



CITY OF SAN DIEGO
 COUNCILMEMBER SHERRI S. LIGHTNER
 DISTRICT ONE

M E M O R A N D U M

DATE: January 7, 2013
 TO: Honorable Councilmembers
 FROM: Council President Pro Tem Sherri S. Lightner
 SUBJECT: Priorities for the 2013 Legislative Program

The following are my top priorities for the 2013 Legislative Program:

- Preserve federal funding for San Diego's defense economy.
- Support reforming the Coastal Commission hearing process to address and reduce delays in certifying actions taken by local jurisdictions.
- Seek California Environmental Quality Act (CEQA) reform by supporting passage of a bill similar to SB 973 (2012) and passage of tort reform.
- Continue to seek federal funding for the Mid-Coast Corridor Transit Project.
- Seek improved customs inspection capability at the Port of San Diego.
- Seek legislation similar to SB1169 (2012) to continue the City-owned open space dedication process.
- Support legislation at the state and federal level to provide direct incentives and/or ease barriers for private funding for companies and other entities engaged in research, development and commercialization of clean technology, maritime technology, bio-technology and bio-fuel.

In addition, the following legislative items should be considered:

Economic Development:

- Seek tax incentives for companies that support technology incubators.
- Support State Tidelands initiatives that ensure maritime industry access to industrial land on the San Diego bayfront.
- Support state and federal funding and grants for improving desalination, potable and non-potable reuse technology and efficiency to local businesses and research entities, e.g. Maritime Technology Industry.
- Support continued funding and expansion of the San Diego Regional Enterprise Zone and San Diego Foreign Trade Zone.
- Continue to support development of cross-border projects and ports of entry
- Support funding for local universities, colleges and technical trade education facilities to continue funding and developing technology-based career centers.

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January 7, 2013

- Continue to support state and federal initiatives to facilitate youth, veteran, and ex-offender employment.
- Seek federal legislation or guidelines that would allow intellectual property to be used as collateral for Small Business Administration loans.
- Support tort reform to reduce CEQA litigation.
- Seek state and federal funding to lower City building permit fees for renewable energy installations and energy efficiency upgrades.
- Support easing barriers and lowering costs of distributed generation renewable energy projects including, but not limited to rooftop solar. For example, more equitable net energy metering programs and reduced feed in tariffs and fees charged by utilities.
- Seek continued state and federal support of Property Assessed Clean Energy (PACE) programs.

Water Reliability:

- Support state and federal funding for regional desalination projects.
- Seek state, federal and any other agency funding for economic incentive programs for residential and commercial water conservation.
- Support coordination between state agencies for non-potable and potable reclaimed water treatment and quality standards.

Affordable Housing:

- Seek state and federal funds for the development of affordable housing.
- Seek streamlining of affordable housing regulations.

Transportation:

- Seek to expedite the reimbursement of funds that the Court has ruled are owed to transit agencies by the State.
- Seek additional state and federal funds for Transit Oriented Development projects.

Environment:

- Support simplification of regulations related to composting facilities accepting food waste.
- Seek state and federal funding for low-impact development (LID) capital improvement projects.

Thank you for your consideration and please don't hesitate to contact my office at (619) 236-6611 with any questions.

SL/jm

cc: Mayor Bob Filner
Jan Goldsmith, City Attorney
Andrea Tevlin, Independent Budget Analyst



COUNCILMEMBER KEVIN L. FAULCONER
CITY OF SAN DIEGO
SECOND DISTRICT

MEMORANDUM

DATE: January 7, 2013

TO: Council President Todd Gloria
Council President Pro Tem Sherri Lightner

FROM: Councilmember Kevin L. Faulconer *Kevin Faulconer*

SUBJECT: 2013 State and Federal Legislative Priorities

Thank you for the opportunity to share my recommendations on my 2013 state and federal legislative priorities. I believe that a strong focus on the priorities outlined below will create a better quality of life for all San Diegans.

State Legislative Priorities

Seek additional state funding from the California Department of Water Resources Local Levee Assistance Program to ensure continued funding to repair the historic Mission Beach seawall. Recently the City received \$700,000 from this source of state funds. A solicitation for grant applications is expected in early spring, and the City should apply for additional funds.

Mitigate impacts of redevelopment dissolution by preventing state action that would implement the "claw back" provision, an action that could cost San Diego taxpayers approximately \$14 million. The dissolution of redevelopment has placed the City in a critical financial state. In addition to invalidating the Petco Park and Convention Center expansion debt payments as enforceable obligations, the state may also impose a "claw back" provision that would require the City to repay the state for payments determined not to be enforceable obligations.

Pursue state legislation that would modify Caltrans' high cost projects policy so that the City of San Diego can receive state and federal funding for large infrastructure projects. For infrastructure projects over \$20 million, Caltrans currently requires the City to meet eligibility criteria that requires municipalities to earmark funds for the entire cost of a project, even if a project is expected to be fully funded by the federal government. This policy inhibits the City's ability to participate in federally funded infrastructure programs and should be addressed legislatively. This is especially relevant for District 2 since this policy impacts the City's ability to complete the West Mission Bay Drive Bridge over the San Diego River.

Council President Todd Gloria
Council President Pro Tem Sherri Lightner
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Federal Legislative Priorities

Avoid devastating cuts to local military programs. Sequestration has been postponed until March 1, 2013. If negotiations in Congress are not successful, harmful cuts to local military programs will be triggered that will have a significant negative impact on the local economy.

Encourage federal support for the San Diego sports fishing industry. San Diego's sports fishing industry provides immense economic benefit to the San Diego region. Recently there has been a lack of clarity as to the regulations associated with entering Mexican waters for short-term fishing trips. To make certain this important regional industry continues to grow, I encourage further collaboration among the sport fishing industry, Mexican government, City's federal lobbyists and our congressional delegation to identify reasonable requirements for short-term fishing trips in Mexican waters.

Seek federal funding to complete the San Ysidro port of entry reconfiguration project. The San Ysidro border crossing serves approximately 50,000 vehicles and 20,000 pedestrians every day and is vital to creating a strong regional economy. Currently, the San Ysidro border crossing is undergoing a major renovation that will greatly enhance its capacity. The future of the project is dependent on additional federal funding. It is imperative that funding for this important regional project is identified.

I appreciate your consideration and look forward to working with you to achieve these goals.

KLF/kj



**OFFICE OF COUNCIL PRESIDENT TODD GLORIA
COUNCIL DISTRICT THREE**

M E M O R A N D U M

DATE: January 4, 2013

TO: Council President Pro Tem Sherri Lightner

FROM: Council President Todd Gloria *Todd Gloria*

SUBJECT: 2013 Legislative Program Priorities

I am pleased to offer my State and Federal legislative priorities for inclusion in the City's 2013 Legislative Package.

1. Protect and Expand Revenue/Fiscal Oversight

- a. Support legislation that strengthens, protects, and expands ongoing revenue for the City.
- b. Support legislation that amends the voter-approval threshold for municipalities to incur bonded indebtedness to fund public facilities and infrastructure.
- c. Oppose legislation that undermines and preempts local authority over local taxes and fees.
- d. Monitor the state's implementation of changes in state/local fiscal relationship.

2. Infrastructure/Economic Development/Job Creation

- a. Support legislation and administrative action to reestablish Tax Increment Financing for local redevelopment and economic development programs.
- b. Support legislation and administrative action to preserve and expand the State Infrastructure and Economic Development Bank (I-Bank).
- c. Support legislation that continues the operation of and expands Enterprise Zones, which generate jobs and economic activity in disadvantaged neighborhoods.
- d. Support legislation and administrative action to ensure funding for and expansion of the Federal New Markets Tax Credit (NMTC) Program. In the absence of state redevelopment agencies, the NMTC program will aid to spur revitalization efforts of low-income and impoverished communities.
- e. Support legislation and take the necessary administrative action to access low-cost loans for the planning, design and construction of various water infrastructure as well as for the replacement of aging water and sewer systems and to meet new regulatory requirements. (i.e. State Revolving Loan Fund, Water Infrastructure Financing Innovations Authority, etc.).

3. Affordable Housing and Homelessness

- a. Support legislation that would fund more supportive housing and provide funding for comprehensive supportive services

- b. Support legislation that would create a permanent source of State funding for the preservation and development of affordable housing.
- c. Support legislation and administrative action to ensure funding for domestic programs such as Community Development Block Grant (CDBG), HOME Investment Partnership (HOME), Emergency Shelter Grant (ESG), Housing Choice Voucher Program (Section 8), and adjust HUD's formula for CDBG.
- d. Support legislation that expands the supply of affordable housing by adopting reforms that reduce barriers to improved planning and increases the financial resources available.

4. Environment

- a. Support additional open space dedication legislation to provide for reliable open-space preservation and recreational opportunities within communities.
- b. Support legislation to preserve and retain identified parks and open space-use opportunities in former redevelopment project areas.
- c. Support legislation and administrative action to further the City's goals to expand the use and implementation of renewable energy projects and funding programs.
- d. Support legislation that would develop consistent environmental guidelines to support the permitting of special events.

5. Transportation

- a. Remove legislative and regulatory barriers to streetcar construction and transit operation funding.
- b. Support legislation and administrative action to maximize transit funding for San Diego.
- c. Supporting legislation and administrative action to support bicycle and pedestrian accessibility.
- d. Support administrative action which increases funding and flexibility in both operating and capital funding for mass transit and alternative transportation.

6. Other

- a. Obtain State and Federal recognition for Balboa Park 2015 celebration.
- b. Support legislation that assures everyone the right to equal treatment in all government-sponsored or financed benefits.
- c. Support legislation to eliminate gun violence in the City and to reinstate the Federal Assaults Weapon Ban.
- d. Support legislation that will increase state and federal funding for the care of injured and disabled veterans of all ages.
- e. Support greater transparency in all levels of governmental institutions.

I look forward to the City Council collaborating with our Mayor, our state and federal lobbyists, as well as the local legislative and congressional delegations, to help the City of San Diego fulfill its mission to build stronger and safer neighborhoods and improve the economy.

TG:pi

cc:
Andrea Tevlin, Independent Budget Analyst



City of San Diego

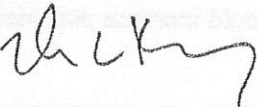
MARK KERSEY

CITY COUNCILMAN, FIFTH DISTRICT

MEMORANDUM

DATE: January 4, 2012

TO: Council President Todd Gloria
Council President Pro Tem Sherri Lightner

FROM: Councilman Mark Kersey 

RE: State and Federal Legislative Priorities for Calendar Year 2013

In response to your December 20, 2012 memorandum, I respectfully submit for Council consideration the following state and federal legislative priorities for 2013. These priorities are designed to specifically address citywide concerns and I believe can obtain broad-based support from a variety of stakeholders.

Economic Development

- **Protect local defense funding and programs as the 2013 federal trigger cuts are negotiated.** San Diego's military economy represents nearly 25% of the region's employment. The Budget Control Act of 2011 includes approximately \$500 billion in defense spending cuts over 10 years and sequestration cuts could take an additional \$55 billion in 2013. The sequester has been postponed until March 1, 2013 but if negotiations in Congress are not successful, across-the-board Department of Defense spending reductions of over 9.4% and 8.2% in cuts to domestic programs will be triggered.
- **Seek full federal funding of Phases 2 and 3 of the San Ysidro Port of Entry Reconfiguration Project.** The U.S. – Mexican border between San Ysidro and Tijuana is the busiest land border crossing in the Western Hemisphere with approximately 50,000

vehicles and 20,000 pedestrians crossing every day. Currently, the San Ysidro Land Port of Entry (LPOE) is undergoing a major expansion project which will increase the number of northbound inspection booths to 63 spread over 34 lanes and relocate the existing pedestrian crossing to the east side of the port. The U.S. project includes three phases, but has only funded the first phase—the expansion of northbound inspection lanes for privately owned vehicles (POVs). Once funded, Phases 2 and 3 will include improvements to northbound pedestrian processing, and the realignment of Interstate 5 to El Chaparral. The Mexican government has completed construction of El Chaparral and opened operations of its new port of entry on November 1, 2012.

- **Support federal legislation that would create a temporary waiver, for a specified period of time, to the Passenger Vessel Services Act (PVSA) as it applies to ports in Southern California.** A single port call can provide a \$2 million impact to our economy and a change in legislation would increase port visits in San Diego.
- **Support federal legislation that allows residential homes to secure Property Assessed Clean Energy (PACE) financing.** In May 2010, the City Council authorized the creation of a PACE program to help finance residential and commercial energy efficiency upgrades. Although some commercial and multi-residential programs have moved forward, the refusal of the Federal Housing Finance Agency (FHFA) to accept senior lien provisions required by PACE programs has stymied single family residential implementation. To date, the agency has not reversed their policy so federal legislation may be required. H.R. 2599, introduced in 2011, or similar legislation would prevent Fannie Mae, Freddie Mac, and other federal residential and commercial mortgage lending regulators from adopting policies that contravene established state and local property assessed clean energy laws.
- **Support and protect continued funding and expansion of the San Diego Regional Enterprise Zones.** In what has become an almost annual exercise in Sacramento, some state legislators propose eliminating or reducing what they refer to as “tax expenditures” on the one large economic development incentive program that remains in our local arsenal – Enterprise Zones. The Council should oppose such efforts. Also, an additional

expansion of the zone into the prime industrial and job generation centers of the city should be proposed.

- **Update the California Environmental Quality Act (CEQA) to fit our current economy and environment, including:**
 - **Review and revise the grounds for litigation under CEQA to keep with the spirit of the law.** CEQA litigation has proliferated, sometimes to the point of frivolous litigation, demonstrating that the law is ripe for reform. The flood of litigation in the state may be due in part to statutory provisions allowing petitioners to obtain attorney's fees where they are the prevailing party. Legal challenges under CEQA could be refined to failures to implement CEQA's requirements during the review and approval process. In addition to making the process fairer and more efficient, focusing the scope for CEQA lawsuits also removes obstacles for important environmental objectives—by preventing the abuse of CEQA that can impede environmentally desirable projects, such as public transit, renewable energy, and infill development.
 - **Update CEQA to be consistent with other state and federal laws with a focus on tailoring its regulations to those not regulated by other environmental or planning laws.** More than 120 state and federal laws pertaining to environmental quality have been passed since CEQA was enacted, yet CEQA continues to operate in a vacuum. Projects that comply with approved planning documents for which a full EIR has already been completed, as well as the permitting requirements of applicable environmental agencies and current environmental law, should not be subject to additional scrutiny under CEQA. CEQA should work in concert with modern environmental laws, not at odds with them.
- **Sponsor state legislation to allow cities to designate and enforce electric vehicle on-street parking/charging spots.** The City has been working on an electric vehicle (EV) infrastructure roll-out with Ecotality and Smart City San Diego in a multi-year collaboration with SDG&E, GE, UCSD, and CleanTECH San Diego to build out our network of EV charging stations. While designated EV off-street parking is allowed by law, it is unclear whether the City can designate and enforce on-street EV parking. The

addition of regulations for on-street EV parking to California Vehicle Code Section 22507 ("Vehicle Code") similar to 22507.1 which allows for designated Car Share parking, would allow for the city to designate and enforce parking spots for electric vehicles.

Infrastructure

- **Support the creation of a *federal* Water Infrastructure Finance Innovations Authority (WIFIA) to expand low-cost financing options for water infrastructure projects that are critical to our region.** As of June 30, 2012, the city's Public Utilities Department had around \$880 million in outstanding principal on its bonds and state revolving loans, while paying \$64 million in interest. WIFIA would be modeled after the successful Transportation Infrastructure Finance and Innovations Authority (commonly called TIFIA) and could potentially save the city millions in interest charges when it looks to finance future infrastructure projects. This legislation would help the city ensure that it stretches ratepayer dollars when making important capital investments toward water reliability and distribution.
- **Advocate for long-term *federal* funding for transportation infrastructure and support a 5th round of TIGER grants to provide short-term federal funding for large transportation projects.** Every year since 2009, the federal government has allowed local governments to apply for Transportation Investment Generating Economic Recovery (TIGER) grants. The first round TIGER grants funded the SR-805/905 Interchange project to reduce border congestion. We should advocate for another round in 2013 and work with our regional agency (SANDAG) to identify additional large highway projects. More importantly, we should ask our delegation to advocate for long-term federal funding for our highways and roads. According to a 2012 San Diego County Infrastructure Report Card, our highways were given a grade of D+, due to limited resources allocated to address highway conditions, capacity, maintenance, and safety, but we have an opportunity to raise our grade if we could secure a more stable federal funding source.
- **Protect *state* funding for transportation projects, despite the state's budgetary troubles.** The City's FY 13 Adopted Budget includes \$14.9 million to be received in Proposition 42 replacement revenue and \$20.7 million in Highway Users Tax Account

(HUTA) gas tax. The State's restructuring of gasoline taxes allows both HUTA and the Proposition 42 replacement revenues to be redirected back to the State's general fund at any time if the State's legislature votes in majority to do so. Our delegation must protect these sources of revenue for our local roadway systems.

- **Oppose federal and state efforts to end municipal bonds' tax exempt status.** As federal and state budgets tighten, numerous ideas to reduce or eliminate tax exemptions increase so that state and federal coffers can reap some benefit. One tax exemption that is critical to municipal infrastructure financing is the ability for investors to purchase municipal bonds at a tax exempt status. This provision of our tax code makes municipal bonds attractive to investors and helps reduce the expected rate of return, thereby allowing local governments to stretch our dollars further. Both state and federal representatives should be aware of the importance of this status and fight to protect it.
- **Pursue regulatory or legislative solutions to the state CalTrans' High Cost Projects policy, to ensure that the City is able to engage in large federal or state funded infrastructure projects without potential conflicts with our Charter.** CalTrans' existing policy which applies to infrastructure projects costing in excess of \$20 million, requires that a City identify, in advance of expending the resources on a project, all the funds necessary for a project. This policy, read in tandem with our City Charter, would require the City to earmark and specifically sequester tens of millions of municipal dollars over a multi-year period that would not be able to be used for any other project, even if the entire project is expecting to be fully funded by federal or state funds. Such a practice would effectively inhibit our ability to engage in large infrastructure projects that depend on federal or state contributions. Moreover, such a policy offers the state an opportunity to withhold committed federal or state funds from a project that originally expected those moneys, thereby leaving a municipality on the hook. The City, in conjunction with other charter cities facing similar restrictions in their own charters, should request a blanket waiver of the regulation or, alternatively, pursue state legislation that addresses this concern.

Water Supply and Reliability

- Pursue *state and federal* legislation that enhances the City's opportunities for environmentally and fiscally sound options with regard to the expiration of the current Point Loma Wastewater Treatment Plant Discharge Permit in 2015, including, but not limited to, expansion of purple pipe and implementation of potable reuse. With the expiration of the City's current wastewater discharge permit looming, and as negotiations with the federal government over the future options for the plant commence, the City should aggressively pursue all legislation that accommodates our needs to protect the coast as well as taxpayer dollars. This would include being at the table around legislation similar to AB 2398, which sought to revise state law to define wastewater as a potential resource, rather than waste, and to provide avenues for the most economical approach toward reuse. We will need all available options explored and a cost-benefit analysis conducted to determine the future of discharges from the Pt. Loma plant, and our legislative efforts should reflect the urgency of this issue.

Public Safety

- Support the continuation of the *federal* Urban Areas Security Initiative (UASI) and the State Homeland Security Program (SHSP) and further pursue grant funding through these programs. San Diego Fire-Rescue Department currently serves as the City's lead agency on issues relating to Chemical, Biological, Radiological Nuclear and Enhanced Conventional Weapons (CBRNE) and Weapons of Mass Destruction (WMD), in addition to performing duties through the Bomb Squad and Hazmat Units. For several years, grant funding availability through these programs has declined significantly. In FY2012, the San Diego UASI saw a decreased award amount of 43% from that of FY2011. This resulted in fewer allocations to the San Diego Fire-Rescue Department, San Diego Police Department, and the Office of Homeland Security. It is imperative these funds remain in existence and the City continue to pursue these as funding opportunities to ensure the safety of our citizens and protect the lives of our first responders through the advancement of technological resources.

cc: Honorable City Council Members



MEMORANDUM

DATE: January 4, 2013

TO: Councilmember Sherri Lightner, Chair Rules Committee

CC: Council President Todd Gloria

FROM: Councilmember Lorie Zapf, District 6 *Lorie Zapf*

SUBJECT: State and Federal Legislative Priorities for Calendar Year 2013

In regards to your December 20, 2012 memo calling for our priorities for the 2013 Legislative Package, I am offering just a few proposals that I would encourage the City to move forward in the coming year. All three of my recommendations will benefit our local economy and increase our tax base thereby providing more revenue for core services. Additionally, all three were generated out of discussions in our Economic Development and Strategies Committee as well as meetings with various federal representatives in Washington D.C. I believe all three should engender broad support.

1. Support Port legislation that would provide a narrow, temporary waiver to the Passenger Vessel Services Act (PVSA) as it applies to Southern California ports. The effect of this legislation would be to increase port stops to San Diego. Each port call generates a \$2 million impact on the local economy.
2. Support legislation that would encourage the investment of foreign profits into emerging technology research and commercialization as well as job creation. The repatriation of funds would benefit many of our high tech, cleantech and life science companies and thus our regional economy.
3. Support the U.S. Marine Corps in their proposed 29 Palms Training Land Acquisition and Airspace Establishment Project. The 29 Palms Training Area is a critical piece of the triangle of bases throughout Southern California including San Diego Miramar Air Station. By supporting the expansion we are benefitting our local bases and protecting them from future BRACs.



MEMORANDUM

TO: Mayor's Office

FROM: City Manager

SUBJECT: [Illegible]

The City of San Diego is currently reviewing the 2013 Legislative...
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City of San Diego
 Councilmember Scott Sherman
 Seventh District

MEMORANDUM

DATE: January 4, 2013

TO: Council President Todd Gloria
 Council President Pro Tem Sherri Lightner

FROM: Councilmember Scott Sherman 

RE: State & Federal Legislative Priorities for 2013

As California's second-largest city and the nation's eighth-largest city, San Diego is greatly affected by state and federal actions.

Establishing goals and priorities for our state and federal legislative program is a critical role of the City Council. My top state and federal legislative priorities for 2013 are as follows:

Oppose sequestration.

Automatic, immediate, across-the-board cuts of about 10 percent could have a huge impact on San Diego's military and related defense contractors if sequestration occurs on March 1, 2013. The defense industry narrowly avoided these massive cuts on January 1 but could face them once again if the United States Congress doesn't come to an agreement on the debt ceiling, which is set to expire on March 1.

Department of Defense spending in San Diego is estimated to be more than \$20 billion in 2012. Almost 40 percent of that, \$8 billion, is spent on wages and salaries for active duty and civilian employees; about 140,000 people. If sequestration occurs, San Diego's economy will suffer badly.

It is critical that San Diego's federal legislative agenda include opposition to sequestration as a top priority.

Encourage the State to re-examine Redevelopment Agencies.

Last year the State of California eliminated Redevelopment Agencies in order to close Sacramento's recurring budget gap. That action will cost San Diego taxpayers \$14 million next year and \$77 million over the next five years.

Redevelopment had numerous problems and needed to be more open and transparent throughout the state. However, I disagreed with the state's decision to eliminate the agencies rather than reform them into more accountable public agencies.

As California's second-largest city, I believe it is important that San Diego take a leading role to try and determine a long-term solution to blighted, depressed neighborhoods while ensuring that any redevelopment-like agency be as open, transparent, and accountable as possible.

Oppose the Quail Brush Power Plant.

Last year the City Council unanimously opposed a proposal to construct a power plant in my Council district. The proposed power plant would be located in the middle of designated open space lands and adjacent to Mission Trails Regional Park, one of the largest urban parks in the country. The location of a power plant in the middle of this tranquil area would forever alter the face of the landscape and prohibit the intended uses of the surrounding property from continuing and thriving.

Unfortunately, the ultimate approval or denial of that plant lies in the hands of the California Public Utilities Commission and California Energy Commission. I strongly encourage the Mayor to work with our state delegation and state lobbyists to oppose that proposal.

Clarify requirements for San Diego sport fishing boats in Mexican waters by working with the Mexican government.

San Diego has the world's largest sport fishing fleet. This recreational activity provides millions in economic benefit to the City of San Diego, hundreds of jobs, and draws visitors to our region who enjoy this sport. Some of the boats based in San Diego travel into Mexican waters during the course of their trips as they have for decades.

Unfortunately, there has been growing confusion and disagreement with Mexican authorities over the last year regarding passport and visa requirements needed to fish in those waters. For example, last year a number of San Diego boats were detained and boarded by Mexican authorities. In some of those cases passengers were checked for passports and required to pay extra fees, which had not previously been a policy of the Mexican government. Long-range boats are making sure all of their passengers have current passports on hand, but there is confusion for shorter fishing trips into Mexican waters.

I appreciate the letter sent to Mexico's Ambassador to the U.S., Arturo Sarukhan Casamitjana, by Mayor Bob Filner (when he was a member of Congress) as well as Senators Dianne Feinstein and Barbara Boxer, and Representatives Duncan Hunter, Darrel Issa, Susan Davis, and Brian Bilbray which asked that the Mexican regulations regarding fees and documents be clarified.

Because the sport fishing industry has such an important economic impact in our region and because cooperation with our neighbors to the south is so important, I encourage the City to work with the sport fishing industry, the Mexican government, our federal lobbyists, and our congressional delegation to come to a clear and reasonable agreement for short fishing trips into Mexican waters.

Clean up Tijuana River pollution.

The Tijuana River Valley contains some of the most sensitive and important habitats in San Diego County. Unfortunately, the Tijuana River is also one of the most polluted waterways in the United States.

Despite hundreds of millions of dollars spent on wastewater treatment and collection along the San Diego-Tijuana border over the years, the river remains a serious problem for residents and wildlife in the area and affects water quality along San Diego's coastline.

I encourage the Mayor and Council to make this problem a priority and finally create a solution to this ongoing health and environmental threat. I am here to help in any way possible to solve this problem.

Seek federal funding for Phases 2 and 3 of the San Ysidro Port of Entry Reconfiguration Project.

The San Ysidro Port of Entry is undergoing a major expansion project which will increase the capacity of northbound traffic and relocate the existing pedestrian crossing to the east side of the port. The U.S. project includes three phases, but has only funded the first phase of the expansion of inspection lanes.

Once funded, Phases 2 and 3 will include improvements to northbound pedestrian processing, and the realignment of Interstate 5 to El Chaparral. The Mexican government has completed construction of El Chaparral and opened operations of its new port of entry on November 1, 2012.

I encourage the Mayor and the City's federal lobbyists to seek full federal funding for phases 2 and 3 of this project.

I look forward to working the Mayor, City Council, and I offer my assistance to our state and federal lobbyists in any way possible to move these items forward. If you have any questions or input, please do not hesitate to contact my office.

cc: Honorable Mayor Bob Filner
Honorable Members of the City Council

The Board of Directors has approved the proposed amendments to the Charter of the City of Chicago, Illinois, which are set forth in the attached draft Charter. The Board of Directors has also approved the proposed amendments to the Charter of the City of Chicago, Illinois, which are set forth in the attached draft Charter.

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COUNCILMEMBER DAVID ALVAREZ

City of San Diego
Eighth District

MEMORANDUM

DATE: January 8, 2013

TO: Council President Todd Gloria
Council President Pro Tem Sherri Lightner

FROM: Councilmember David Alvarez

SUBJECT: 2013 State and Federal Legislative Priorities

I am pleased to offer the following state and federal legislative priorities and projects for the 2013 Legislative Package:

State Priorities:

1. Redevelopment/Economic Development

- o Support efforts to maximize former redevelopment funds for affordable housing
- o Support efforts to maximize former redevelopment funds for transit-oriented development
- o Support efforts to maximize former redevelopment funds and current Enterprise Zone funding for low and moderate census tracts to combat high levels of unemployment

2. Infrastructure

- o Support lowering the vote threshold to pass a parcel tax from 66.7% to 55% of the electorate for passage of infrastructure bonds

- Support efforts to fully implement Proposition 39 to ensure effective funding of aging San Diego school and city facilities

3. California Environmental Quality Act (CEQA) Reform

- Participate strategically and proactively in any statewide CEQA reform efforts to ensure the following:
 - A region-wide perspective on environmental issues is preserved
 - Coordination continues and is improved between all development-related processes (planning, zoning, endangered species, climate change, etc.)
 - The strict mandate for public agencies to consider and disclose to the public the environmental implications of their actions is upheld (including adding a requirement to close the administrative record before a hearing)
 - Mitigation measures and project alternatives are implemented, and monitored for success

4. Open Space Dedication

- Seek state legislation to continue the City-owned open space dedication process.

5. Water/Wastewater

- Ensure timely state permitting process and streamlining of regulatory issues for Indirect Potable Reuse approval
- Seek grants for implementation of IPR development projects

Federal Priorities:

6. Federal grant funding

- Seek grants to address the City's responsibilities to comply with the 2015 expiration of the Point Loma Wastewater Treatment Plant Clean Water Act 301(h) waiver

7. Immigration Reform

- Support meaningful reform to immigration policies that impact our border region

8. Sports Fishing

- Support efforts of the chartered sports fishing industry to operate in Baja California with consistent and reasonable rules and regulations

9. Assault Weapons Ban

- Recommend for Council adoption, a resolution supporting the reinstatement of the Federal Assault Weapons Ban and urging the California Congressional delegation to support legislation proposed by Senator Diane Feinstein to accomplish the ban.

Federal Projects:**1. Harbor Drive Freeway Access Improvement Project:**

- This project provides direct truck access away from the neighboring communities to the interregional freeway system at Interstate 5 and Interstate 15. It will reduce truck traffic on neighboring streets and reduce impacts on the surrounding communities. There are two proposals that would accomplish these goals:

- **Harbor Drive at 32nd Street:** This project proposes a grade-separated structure to improve truck access to the freeway system by reducing railway conflicts and traffic congestion. The 32nd Street grade separation improvement will create additional benefits by providing a direct connection to the freeway system. This alternative proposes to construct an elevated structure over the freight, rail/trolley lines and the heavily congested 32nd/Wabash Blvd/Norman Scott Rd intersection by extending I-15 to Harbor Drive. The profile of Harbor Drive would be raised to connect to the I-15 structure. In addition, a new bridge would be constructed at Vesta Street over Harbor Drive, connecting both sides of the Naval Base.
- **Harbor Drive Single Lane Connector:** An alternative to the above project is constructing a single-lane connector from southbound Harbor Drive to I-15 and from I-15 to northbound Harbor Drive. This alternative would also include a new bridge at Vesta Street over Harbor Drive, connecting both sides of the Naval Base.

2. Funding of Phases II and III of the San Ysidro Port of Entry Modernization, San Ysidro:

- Will complete funding for expanded vehicle and pedestrian border crossing. Border wait times have been shown to have a direct economic impact on our region. This project will add northbound capacity and make the crossing more efficient to reduce average wait times.

3. Funding of Otay Mesa Port of Entry Modernization, Otay Mesa:

- Will complete funding for expanded vehicle, commercial vehicle, and pedestrian border crossing. Making the crossing more efficient for commercial vehicles adds to the economic growth of our region and makes the Otay Mesa area more competitive with other bi-national regions.

cc: Honorable City Councilmembers

DA/gs

Project Description

The proposed project consists of the following components:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.

The project will consist of the following components:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.

The project will consist of the following components:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.

Project Location

The project is located in the following areas:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.

Project Justification

The project is justified for the following reasons:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.

Project Schedule

The project schedule is as follows:

- 1. Harbor Drive to Highway 66 interchange.
- 2. Harbor Drive to Highway 66 interchange.
- 3. Harbor Drive to Highway 66 interchange.



City Of San Diego
 COUNCILMEMBER MARTI EMERALD
 DISTRICT NINE
 M E M O R A N D U M

DATE: January 4, 2013

Reference: M-13-01-06

TO: Council President Todd Gloria
 Council President Pro Tem Sherri Lightner

FROM: Councilmember Marti Emerald

SUBJECT: State and Federal Legislative Priorities for Calendar Year 2013

This memo is in response to your memo dated December 20, 2012 regarding State and Federal Legislative Priorities for Calendar Year 2013. I have outlined my 2013 priorities:

FEDERAL:

1. **Sequestration** - Continue to oppose against cuts to domestic and defense discretionary and mandatory programs.
2. **Funding Levels** - Advocate for an increase in federal funding for programs including Community Development Block Grants, FEMA first responder programs, veterans and homelessness assistance and public housing.
3. **Infrastructure Safety** – Identify funding for neighborhood street lighting. Additional street lighting will help to reduce fear, crime, and encourage a more walkable community.

STATE:

4. **Sober Living Homes** - Seek state regulation of sober living facilities, which are not currently required to be licensed. Consider regulation under California Department of Alcohol and Drug Programs or as a business. Existing land use rules have not been effective in mitigating the nuisances created by some of these facilities. Sober living homes are single family homes being rented to unrelated individuals who are recovering substance abusers. These homes provide no services, only a place to live.
5. **Cameras in taxicabs**: Currently the California Vehicle Code, Section 26708, subsection (b)(13) governs the placement of video event recorders in all vehicles, including taxicabs. This language only allows for "video event recorders" and not cameras. Part of Senate Bill 1534 would bring the regulations up to date to include

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Councilmember Marti Emerald
January 4, 2013

cameras but this bill is no longer active. We are seeking a change to the California Vehicle Code to allow cameras in taxicabs.

I look forward to working with you on ways to build stronger neighborhoods and improve the economy for all San Diegans.

ME:mb
cc: Honorable Members of the City Council