

FY2011 FEDERAL AGENDA
for the
CITY OF MINNEAPOLIS, MINNESOTA

As Adopted on____, 2010

This memorandum outlines areas of Federal government in which the City of Minneapolis has a particular interest or local concern. The Office of Intergovernmental Relations within the City of Minneapolis welcomes any questions on the on these or other issues pending before Congress.

Thank you for helping to build a better Minnesota.

If you have any questions or need additional information, please don't hesitate to contact:

Eugene Ranieri, Director, Office of Intergovernmental Relations, City of Minneapolis
P: (612) 673-2051 – F: (612) 673-3250 – E: gene.ranieri@ci.minneapolis.mn.us

Dennis McGrann, Director of Public Affairs, Lockridge Grindal Nauen P.L.L.P.
P: (202) 544-9841 – F: (202) 544-9850 – E: dmmcgrann@locklaw.com

Emily Gehrman, Senior Federal Relations Specialist, Lockridge Grindal Nauen P.L.L.P.
P: (202) 544-9896 – F: (202) 544-9850 – E: egehrman@locklaw.com

Marek Gootman, Partner, Patton Boggs LLP, P: (202) 457-6000 – F: (202) 457-6315 – E: mgootman@pattongboggs.com

Appropriation Requests

Overview

The President will deliver his annual budget to Congress in early February. The House Appropriations Committee and the Senate Finance Committee are charged with reviewing the budget. Each committee has established subcommittees with jurisdiction over various federal agencies. Each subcommittee is responsible for producing an appropriation bill for its area of responsibility which could include more than one agency. For example transportation and housing and urban development is one appropriation bill. The bills contain appropriation amounts and directions on expenditures. The direction could be a policy direction such as a study or be the identification of a specific project to be funded or earmarked.

Over the past few years Congress has imposed rules governing earmarks requests. Among the rules are requirements to publish earmark requests: disclose financial interests, if any, in a project, the filing of funding request forms, and the identification of appropriations that have been earmarked. The rules and procedures have reduced the amount of earmarks and have added transparency to the process.

The City of Minneapolis has received funding for specific projects including but not limited to combined sewer overflow, public safety technology, youth employment and emergency operations center. For FY 2010, the city's Congressional district (Fifth – Rep. Ellison) received approximately \$11.0 million in earmarks. For FY 2011 the city is proposing the following appropriations.

Combined Sewer Overflow (CSO)

CSOs are remnants of the country's early infrastructure. In the past, communities like Minneapolis built sewer systems to collect both storm runoff water and sewage in the same pipe. In 1922, new developments constructed separate storm drain systems, and in 1986 the City began an accelerated program of construction to separate the old, combined sewer systems, aided by state and federal funds. These efforts have reached approximately 95% of our system, but the remaining connections in the older parts of the City still cause an overburden of the sanitary sewer system when we have a big rain event. In Minneapolis, an overloaded sanitary system causes overflow of untreated sewage into the Mississippi River, and in extreme events causes backup of raw sewage into residents' basements. With prior appropriations, the City has been able to develop two separation projects. A FY 2011 appropriation will permit the start of another project.

FY 2011 Request: The City requests \$1.25 million to continue combined sewer overflow (CSO) program.

Parkway Lighting

The Grand Rounds Scenic Byway consists of 50 miles of parkway located throughout the city. The Grand Rounds Scenic Byway traverses around lakes, the Mississippi River, and includes 87 miles of bike and pedestrian trails.

The City of Minneapolis and the Minneapolis Park and Recreation Board have jointly developed a plan to replace up to 2,300 light fixtures located on the Grand Rounds. Installed during the 1970s, the lights need to be replaced. Many of the light standards include old mercury vapor lamps and show signs of rust, cracking, tilting, unsafe wiring and electrical services.

The City of Minneapolis has estimated that the project would cost approximately \$15.0 million. The City has appropriated approximately \$1.30 million from the five year capital improvements budget for the project.

When completed the project will provide safe, energy efficient lighting to the parkways and parking lots. The project includes transformers, cable and conduit, concrete footings, site restoration, and new poles and luminaries. The project was requested in 2010 but was not funded.

FY 2011 request: \$2.0 million to assist in project implementation. (The project is scalable).

Public Safety Technology

Information technology will continue to be a factor in reducing crime. The gunshot detection grant received in the FY2008 appropriations bill, for example, will assist the Minneapolis Police Department (MPD) in responding to gun shot calls. The MPD has also implemented, in whole or in part, a computer aided dispatch (CAD) – a safety camera system in several precincts and an automated citation.

The MPD has as part of its five year business plan developed a technology plan. The MPD is planning approximately ten technology investments. For calendar 2011 the department is recommending funding for squad car cameras and mobile data computers.

The MPD has used state grant proceeds to convert one third of squad car cameras from analog to digital. Cameras in squad cars provide better information to both the police department and the community in all areas of law enforcement.

Mobile data computers (MDC) are replacing an outdated technology – mobile display terminals (MDT). The MDCs will provide quick access to criminal histories, driver and vehicle records, and information from other law enforcement agencies. The system could also include a mobile fingerprint identification system.

The Minneapolis Fire Department (MFD) has also developed a technology plan that includes MDCs that are interoperable with first responders. The MFD needs to update its MDCs. Approximately 52 machines need to be replaced.

FY 2011 request: \$500,000 is requested for squad car cameras and \$750,000 for interoperable mobile data computers. (This request is scalable).

Pedestrian Bridge Across Hiawatha: 46th Street Station

The need for the bridge has been identified by several groups. The groups include neighborhood organizations such as the River Lake Greenway Community Group, Longfellow Community Council, and the Standish Ericsson Neighborhood Association. The bridge would allow pedestrians to safely cross Hiawatha Avenue, a busy four lane roadway that parallels the Hiawatha LRT line. The bridge would also allow safe access to the 46th Street LRT station. The cost of the bridge is estimated to be in excess of \$1.5 million.

FY 2011 Request: \$500,000 to begin preliminary engineering and planning for the project.

Upper Mississippi River

The City of Minneapolis along with the Minneapolis Park and Recreation Board has completed a master plan for the upper Mississippi River. The plan presents a bold vision for developing the riverfront into a regional park in north and northeast Minneapolis. The plan will provide public access to the river, create a system of riverway streets, enhance the ecological function of the river corridor, link the upper river to the Grand Rounds parkway system, realize the area's potential for economic development and establish urban design guidelines. When completed the plan will result in 90 acres of new park, 15 miles of bike and recreational trails, 4 miles of restored riverbank, 5.25 miles of parkway and boulevard, 2,500 housing units in new riverfront neighborhoods, and 2,000 net jobs. To help guide the development of the riverfront, the City and Park Board ratified legislation that enables the establishment of a Minneapolis Riverfront Commission. The commission has been organized and will work with stakeholders to plan and program riverfront development.

FY 2010 Request: \$4.0 million for construction of the public infrastructure. (This project is scalable).

Employment and Training Services for Ex-Offenders

The City of Minneapolis Employment and Training Program (METP) is requesting \$750,000 appropriation to expand employment and training services for hard-to-serve individuals with a criminal background. This funding will allow the City of Minneapolis to build on the success of the "Close the Gap" initiative by focusing on a very challenging and growing population of ex-offenders reentering the workforce. It will place 150 ex-offenders into jobs.

In 2007 nearly 25 percent of Minnesota's 9,214 inmates were from Hennepin County, with a sizable proportion of that 25 percent from the City of Minneapolis. In turn, upon release, whether through probation, parole, or simply discharged, many of these former Hennepin County residents, along with others not formerly from Hennepin County, settle in the City of Minneapolis in search of needed social services. Because of the increased barriers to employment for ex-offenders, and little money specifically designated to serve this population, social services struggle to fully meet the needs of the ex-offender community.

Moreover, the long-term impact of helping ex-offenders become part of the workforce is proven to reduce recidivism and improve neighborhood safety and stability. The additional funding would allow MEPT to expand the capability of nonprofit employment and training providers to offer intensive employment related case management and training opportunities to the ex-offender community in Minneapolis.

FY 2011 Request: \$750,000 to implement the program.

Community Outdoor Warning Siren System

The City of Minneapolis' Community Outdoor Warning Siren System is a computer monitored, radio controlled network of sirens designed to alert the general public of an impending or existing large scale emergency such as a tornado, floods or other similar occurrence. Originally installed in the 1950's the system has outlasted its useful life and needs to be replaced. The project involves replacing the existing system's sirens with a system that is better designed to provide more complete coverage of the city. The new system would provide battery backup in the event of an electrical power interruption and would be more timely in terms of activation and warning. The system would be managed by the City of Minneapolis Emergency Preparedness Office in accordance with applicable federal, state and city ordinances, regulations and policies.

In implementing the project the city will utilize the expertise of Minneapolis and Hennepin County staff as well as the private sector.

FY 2011 Request: \$2.0 million for the project. (The project is scalable).

Minneapolis Skyway Senior Center (Center)

The Center is a program of the Minneapolis Department of Health and Family Support. The Center provides a safe, friendly and comfortable place for people over 50 to gather in downtown Minneapolis to participate in a variety of enrichment and wellness activities as well as engaging in community service opportunities. The Center regularly restructures its programming to meet the needs of the population. Every two months programming and services are reviewed and revised, if needed, as a result of center user input the Center's Advisory Committee.

The Center is staffed by one salaried director, two part-time aides and approximately 40 individuals. St. Thomas University, Minneapolis Community Education and Augustana Care Centers are programming partners.

The Center has been funded by private and public resources. The federal funding would permit the continuation of the center as it transitions to other funding partners.

FY 2011 Request: \$162,000 for the project.

Homegrown Minneapolis Urban Agriculture/Gardening Resource Center

The City of Minneapolis has a strong foundation of food resources including approximately 120 community gardens, 15 farmers markets and mini-farms stands, and 5 food co-ops. The markets, gardens and co-ops are complimented by numerous health, education and social service agencies that provide education and training for residents in such areas as the production, preparation and preservation of healthy food. Despite the presence of the opportunities to access locally produced foods, health studies report that there are many barriers such as food availability, price and transportation to healthy food consumption.

In response to local food system issues, the City initiated Homegrown Minneapolis. Coordinated by the Minneapolis Department of Health and Family Support, Homegrown Minneapolis is a citywide effort to encourage residents to grow, sell, buy and eat more healthy, produced and sustainably grown foods.

In June 2009, a report developed by approximately 100 Homegrown Minneapolis stakeholders was presented to the Mayor and City Council. Among its 75 recommendations, the report recommended the establishment of a central Urban Agriculture/Garden Resource Center. The Center would coordinate food related training, education and programs across the city. The focus of the Center's efforts would help residents learn about food production, preparation and preservation. The Center will also support four pilot neighborhood-level resource clusters. The clusters will connect gardeners and urban farmers in order to provide grassroots level support and encourage shared use of resources.

FY 2011 Request: \$200,000 for the project.

Programs with Grants Received, Applied for, or Anticipated by Minneapolis

1. Housing and Urban Development

Community Development Block Grant (CDBG)

The CDBG program has provided state and local government federal resources to support such activities as new housing development, rehabilitation of existing units, employment training, small business creation, infrastructure improvements and clean-up of contaminated sites. The city of Minneapolis has participated in the program for approximately 35 years and in recent years has received \$15.0 million for CDBG activities and has leverage for other public and private funds. For federal fiscal year 2010 CDBG was appropriated \$3.999 billion or approximately a 10% increase over 2009.

The city anticipates that its 2010 CDBG allocation should increase by an amount relative to the national increase.

The City supports the continuation of the CDBG program at a funding level equal to or greater than the FY 2010 appropriation.

Housing Programs

The City of Minneapolis annually receives as part of its consolidated plan funding for three housing programs – Housing Opportunities for Persons with AIDS (HOWPA), Emergency Shelter Grants (ESG) and the HOME Investment Partnership program (HOME). The city administers the HOPWA program. The annual grant approximates \$900,000 which provides housing assistance through vouchers for approximately 110 persons a month.

The ESG program provides funds for capital improvements to housing shelters throughout the city. The grant approximates \$600,000 annually and has been used to improve and maintain shelters operated by non-profit groups serving the city's homeless population.

HOME funds approximate \$4.4 million annually and have been used to fund, rehabilitate and construct owner occupied and renter housing.

In addition to the housing programs included in the annual consolidated program housing developments, agencies and residents have benefited from such programs as the housing voucher program (Section 8), the HOPE VI program and the McKinney Vento program. The last mentioned program provides assistance for services to the homeless.

The use of a portion of the HOPE VI appropriation (FY2010) for the Choice Neighborhood initiative could not only improve the housing but also assist increasing the housing development's livability by improving job training and educational opportunities. The city is exploring if there is a project that could be eligible for Choice Neighborhoods.

The City of Minneapolis supports the continuation of the housing programs as well as the housing voucher program and encourages the use of funds for demonstration projects such as the Choice Neighborhood initiative.

Public Housing

The City supports full funding for the Public Housing Authorities across the nation. The Minneapolis Public Housing Authority (MPHA) is the state's largest public housing authority. MPHA manages and maintains 4,856 units in forty high rise buildings, 731 single family homes

and 184 town homes. In addition, it administers 4,000 Section 8 vouchers and has maintained a 99%-100% occupancy rate in its properties.

MPHA has designated nine apartment complexes with nearly 1,600 residents for senior citizens. In addition, it provides assisted living programs for frail and elderly and using funds from the Home Ownership Made Easy (HOME) program assisted families to move from Section 8 assistance to their own homes. The authority's "Moving Home" program was the first in the nation to provide Section 8 families with the education and counseling they will need to purchase and maintain their own homes.

The MPHA has received approximately \$ 38 million in American Reinvestment and Recovery Act (ARRA) funds to rehabilitate existing units. The ARRA funds have been obligated and the projects should be completed within the next year.

The city supports funding for public housing capital and operating budgets.

Housing Stabilization

The housing crisis has resulted in record mortgage foreclosures throughout the country and has caused an economic slowdown. The nation's financial and credit markets have been adversely affected by mortgage lending practices that have led to tight credit, bankruptcies and evidence of fraud. Many states including Minnesota have enacted legislation to prohibit predatory lending, tighten mortgage laws and provide assistance to persons in foreclosure.

The foreclosure crisis has adversely impacted neighborhoods in cities and suburbs throughout the nation. Parts of Minneapolis and St. Paul have concentrations of foreclosures that are threatening the stability of the neighborhoods.

The city recommends that the Neighborhood Stabilization Program be funded as part of the FY 2011 budget and the federal efforts implemented in 2008 and in the Stimulus package be continued as needed. The city also recommends that the NSP program be amended to permit the use of funds for more foreclosure prevention activities.

United States Department of Transportation (U.S. DoT)

Reauthorization

The current federal transportation act, the Safe Accountable Flexible Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) expired on September 30, 2009. However the Congress has adopted a continuing resolution that extends the act until February 28, 2010. It is probable that the act will be extended again but the length of the extension is not known.

The House Transportation and Infrastructure Committee released in July 2009 a reauthorization bill – the Surface Transportation Authorization Act of 2009. The Senate has not yet released a draft of its reauthorization act while the Administration is developing a proposal that should be available soon.

In framing a reauthorization bill, the Congress should frame a bill that increases safety on the nation's highways; reduce congestion that slows commuting and the flow of freight; provide transportation choices for commuters and travelers; limit impacts of transportation on the environment; and promote livability of communities. To achieve the objectives, the reauthorization bill needs to increase funding for metropolitan areas and broaden the authority

of local governments to develop transportation plans and programs that are linked to housing and employment centers and provide residents with transportation options.

The City of Minneapolis has benefitted from the federal transportation act through regional and state administered programs as well as a direct grant to encourage bicycle commuting.

The City of Minneapolis supports funding to sustain the Highway Trust Fund and Mass Transit Account. The City of Minneapolis also supports the timely passage of a transportation act that addresses the highway and transit needs of states and metropolitan regions.

Transportation Programs

Small Starts: Streetcars

The 2005 Congress approved modifications to the federal transit new starts program related to smaller transit projects. The “small starts” program provides federal funding for transit projects that have a total cost of less than \$250.0 million. The program is aimed at assisting such transit projects as street cars and bus rapid transit.

The City of Minneapolis has begun developing a ten year transportation plan. As part of the plan the City is examining the role of street cars in the City’s transportation system. Street cars could reduce congestion and provide links to the region’s developing rail system.

The City supports the small starts program and urges Congress to continue its funding and supports the recent changes to the transit guidelines that provide for program flexibility and responsiveness which should benefit streetcar projects.

Twin Cities Transportation Projects

In December 2008 the Metropolitan Council adopted the Regional Transportation Policy Plan. The plan outlines the transportation needs and issues of the region which is expected to add 1.0 million people by 2030.

The plan identifies transportation improvements that will help the region increase mobility and reduce congestion. The Metropolitan Council identified priority transportation corridors that should be the focus of the region’s transportation investments. The corridors include the I-35W Bus Rapid Transit (BRT), the Northwest Busway, the Northstar Commuter Rail, Cedar Avenue BRT and the Central Corridor LRT. When completed the corridors will provide commuters with a transit option that would have dedicated lanes and operate at posted speeds.

The region, in cooperation with the Minnesota Department of Transportation (MnDOT), has been working on the corridors and some of the corridor projects are scheduled for construction within the next year. To complete the projects as scheduled additional funding will be required.

FY 2011 Request: The City of Minneapolis supports continued federal funding for the priority projects including support for multi-modal transit station at 35W over Lake Street and related mitigation measures.

Minneapolis-Duluth Intercity Passenger Rail Service

The City of Minneapolis supports the appropriation request of by the Intercity Passenger Rail Service Joint Powers Board. The funding would be used to complete the necessary next steps in the Federal Rail Administration process and to complete essential engineering and

connection work for the project that will be another link in the regional/state passenger rail system.

2. United States Department of Homeland Security

Public Safety Programs: National Fire Academy

The Minneapolis Fire Department has benefited from the research and training provided by the National Fire Academy. City personnel have attended training programs offered by the academy and the City supports continued federal funding of the academy.

Homeland Security

The City supports the continuation of the Urban Area Security Initiative (UASI) and the Metropolitan Medical Response System (MMRS) grants. From 1999 through 2009 the city has received \$60.0 million from the two grant programs. UASI funds have been used to secure public buildings, train public safety personnel, purchase equipment and improve communication systems.

In FY 2011 the seven county metro region is eligible for UASI funds. The City recommends that UASI and MMRS continue as separate programs.

Emergency Operations Center

The City of Minneapolis has received as part of the FY 2010 budget an Emergency Operations Center grant. The \$750,000 grant will be used to complete the construction of city's Fire and Emergency Training and Emergency Operations Center. The new center will continue to train first responders and firefighters from the region and will house some of the emergency vehicles and large equipment used in emergencies throughout the state. The City supports the continuation of the program.

3. US Department of Health and Human Services

Medicaid (called Medical Assistance in MN)

Medical Assistance (MA) provides health care coverage for low income children under the age of 21, parents or relative caregivers of dependant children, pregnant women, people who are 65 or older and persons with disabilities. Minnesota's joint federal/state-funded Medicaid program covers 366,000 low-income senior citizens, children, families, and people with disabilities.

Families, children and pregnant women make up the largest MA group (68 percent), but account for the least expenditures (22 percent). People who are elderly or disabled make up the smallest group (32 percent) but represent the majority of expenditures (78 percent). In addition to MA, the state offers other publicly funded health care programs such as MinnesotaCare and General Assistance Medical Care. The city supports the continuation of federal assistance for medical care.

Public Health Grants

To support its programs, the Minneapolis Department of Health and Family Support has received funding from 5 different federal programs. The programs have been funded from either the U.S. Department of Housing and Urban Development (HUD) or the U.S. Department of Health and Human Services. Three of the programs are multi-year grants and two of the

grants – Twin Cities Healthy Start and lead prevention and remediation – serves both Minneapolis and Hennepin County residents.

The lead prevention and remediation grant supports a City/county program. While the program's primary purpose is to remediate lead from homes and buildings, the Minneapolis Department of Health and Family Support has used a portion of the grant to conduct an outreach and lead prevention program for children and pregnant women. The City and county coordinate resources so that clients of the outreach program can access the remediation resources.

Twin Cities Healthy Start is a collaborative of public and private agencies committed to establish a comprehensive and coordinated approach to reduce infant mortality among African American and American Indian families. The project serves Minneapolis and St. Paul through local community clinics and social service agencies. The project provides the following:

- training regarding prenatal health to approximately 60 professionals annually;
- community health education to approximately 150 African American and American Indian families; and
- case management and supportive services to over 500 women annually through contracts with community organizations.

The Minneapolis Department of Health and Family Support also participates in the Steps to a Healthier Minneapolis initiative of HHS. The purpose of Steps to a Healthier Minneapolis is to help residents live longer, better, and healthier lives by reducing the burden of diabetes, being overweight, obesity and asthma. To accomplish its purpose, the program targets three related risk factors – physical inactivity, poor nutrition, and tobacco use. The program will occur in four community and health care settings, schools and worksites. The City's grant began in October 2004, and is funded at \$712,000 per year.

The Public Health Preparedness programs have provided funding for several Minnesota cities to plan and implement public health programs as part of an emergency preparedness program. Minnesota has received approximately \$15.0 million annually and an additional \$20.0 million for bioterrorism hospital preparedness.

The federal Maternal and Child Health Block Grant has funded programs to address the health concerns of children, infants, mothers and pregnant women. Several Minneapolis programs are assisted by proceeds from the Maternal and Child Health Block Grant.

Policy Initiatives

Universal Health Care

The City supports a meaningful health care reform bill, based on the principles adopted by Council on March 28, 2008, with special emphasis on the following:

- Supports provisions which strengthen public health and prevention. Government should be a partner in helping people take responsibility for their own health behaviors using strategies such as: Health Education, Changing Community Norms, and Making the Healthy Choice the Easy Choice.
- Includes American Indian urban residents and lawfully residing immigrants in having health care coverage and access to health care, including geographic and linguistic access; and
- Advocates for further work in the following principle areas which are inadequately represented in current key proposals:
 - Health care systems are made affordable for patients and other payers by controlling both administrative and clinical costs;
 - Establishment of a comprehensive benefit set (primary and preventative care, physical and mental health, substance abuse, dental and medications); and
 - A simplified system patients can easily understand and use.

Telecommunications Policy

The Congress has been interested in telecommunications law revisions. In prior Congressional sessions, the House Energy and Commerce Committee and the Senate Commerce, Science and Transportation Committee held hearings and released working draft bills that would limit local franchising authority. As a result of concerns raised by national organizations including the National League of Cities and U.S. Conference of Mayors the Congress did not move legislation. However if the 2010 Congress does plan to amend the federal communication law the Congress should:

- continue to permit local government to facilitate or offer advanced communications services to their citizens through local franchise agreements;
- preserve local authority to manage public rights of way for the benefit of everyone;
- reaffirm local government's ability to provide public safety services over the communications system; and
- recognize local roles in promoting universal access to a full range of communications services.

Railroad Safety Zone

A new federal law requires all Federal Railroad Administration trains sound their whistles at intersections unless specific safety equipment is in place. The City would like a change to the law allowing cities to retain their Quiet Zone ordinances keeping trains from blowing their whistles, or federal money to help buy the necessary equipment.

Restore Federal-Local Relationship on Crime Prevention

One of the City goals, a Safe Place to Call Home, is to ensure that all Minneapolis residents live in a healthy environment and feel safe in the City, with a specific strategic direction that "Guns, Gangs, Graffiti" be eliminated. The City of Minneapolis would like to see the federal-local relationship on crime prevention restored.

Funding for major Department of Justice law enforcement programs has been slashed in recent years, with the COPS hiring program (once funded at almost \$1.5 billion) and Local Law Enforcement Block Grant program (once funded at approximately \$523 million) both being eliminated.

The City of Minneapolis is calling for federal programs to provide flexible resources for the deployment of law enforcement personnel, support local innovations, fight domestic violence, and fund technology that helps fight crime. Specifically, funding for COPS and the local block grant should be restored. The COPS Program should create ongoing funding support for community policing efforts. Resources are also needed to help promote crime prevention, provide positive alternative for youth, and provide alternatives for ex-offenders who are returning to the City. The Weed and Seed projects should also be funded.

Youth Violence Prevention

From 2003 to 2006 Minneapolis experienced a surge in violent crime. That spike was in large part due to a significant rise in violent crime involving young people, with approximately half of the total arrests citywide involving juvenile offenders.

In response, the City of Minneapolis developed the “Blueprint for Action,” a comprehensive, multifaceted, community-based plan to prevent youth violence. The Blueprint emphasizes the need for an array of community-based prevention programs, along with increased law enforcement efforts to prevent youth violence in Minneapolis.

Recent evaluations indicate that the Blueprint is having an impact on youth violence. In 2008, there was a 43-percent reduction in youth violence in the targeted areas from the high recorded in 2006.

The City of Minneapolis supports the following federal legislative initiatives and principles:

1. Designate youth violence as a national priority and a preventable public health issue, and align new and existing resources accordingly.
 - Create a mechanism for effective policy coordination and strategy alignment for youth violence issues with state and local governments, tribes, schools, community groups, faith communities and other supportive entities.
 - Refocus attention on policies and programs intended to prevent youth from engaging in the criminal justice system.
2. Enhance the capacity and infrastructure for local, state and federal public health administrations to address youth violence as a preventable public health issue.
 - Establish a funding stream or appropriations line item for youth violence prevention programs and activities to an appropriate agency.
 - Direct the determined agency to distribute funds to local and state public health administrations to support youth violence prevention programs and activities such as program development and evaluation, building infrastructure, and technology to improve coordination and monitoring efforts.

Energy and Environment Policy and Funding

Minneapolis is eager to do its part to reduce greenhouse gas emissions. Minneapolis supports the passage of climate change legislation that reduces greenhouse gas emissions in 2050 by approximately 80 percent of 1990 levels prior to the United Nations Climate Change Conference in December 2009.

We support climate change legislation that includes the following:

- A cap, trade, and auction system that would: (1) ensure cost-effective reduction of greenhouse gases to at least the reduction levels set forth in 2007 Minnesota statute (30 percent by 2025), (2) maximize public benefits while minimizing the potential for market manipulation, (3) support innovation in the energy efficiency and sustainable energy technologies with the greatest promise to reduce greenhouse gases over the long-term, (4) avoid inequitable impacts on low-income communities, and (5) maximize the likelihood of trading with other cap-and-trade systems.
- (1) more aggressive emission-reduction goals in the near- and mid-term; (2) stronger clean-energy and energy efficiency provisions; (3) emission offsets that are measurable, verifiable, and permanent; (4) broad application across all sectors of the economy, with no special exceptions; and (5) increased distribution of allowances by auction, as opposed to allocation, for each year going forward.
- Support for full engagement by the U.S. government in international climate-protection negotiations, with the goal of achieving an effective global agreement to reduce emissions by the amount that science says is necessary.
- Support for the adoption and enforcement of state and local energy and land use codes.
- Funding and facilitation of innovative local financing solutions.
- Allocation of federal transportation dollars directly to local governments to support increased investment in public transit as well as bicycle- and pedestrian-friendly infrastructure.
- Allocation of funding, including cap-and-trade credits or auction revenues, to local governments for investment in climate mitigation activities, through such initiatives as the Energy Efficiency and Conservation Block Grant program, as well as renewable energy projects, adaptive management initiatives, consumer protection, and “green” workforce development programs.

Fully Inclusive Employment Non-Discrimination Act (ENDA)

The City of Minneapolis has played a historic role in the struggle for equal rights. The city, for example, in 1975 was the first local government in the nation to enact civil rights protections for transgender people and was the second city to pass non-discrimination protections for gay, lesbian and bisexual people. The city firmly supports equality for all persons and recommends that Congress enact a fully inclusive Employee Non-Discrimination Act including gender identity protections.

Air Traffic Safety Concerns

The City of Minneapolis having thousands of residents living in close proximity to Minneapolis-St. Paul International Airport is concerned about three converging issues which if not properly addressed at the federal level may reduce the margin of safety at MSP as well as at other airports around the country. Specifically, these are the re-benchmarking of schedules to deploy Air Traffic Control facilities and equipment to upgrade our air traffic control system; the short staffing of air traffic control facilities and the labor/management issues with FAA and air traffic controllers; and lastly, the lowering of experience thresholds to attract pilots to the commercial carrier segment.

The city supports the accelerated implementation of Next Gen programs together with appropriate funding commitments from Congress. The city further recommends that Congress work with the FAA to evaluate the impact of lower experience thresholds on the commercial pilot community.

Financing and Credit

Many banking institutions require credit criteria as a condition to opening a checking or savings account. Many employers also require a credit check before offering employment. In some instances a well qualified candidate may be denied a bank account or a job. Minneapolis supports Congress investigating the use of personal credit information and enacting policies to define the use of credit information with regard to opening a checking or savings account and in matters of offering employment.

Federal-Local Government Relationships

The federal government has a long tradition of providing local government with the resources to maintain and improve the quality of life of its residents. Federal policies related to housing, public safety, workers rights, transportation and the environment, for example, have provided financial and legal resources to local governments. The City of Minneapolis has benefited from such federal actions and supports continued federal support. The City, however, opposes federal actions that are traditionally the responsibility of local governments. In developing policy, the federal government must recognize the role of local control over such matters as employee relations and land use.

Prisoner Treatment, Torture and Cruelty: Support for an Executive Order

The City of Minneapolis has been since 1985 the home of the Center for Victims of Torture. The center has worked with many victims of torture and abuse who have made Minneapolis and its surrounding communities home.

The City is concerned about the use of torture and recommends that the President of the United States issue an Executive Order. The Order should state that the United States:

- Will not use methods of interrogation that we would not find acceptable if used against Americans;
- Will have a national standard for use in the interrogation and treatment of prisoners;
- Will acknowledge that all prisoners will have the opportunity to prove their innocence in ways that conform to American principles of fairness;
- Will commit to ending the use of torture and cruelty in the world;
- Will provide the Congress and Judiciary with access to information regarding our detention and interrogation policies.

Community Radio Act

The City supports legislation (HR1147) that would allow the establishment of low-power FM (LPFM) stations throughout the country. In 2000 the Federal Communications Commission (FCC) issued rules that would have permitted the establishment of the stations but subsequent legislation limited the implementation of the rule. The legislation required the FCC to only issue licenses to low powered stations that would not interfere with existing full power stations. A low powered station needs to be at least four intervals on the radio from a full power station. The legislation would support recommendations contained in a FCC study released in 2003 that concluded that the low powered stations would not cause interference with existing stations if they are three intervals away.

Human Rights Restrictions in Uganda

The Uganda Legislature is considering a law that would strengthen penalties against the promotion of homosexuality. Bill Number 18, the Anti-Homosexuality Bill of 2009 targets lesbian, gay and transgender Ugandans, their advocates and defenders and anyone who fails to report them to the authorities. The legislation would criminalize such activities as funding LGBT organizations, publishing or broadcasting or marketing materials on homosexuality. A person guilty of promoting homosexuality could be subject to a fine or imprisonment. The City of Minneapolis opposes this legislation.