

# Agenda Report

January 25, 2010

**TO:** HONORABLE MAYOR AND CITY COUNCIL  
**THROUGH:** LEGISLATIVE POLICY COMMITTEE (January 20, 2010)  
**FROM:** CITY MANAGER  
**SUBJECT:** LOCAL TAXPAYER, PUBLIC SAFETY AND TRANSPORTATION PROTECTION ACT

## **RECOMMENDATION:**

It is recommended that the City Council adopt a resolution in support of the Local Taxpayer, Public Safety and Transportation Protection Act and its placement on the November 2010 Statewide Ballot.

## **BACKGROUND:**

On Tuesday, October 20, 2009, Californians to Protect Local Taxpayers and Vital Services, a coalition which includes the League of California Cities, local government, transportation and public transit leaders filed a ballot measure initiative - the Local Taxpayer, Public Safety and Transportation Protection Act - with the California Attorney General's office. The coalition is working to have this measure placed on the statewide ballot for November 2010.

Many city officials attended the League's annual conference in San Jose where delegates unanimously voted to support the League's co-sponsorship of a November 2010 ballot measure to tighten protections of city and transportation revenues. There was little doubt by attendees of the need for this measure after the state came dangerously close to taking \$1 billion in local gas tax revenues and then actually borrowed \$2 billion in local property taxes, seized billions in redevelopment agency funds and took \$697 million of transit funds.

The measure, if passed by voters, would close loopholes and prevent the state from borrowing, raiding or otherwise redirecting local government (local taxes, property taxes, redevelopment), transportation (HUTA and Proposition 42 funds) and public transit funds. With the state continuing to raid and borrow local government, transit and transportation funds, the proposed measure is deemed

necessary to protect taxpayers and the vital local government and transportation services that support the quality of life and the economy of local residents.

### **Local Taxpayer, Public Safety and Transportation Protection Act**

The Local Taxpayer, Public Safety and Transportation Protection Act as filed by the coalition to protect local revenues and local services would:

1. Prohibit the State from taking, borrowing or redirecting local taxpayer funds dedicated to public safety, emergency response and other vital local government services (including redevelopment). The measure would close loopholes to prevent the taking of local taxpayer funds currently dedicated to cities, counties and special districts. It would also revoke the State's authority to borrow local government property tax funds or divert local redevelopment funds.
2. Protect vital, dedicated transportation and public transit funds from state raids. The measure would prevent state borrowing, taking or redirecting of the state sales tax on gasoline (Prop.42 funds) and Highway User Tax on gasoline (HUTA) funds that are dedicated to transportation maintenance and improvements. It would also prevent the state from redirecting or taking public transit funds.
3. Protect local taxpayers by keeping more of our local tax dollars local where there's more accountability to voters, and by ensuring once and for all that our gas taxes go to fund road improvements. The measure also reduces pressure for local tax and fee increases that become necessary when the State redirects local funds.
4. Reform state government and enhance fiscal accountability. This measure is a key step in reforming California's broken budget system by restoring more local control and accountability. It also stops the irresponsible practice of the State borrowing special funds that have to be repaid with interest, which only puts our State further in debt.

After hearing overwhelming support from the League's membership and receiving positive public opinion data from the citizen surveys, the League's Board of Directors voted on December 22, 2009 to join its coalition partners to move forward with signature gathering. The campaign was officially launched the first week of January, 2010 and the coalition is proceeding with collecting the approximately 1.1 million signatures needed to ensure receipt of the required 694,354 valid signatures needed to qualify this constitutional amendment for the November 2010 statewide ballot. Grassroots organizing and fundraising will be paramount to the success of this measure as it moves forward. The League staff has contacted the Pasadena City Council and the field representatives to garner

support from local government, public safety, business, and labor leaders who will assist in a massive volunteer signature gathering effort for the ballot measure.

The key provisions of Local Taxpayer, Public Safety and Transportation Protection Act (Attachment 1) and the short version of the ballot measure filed with the Attorney General (Attachment 2) are attached. Staff will continue to keep City Council informed as the ballot measure moves forward.

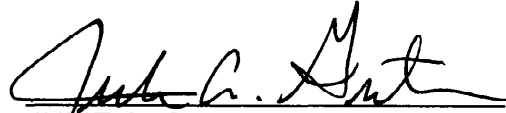
**COUNCIL POLICY CONSIDERATION:**

Approval of the subject recommendation represents a furtherance of the 2009/2010 Pasadena State Legislative Platform Guiding Principle - Preserve Local Funding - which advocates protection of existing state and local funding sources and the authorities that provide revenues to the City of Pasadena.

**FISCAL IMPACT:**

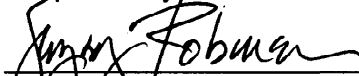
Passage of the initiative will provide further protection to the City's revenues. It is estimated the City will receive approximately \$29 million in redevelopment funds and \$2.35 million in Highway User Taxes (HUTA) in Fiscal Year 2011. A portion of these funds will be at risk without passage of the initiative.

Respectfully submitted,



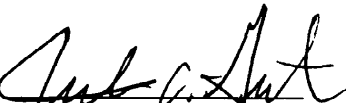
JULIE A. GUTIERREZ  
Assistant City Manager  
City Manager

Prepared by:



GREGORY ROBINSON  
Assistant to the City Manager

Approved by:



*fin* MICHAEL J. BECK  
City Manager

Attachment 1

**KEY PROVISIONS OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND TRANSPORTATION PROTECTION ACT**

<i>Key Provisions</i>	<i>Local Taxpayer, Public Safety and Transportation Protection Act of 2010</i>
Protects Locally Imposed Taxes (e.g., parcel UUT, TOT, sales, etc.)	Yes. Legislature may not take or borrow or direct how local taxes may be spent. Property tax treated under Article XIII, Section 25.5.
Prohibits Property Tax Borrowing	Yes. Repeals state authority to borrow under Article XIII, Section 25.5 after 2009-10.
Prohibits Reallocation of Property Tax or VLF to Pay for State Mandates	Yes.
Prohibits Borrowing or Stealing of the HUTA Gas Tax	Yes, and provides same protections to any replacement revenues and requires hearings and study before state and local shares changed.
Prohibits Borrowing or Stealing of Proposition 42 Gas Tax	Yes, and provides same protections to any replacement revenues and requires hearings and study before state and local shares changed.
Prohibits Borrowing or Stealing of Public Transit Account (PTA) funds	Yes. Also restricts use of PTA revenues for transportation planning and mass transportation purposes only and requires "Spillover" sales tax to be deposited into the PTA and split evenly between State and local transportation agencies.
Prohibits Taking, Borrowing or Directing, Spending of RDA Funds	Yes. Prohibits state from requiring RDAs to pay tax increment to a state or another local agency or require an agency to use its tax increment for any State purpose, except affordable housing and pass-through payments.
Remedy if State Violates Constitution and Repayment Due	Yes. If court finds state has taken funds illegally, repayment is continuously appropriated to repay amount taken illegally.
Repeal of Conflicting Statutes	Yes. Any conflicting statute enacted between Oct. 21, 2009 and November 2, 2010 is automatically repealed.

Additional information is posted on the coalition's campaign website at [www.savelocalservices.com](http://www.savelocalservices.com) and below is contact information for the League representative.

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## Attachment 2

### SECTION 1. Title.

This act shall be known and may be cited as the "Local Taxpayer, Public Safety, and Transportation Protection Act of 2010."

### SECTION 2. Findings and Declarations.

The people of the State of California find and declare that:

(a) In order to maintain local control over local taxpayer funds and protect vital services like local fire protection and 9-1-1 emergency response, law enforcement, emergency room care, public transit, and transportation improvements, California voters have repeatedly and overwhelmingly voted to restrict state politicians in Sacramento from taking revenues dedicated to funding local government services and dedicated to funding transportation improvement projects and services.

(b) By taking these actions, voters have acknowledged the critical importance of preventing State raids of revenues dedicated to funding vital local government services and transportation improvement projects and services.

(c) Despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects and services, state politicians in Sacramento have seized and borrowed billions of dollars in local government and transportation funds.

(d) In recent years, state politicians in Sacramento have specifically:

(1) Borrowed billions of dollars in local property tax revenues that would otherwise be used to fund local police, fire and paramedic response and other vital local services;

(2) Sought to take and borrow billions of dollars in gas tax revenues that voters have dedicated to on-going transportation projects and tried to use them for non-transportation purposes;

(3) Taken local community redevelopment funds on numerous occasions and used them for unrelated purposes;

(4) Taken billions of dollars from local public transit like bus, shuttle, light-rail and regional commuter rail, and used these funds for unrelated state purposes.

(e) The continued raiding and borrowing of revenues dedicated to funding local government services and dedicated to funding transportation improvement projects and services can cause severe consequences, such as layoffs of police, fire and paramedic first

responders, fire station closures, healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services.

(f) State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when state politicians take or borrow these dedicated funds.

(g) It is hereby resolved, that with approval of this ballot initiative, state politicians in Sacramento shall be prohibited from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services or dedicated to transportation improvement projects and services.

**SECTION 3. Statement of Purpose.**

The purpose of this measure is to conclusively and completely prohibit state politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending, or otherwise taking or interfering with revenues that are dedicated to funding services provided by local government or funds dedicated to transportation improvement projects and services.

**SECTION 4. Article XVII is added to the California Constitution, to read:**

**SECTION 1.** The Legislature may not reallocate, transfer, borrow, appropriate, restrict the use of, or otherwise use the proceeds of any tax imposed or levied by a local government solely for the local government's purposes.

**SEC. 2.** On and after the effective date of the measure adding this article, and notwithstanding subparagraphs (B) and (C) of paragraph (1) of subdivision (a) of Section 25.5 of Article XIII of this Constitution or any other law, the Legislature may not suspend subparagraph (A) of paragraph (1) of subdivision (a) of Section 25.5 of Article XIII. The Legislature may not change the pro rata shares in which ad valorem property taxes are allocated among local agencies to transfer property taxes to a local government when the Legislature or any state agency mandates a new program or higher level of service on that local government.

**SEC. 3.** On and after the effective date of the measure adding this article, and notwithstanding Section 15 of Article XI of this Constitution or any other law, the Legislature may not change the allocation of revenues described in Section 15 of Article XI to reimburse a city, county, or city and county when the Legislature or any state agency mandates a new program or higher level of service on that city, county, or city and county.

**SEC. 4.** On and after the effective date of the measure adding this article, and notwithstanding Article XIX of this Constitution or any other law:

(a) Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust

fund, and shall be used solely for the purposes identified in subdivisions (a) and (b) of Section 1 of Article XIX.

(b) The Legislature may, by a two-thirds vote of the membership in each house, modify the statutory allocations in effect on June 30, 2009 only in accordance with the procedures specified in Section 3 of Article XIX. Any bill modifying the statutory allocations in effect on June 30, 2009 must remain in its final form for at least 12 days prior to passage in either house of the Legislature.

(c) Revenues from taxes described in subdivision (a) allocated to cities, counties, and areas of the State may be used solely by the entity to which they are allocated, and solely for the purposes described in Sections 1 and 4 of Article XIX; and Section 5 of Article XIX subject to the requirements of subdivision (e). The Legislature may not take any action that permanently or temporarily borrows, diverts, appropriates for unrelated purposes, or delays, defers, suspends, or otherwise interrupts the payment, allocation, distribution, disbursal, or transfer of revenues from taxes described in subdivision (a) to cities, counties, and areas of the State pursuant to the procedures in effect on June 30, 2009.

(d) If the Legislature reduces or repeals the taxes described in subdivision (a) and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited and allocated in the same manner, and dedicated to the same purposes, as the revenues being replaced.

(e)(1) Revenues allocated to any city or county pursuant to Section 3 of Article XIX for the purposes specified in subdivision (a) of Section 1 of Article XIX shall not be used by the State for any purpose, including, but not limited to, payment of principal and interest on voter-approved bonds issued by the State. Up to 25 percent of the revenues allocated to any city or county pursuant to Section 3 of Article XIX for the purposes specified in subdivision (a) of Section 1 of Article XIX may be used by any city or county for the payment of principal and interest on voter-approved bonds issued by that city or county for such purposes.

(2) Up to 25 percent of the revenues allocated to the State pursuant to Section 3 of Article XIX for the purposes specified in subdivision (a) of Section 1 of Article XIX may be pledged or used by the State, upon approval of the voters and appropriation by the Legislature, for the payment of principal and interest on voter-approved bonds issued by the State for such purposes on or after November 2, 2010.

SEC. 5. On and after the effective date of the measure adding this article, and notwithstanding Section 1 of Article XIX A of this Constitution or any other law:

(a) All of the following shall be deposited no less than quarterly into the Public Transportation Account (Section 99310 of the Public Utilities Code), or its successor, which is hereby declared to be a trust fund:

**(1) All revenues specified in paragraphs (1) through (3), inclusive, of subdivision (a) of Section 7102 of the Revenue and Taxation Code, as that section read on June 1, 2001.**

**(2) All moneys in the Transportation Investment Fund that are allocated for public transit and mass transportation pursuant to paragraph (A) of subdivision (c) of Section 1 of Article XIX B.**

**(b) Funds in the Public Transportation Account may only be used for transportation planning and mass transportation purposes. The Legislature may not take any action that permanently or temporarily borrows, diverts, appropriates for unrelated purposes, or delays, defers, suspends, or otherwise interrupts the quarterly deposit of the funds specified in subdivision (a) into the Public Transportation Account. Funds in the Public Transportation Account may not be loaned or otherwise transferred to the General Fund or any other fund or account in the State Treasury.**

**(c) For the purposes of subparagraph (A) of paragraph (1) of subdivision (e), "transportation planning" means only the purposes described in subdivisions (c) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.**

**(d) For the purposes of this article and Article XIX B, "mass transportation," "public transit," and "mass transit" have the same meaning as "public transportation." "Public transportation" means:**

**(1)(A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.**

**(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.**

**(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.**



**(e)(1) Revenues deposited into the Public Transportation Account pursuant to paragraph (1) of subdivision (a) are hereby continuously appropriated to the Controller without regard to fiscal years for allocation as follows:**

**(A) Fifty percent pursuant to subdivisions (a) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.**

**(B) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.**

**(C) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.**

**(2) Revenues deposited into the Public Transportation Account pursuant to paragraph (2) of subdivision (a) are hereby continuously appropriated to the Controller without regard to fiscal years for allocation as follows:**

**(A) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.**

**(B) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.**

**(C) Fifty percent for the purposes of subdivisions (a) and (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.**

**SEC. 6. On and after the effective date of the measure adding this article, and notwithstanding any other provision of this Constitution or any other law, the percentage of the tax imposed pursuant to Section 7202 of the Revenue and Taxation Code allocated to local transportation funds shall not be reduced below the percentage that was transmitted to such funds during the 2008 calendar year. Revenues allocated to local transportation funds shall be transmitted in accordance with Section 7204 of the Revenue and Taxation Code and deposited into local transportation funds in accordance with Section 29530 of the Government Code, as those sections read on June 30, 2009.**

**SEC. 7. (a) On and after the effective date of the measure adding this article, and notwithstanding subdivision (d) of Section 1 of Article XIX B of this Constitution or any other law, all revenues that are collected during the fiscal year from taxes under the Sales and Use Tax Law, or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, as defined in Section 7326 of the Revenue and Taxation Code on June 30, 2009, shall be deposited quarterly into the Transportation Investment Fund (subdivision (a) of Section 7104 of the Revenue and Taxation Code) or its successor, which is hereby declared to be a trust fund. The Legislature may not take any action that permanently or temporarily borrows, diverts, appropriates for unrelated purposes, or delays, defers, suspends, or otherwise interrupts the quarterly deposit of these funds into the Transportation**

**Investment Fund. Funds in the Transportation Investment Fund may not be loaned or otherwise transferred to the General Fund or any other fund or account in the State Treasury.**

**(b) (1) If the Legislature reduces or repeals the taxes described in subdivision (a) and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited and allocated in the same manner, and dedicated to the same purposes, as the revenues being replaced.**

**(2) In addition to the requirements contained in subdivision (e) of Section 1 of Article XIX B, any bill modifying the percentage shares set forth in subdivision (c) of Section 1 of Article XIX B must remain in its final form for at least 12 days prior to passage in either house of the Legislature.**

**SEC. 8. (a) The Legislature may not require a community redevelopment agency (1) to pay, remit, loan or otherwise transfer, directly or indirectly, taxes on ad valorem real property and tangible personal property allocated to the agency pursuant to Section 16 of Article XVI to or for the benefit of the State, any agency of the State, or any jurisdiction; or (2) to use, restrict, or assign a particular purpose for such taxes for the benefit of the State, any agency of the State, or any jurisdiction, other than (A) for making payments to affected taxing agencies pursuant to Sections 33607.5 and 33607.7 of Health and Safety Code or similar statutes requiring such payments, as those statutes read on January 1, 2008; or (B) for the purpose of increasing, improving, and preserving the supply of low and moderate income housing available at affordable housing cost.**

**(b) "Jurisdiction" has the meaning specified in Section 95 of the Revenue and Taxation Code, as that section read on July 1, 2009.**

**SEC. 9. (a) If any challenge to invalidate an action that violates Sections 4 through 8, inclusive, of this article is successful either by way of a final judgment, settlement, or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the Controller, without regard to fiscal years, that amount of revenue necessary to restore the fund or account from which the revenues were unlawfully taken or diverted to its financial status had the unlawful action not been taken.**

**(b) If any challenge to invalidate an action that violates Sections 1 through 3, inclusive, of this article is successful either by way of a final judgment, settlement, or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the local government an amount of revenue equal to the amount of revenue unlawfully taken or diverted.**

**(c) Interest calculated at the Pooled Money Investment Fund rate from the date or dates the revenues were unlawfully taken or diverted shall accrue to the amounts required to be restored pursuant to this section. Within thirty days from the date a challenge is successful, the**

Controller shall make the transfer required by the continuous appropriation and issue a notice to the parties that the transfer has been completed.

(d) If in any challenge brought pursuant to this section a restraining order or preliminary injunction is issued, the plaintiffs or petitioners shall not be required to post a bond obligating the plaintiffs or petitioners to indemnify the government defendants or the State of California for any damage the restraining order or preliminary injunction may cause.

#### SECTION 5.

Section 16 of Article XVI of the Constitution requires that a specified portion of the taxes levied upon the taxable property in a redevelopment project each year be allocated to the redevelopment agency to repay indebtedness incurred for the purpose of eliminating blight within the redevelopment project area. Section 16 of Article XVI prohibits the Legislature from reallocating some or all of that specified portion of the taxes to the State, an agency of the State, or any other taxing jurisdiction, instead of to the redevelopment agency. The Legislature has been illegally circumventing Section 16 of Article XVI in recent years by requiring redevelopment agencies to transfer a portion of those taxes for purposes other than the financing of redevelopment projects. A purpose of the amendments made by this measure is to prohibit the Legislature from requiring, after the taxes have been allocated to a redevelopment agency, that the redevelopment agency transfer some or all of those taxes to the State, an agency of the State, or a jurisdiction; or use some or all of those taxes for the benefit of the State, an agency of the State, or a jurisdiction.

#### SECTION 6. Continuous Appropriations.

The continuous appropriations provided for in this Act are intended to be "appropriations made by law" within the meaning of Section 7 of Article XVI of the California Constitution.

#### SECTION 7. Liberal Construction.

The provisions of this Act shall be liberally construed in order to effectuate its purposes.

#### SECTION 8. Conflicting Statutes.

Any statute enacted between October 21, 2009 and the effective date of this measure, that would have been prohibited if this measure were in effect on the date the statute was enacted, is hereby repealed.

#### SECTION 9. Conflicting Ballot Measures.

In the event that this measure and another measure or measures relating to the direction or redirection of revenues dedicated to funding services provided by local

**governments and/or transportation projects or services appear on the same statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure shall receive a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be null and void.**

**SECTION 10. Severability.**

**It is the intent of the People that the provisions of this Act are severable and that if any provision of this Act, or the application thereof to any person or circumstance, is held invalid such invalidity shall not affect any other provision or application of this Act which can be given effect without the invalid provision or application.**

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASADENA  
IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY  
AND TRANSPORTATION PROTECTION ACT OF 2010

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds, and to dedicate the taxes on gasoline to fund local and state transportation improvement projects; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon every day, and gas tax funds are vital to maintain and improve local streets and roads, to make road safety improvements, relieve traffic congestion, and provide mass transit; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, this year's borrowing and raids of local government, redevelopment and transit funds, as well as previous, ongoing raids of local government and transportation funds have lead to severe consequences, such as layoffs of police, fire and paramedic first responders, tire station closures, stalled economic development,

healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement on California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services, including redevelopment, or dedicated to transportation improvement projects and mass transit.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Pasadena as follows:

Section 1. The City of Pasadena formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

Section 2. The City of Pasadena authorizes the listing of its name in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010.

Adopted at the \_\_\_\_\_ meeting of the City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2010 by the following vote:

AYES:

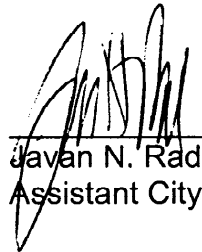
NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
Mark Jomsky, CMC, City Clerk

Approved as to form:

  
\_\_\_\_\_  
Javan N. Rad  
Assistant City Attorney