumers responsible for their waste. 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, as well as take actual or financial responsibility for handling disposal of their products. Also, set up specific producer responsibility systems for pharmaceuticals and fluorescent lighting.

E. Water

Support water conservation and retrofit upon resale legislation. One of the ways that government can help meet the challenges of water conservation in California is to require the use of water efficient plumbing fixtures such as toilets, urinals, showerheads and faucets. The City of San Francisco is committed to water-use efficiency and sustainability. In May 2007 Mayor Gavin Newsom and the PUC began a regional public education campaign aimed at reminding residents and businesses to curb water use, calling for a voluntary reduction of 10%. In July 2008 the Mayor issued an executive order that directed City Departments to reduce their water consumption by ten percent. This legislation would help reduce the need to divert waters from California rivers, supporting a sustainable approach to water usage in the state.

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 we want to continue to ensure success for our children. We continue to work to keep families in San Francisco by funding high-quality, subsidized childcare.

A. Higher Education

Support sound State investments in education initiatives and programs that prepare students for college. 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.

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 in middle and high schools to increase student achievement and provide students a pathway to higher education through college readiness activities and financial assistance.

C. Preschool for All/ Afterschool for All

Support universal pre-school and afterschool childcare 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 ready to do their best. Preschool for All is a landmark commitment by the City to provide high quality preschool opportunities and services to children and families.

D. 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 exceptional teachers and administrators to remain in the education field.

E. State Data System

Support a statewide data system to track and analyze student data. A statewide data system that analyzes individual student data can improve student achievement and provide teachers and administrators with effective tools.

V. Housing/Homelessness

There is no problem in San Francisco more vexing or more important than homelessness. 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 last year with the Hope SF program. The Hope SF pilot project is the revitalization of Hunters View and construction will start in 2009 on the first phase of this 741 home redevelopment project. The first phase will include 92 replacement homes for public housing residents along with 27 new affordable rental homes, 40 affordable homes for-sale, and 40 market-rate homes.

A. State Rental Assistance

Support legislation and administrative action to provide state rental assistance to families at risk of becoming homeless.

B. Supportive Housing Initiative Act

Support increased funding for the Supportive Housing Initiative Act (SHIA). Although San Francisco has added historic numbers of units of supportive housing for homeless single adults under the Newsom

Administration, we still must do more for those who need it most. Seek funding for more supportive housing through Propositions 1C and 63. Proposition 1C, passed by California voters on November 7, 2006, will provide funds to build new housing in California, including supportive housing. Funding from Proposition 63, the Mental Health Services Act (passed by California voters in 2004) can provide the wrap-around services in that 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. Allocation of Resources for the Neighborhood Stabilization Program

Support the allocation of increased resources for the Neighborhood Stabilization Program to assist communities hit by the foreclosure crisis. The State put out a draft plan for the Neighborhood Stabilization Program (HUD foreclosure money) and San Francisco has once again been excluded from receiving funding. The State's formula is better than HUD's, but the problem is that San Francisco is disadvantaged by its unique status of being a City and a County. Support using a different formula for calculation of funding for San Francisco because of its uniqueness of being a City and a County.

VI. Public Safety

Our ongoing public safety initiatives are designed to keep San Francisco's streets safe and ensure adequate response times to emergencies. The Mayor, along with other stakeholders, has made significant investment so as to ensure appropriate staffing of peace officers. Speaking to this, the City will meet its minimum police staffing requirement of 1,971 officers, for the first time, this year.

Recognizing that public safety cannot be achieved without front-end prevention efforts, the City 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. We also invest in reentry programs for those individuals who have been convicted of crimes and are transitioning back into the community. This effort is specifically designed to reduce recidivism.

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. Domestic Violence

Support legislation increasing funding for domestic violence service providers to ensure adequate funding levels for these vital services.

C. Human Trafficking

Support legislation addressing the human trafficking problem in San Francisco. Every year, potentially thousands of individuals are brought into San Francisco against their will, and forced into sexual slavery, coerced prostitution, or indentured servitude. Mayor Newsom is committed to ending this form of violence. Human trafficking is a multi-billion dollar business, arguably on its

way to overtaking drug and arms trafficking as the largest illegal revenue source for transnational criminal enterprises. Mayor Newsom recognizes both the gravity and complexity of this problem and is committed to moving forward with proven and effective enforcement mechanisms. This issue crosses Municipal, State and Federal boundaries, and must thus be addressed in a collaborative and coordinated manner.

D. 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 likely to 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 outreach and exercises throughout all communities of San Francisco.

A. Regional Interoperability

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. San Francisco is working on regional interoperability capacity and improving emergency medical dispatch. Support assistance for major urban areas to build and operate their own public safety communications systems. 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 for emergency management programs in San Francisco, including federal funds that are allocated by the State of California. Monitor the transition of the State Office of Emergency Services (OES) and Office of Homeland Security (OHS) into a single new agency, the California Emergency Management Agency. Support adequate staffing and funding for Regional Emergency Operations Centers, which are critical during major disasters.

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 SFMTA operators/employees.

A. Transportation Funding

Support legislation and administrative action to maximize transit funding for San Francisco, and oppose efforts to eliminate or divert transit funding to non-public transit purposes. Support efforts to protect existing state transportation funding sources including Proposition 42 funding (state sales tax on gas), the Public Transportation Account, 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.

1. 2009 State Budget and Transportation 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 Implementation.

Support efforts related to on-going implementation of voter-approved State Infrastructure Bonds to maximize San Francisco's share of funding from bond programs. Support significant annual appropriations from the Prop. 1B Public Transit Modernization, Improvement, Service Enhancement Account (PTMISEA) in the 2009-2010 state budget process, support future allocations of these funds based on three-year State Transit Assistance (STA) average for all operators that has been basis for previous allocations and support efforts to establish a mechanism to authorize advance spending authority for these funds.

B. Transportation Projects

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.

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. Once complete, the line is projected to carry over 78,000 riders per day.

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 replacing 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.

C. Parking Policy Issues

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

1. Disabled Placard Abuse.

Sponsor legislation to increase penalty for misuse of disabled license plates and placards, decriminalize conduct that is currently a misdemeanor, allowing the vehicle to be cited for a parking violation instead, and increase potential fine amounts. Proposed legislation would also allow a 10 percent fine enhancement for parking in a blue zone without a valid plate or placard and to allocate the proceeds of that enhancement to the SFMTA along with other revenues from parking violations

2. 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.

3. 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.

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

The City will 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.

1. Yield to Bus.

Sponsor legislation that would authorize San Francisco to implement a Yield to Bus program in an effort to improve Muni system reliability and performance. On busy streets, Muni transit vehicles have difficulty merging back into existing traffic after pulling over for a stop. Similar to programs in place in Florida, Oregon and Washington, this proposal would, through signage and

safety campaign efforts, encourage vehicles to yield to a transit bus re-entering the active traffic lane from a designated bus stop location. It is a priority recommendation of the TEP.

2. Streamline Capital Project Delivery

Support legislation clarifying that local agencies, like state agencies, may award follow-on contracts to architectural and engineering (A&E) consultants whose previous A&E work is appropriate to the scope of subsequent A&E work. Support legislation as necessary to advance projects that receive state or federal economic stimulus funding.

E. SFMTA Enforcement and Safety

1. PCO/TFI Assault Penalties

Sponsor legislation to provide enhanced protection under current law for Parking Control Officers (PCOs) and Transit Fare Inspectors (TFIs). AB 1686 (Leno) signed into law in 2007 provided for increased fines, from \$1000 to \$2000, for assault on a PCO. In 2009, proposed legislation will further advance this issue by seeking to increase the penalty for such assaults including driver's license suspension and ensuring similar protections for TFIs.

F. Critical Infrastructure

1. Hunters Point Shipyard & Treasure Island Remediation/Transfer

Sponsor legislation to accelerate environmental remediation and transfer of the Hunters Point Shipyard and Treasure Island. Redevelopment of these sites is critical to the economic development of the City, building and promoting the next generation of the City's growth industries, and, for the Bayview Hunters Point neighborhood, helping remedy over 30 years of significant adverse environmental and economic impacts. Accelerating the negotiated transfer of Treasure Island will allow for the creation of the most environmentally sustainable redevelopment project in the country.

Sponsor legislation to implement land swaps with State Lands and State Parks. Modify the Treasure Island Trust Exchange authorizing legislation which is necessary to reflect negotiations with the State Lands Commission.

2. Port of San Francisco

Sponsor legislation to increase the flexibility of land use at the Port of San Francisco, in order to facilitate appropriate economic development. An infrastructure financing districts (IFD) would authorize the Port of San Francisco to capture local growth in tax increment from development of Port property. The Port of San Francisco IFD can 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).

G. 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) standard for analysis of transportation-related environmental effects under CEQA.

Support reforming the Local CEQA Administrative Appeals Process to professionalize and depoliticize appeals of CEQA documents. In lieu of requiring that the local elected decision-making body hear every administrative appeal, allow delegation of appeals to a CEQA hearing officer or adjudicative panel comprised of qualified professionals with a demonstrated expertise in CEQA. Limit administrative appeals solely to those decision-making bodies that have final jurisdiction over the underlying permit. In San Francisco, this would mean that a large portion of CEQA appeals would be heard at the Board of Appeals. In a City & County, require that CEQA administrative appeals be filed no later than 30 days after the first discretion decision on a permit. (Similar to what was proposed in AB 1017).

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

H. 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.

I. Prop 84 Grants

Support amendments to Proposition 84 grant guidelines: On November 7, 2006, voters passed Proposition 84 by 53.9 percent. The 5.4 billion dollar “Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006” (Safe Drinking Water Bond) is detailed in Sections 75001 through 75090 of the Public Resources Code. The Act provides a dedicated source of new funds for park improvements during tough economic times. To meet the challenges of developing adequate park space in an urban environment, the City and County of San Francisco supports amendments to proposed guidelines to address the following issues:

- Apply a cost of living adjustment to the median household income criteria.
- In determining “Significant Poverty”, use the percentage of public school *children living near* the project site who are enrolled in federal free and reduced lunch programs, instead of considering the program participation rates for *schools near* the project sites.
- Develop adjusted criteria for large scale redevelopment projects, such as Hunter’s Point Shipyard and Treasure Island.
- Elevate the value of projects that renovate or add new recreation features to existing parks.

IX. Community & Workforce Development

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” CityBuild 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.

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.

DRAFT