



## **2025 Q1 Legislative Action Summary**

Below is a summary of the actions that were taken during 2025 Q1 in alignment with the City of Santa Clara's 2025 Legislative Advocacy Positions (LAPs), guiding principles for legislative advocacy, approved City policies (e.g., City Council Goals and Priorities), and/or Council action.

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### **Housing LAP**

- March 28, 2025 Letter of interest in response to Santa Clara Valley Water District Board's letter dated February 28, 2025 to explore the potential formation of a county-wide Joint Powers Authority to address homelessness

### **Transportation Issues LAP**

- November 5, 2024 Letter of Support submitted for the City's grant application to the Metropolitan Transportation Commission Transit Oriented Communities Station Access and Circulation Grant for the Santa Clara Caltrain/BART Station Multimodal Crossing Feasibility Study (This letter was not previously included in the 2024 Q3 legislative update due to timing of the report.)
- March 26, 2025 Letter of support for the City's Federal Appropriations Requests to Senators Alex Padilla and Adam Schiff

### **Water Supply and Conservation LAP**

- March 27, 2025 Letter of support for Santa Clara Valley Water District's Fiscal Year 2026 Congressionally Directed Spending Request for its Purified Water Demonstration Facility submitted to the U.S. Senate Committee on Appropriations Chair, Senator Susan Collins and Vice Chair, Senator Patty Murray

### **Multiple Legislative Priorities**

- February 21, 2025 Letter of support for the City's State Budget Requests to Assemblymember Patrick Ahrens (Housing, and Transportation Issues LAPs)

- March 31, 2025 Sign on U.S. Conference of Mayors joint letter outlining municipalities' priorities for the 2025 Tax Reform and Reconciliation Bill submitted to U.S. Congressional leadership: Speaker of the House of Representatives Mike Johnson, Minority Leader of the House of Representatives Hakeem Jefferies, Senate Majority Leader John Thune, and Senate Minority Leader Charles E. Schumer (Housing, Community Services, and Energy Legislation, Regulations and Issues LAPs and "Protect and/or increase funding for specific programs and services" Legislative Guiding Principle)



# City of Santa Clara

The Center of What's Possible

Lisa M. Gillmor

Mayor

March 28, 2025

Vice Chair Richard P. Santos  
Board of Directors  
Santa Clara Valley Water District  
5750 Almaden Expressway  
San Jose, CA 95118

## **RE: Potential Formation of a County-wide Joint Powers Authority**

Dear Vice Chair Santos:

On behalf of the City of Santa Clara, I would like to express our interest in exploring the potential formation of a county-wide Joint Powers Authority (JPA) to address unsheltered homelessness in our community. The City of Santa Clara is actively working on a number of efforts to increase affordable housing in our community and provide additional services to our unhoused community members; however, like many other jurisdictions in our region, we have limited resources to effectively address this increasingly visible, urgent, and complex issue on our own.

We recognize the benefits that a collaborative arrangement and coordinated county-wide response could bring to our community, particularly in terms of resource sharing, enhanced service delivery, and improved regional coordination when it comes to homelessness. The City is supportive of more regional resources to address local housing needs, and efforts that provide increased access to resources to address the needs of our most vulnerable residents and resources for small and medium sized cities to plan and implement strategies to address the impacts of homelessness on public facilities and services. The City has and will continue to work closely with other jurisdictions, including Valley Water, to address regional issues, such as homelessness, that impact residents and businesses in our community.

It is also important to recognize that the formation of a JPA will require significant review and efforts from all interested parties. There are obligations and operational complexities inherent to forming and operating a JPA such as governance structure, financial and liability implications, and logistical considerations. While the City is optimistic about the potential benefits of a county-wide JPA that maximizes our collective impact, it is imperative that these issues are adequately addressed to ensure the interests of all potential participating agencies.

We appreciate the opportunity to meet with Valley Water and other local jurisdictions to continue the discussion of these issues in greater detail and to explore potential solutions that would allow for a successful and sustainable partnership that achieves our shared goals.

Sincerely,

Lisa M. Gillmor  
Mayor  
City of Santa Clara



November 5, 2024

Krute Singa  
Metropolitan Transportation Commission  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2066

**Re: Letter of Support for the City of Santa Clara Grant Application to MTC Transit-Oriented Communities (TOC) Station Access and Circulation Grant for the Santa Clara Caltrain/BART Station Multimodal Crossing Feasibility Study**

Dear Krute Singa:

I write in support of the City of Santa Clara's grant application to Metropolitan Transportation Commission (MTC)'s Transit-Oriented Communities – Station Access and Circulation Grant for the Santa Clara Caltrain/BART Station Multimodal Crossing Feasibility Study (Project). The Project represents a historic opportunity to revitalize and reconnect the Santa Clara downtown area with nearby communities and economic development opportunities around the existing Caltrain station and the future Santa Clara Bay Area Rapid Transit (BART) station. These two stations will provide regional access to thousands of jobs, and significant existing and proposed housing, hotels, and schools (such as Santa Clara University) in Silicon Valley.

The City of Santa Clara worked in close partnership with key community stakeholders to develop the Project which will create roadway design concepts, identify potential impacts to adjacent properties, study traffic operations, conduct robust community engagement, and evaluate the feasibility of constructing a direct multi-modal connection between Benton Street and Brokaw Road. Historically, the existing Caltrain station and tracks near Benton Street in Santa Clara has divided an economically important part of Santa Clara and continues to be a significant physical barrier to downtown access for all users including the disadvantaged community located in the study area.

This crossing will allow pedestrians, bicyclists, and transit riders to efficiently travel to and through the station area with potential access to San José Mineta International Airport, thus significantly reducing travel times and vehicle trips for Peninsula train riders and the general local community. Additionally, this crossing will attract more people to use transit, improve accessibility and safety of all transportation modes, and support future transit-oriented development next to the Santa Clara BART station. Additionally, the Project promotes active transportation and transit, reduction of daily vehicle-miles traveled, greenhouse gas emissions, vehicle congestion, and increases equity and access to historically disadvantaged communities.

Thank you for your consideration of the City of Santa Clara's grant application, and I urge your support for this priority project that will greatly benefit the Santa Clara community.

Sincerely,

Lisa M. Gillmor  
Mayor  
City of Santa Clara



March 26, 2025

The Honorable Alex Padilla  
United States Senate  
331 Hart Senate Office Building  
Washington, DC 20510

The Honorable Adam Schiff  
United States Senate  
112 Hart Senate Office Building  
Washington, DC 20510

**RE: Letter of Support for Fiscal Year 2026 Congressionally Directed Spending  
Requests from the City of Santa Clara**

Dear Senator Padilla and Senator Schiff:

On behalf of the City of Santa Clara, I want to express my gratitude and appreciation to both of you, and your staff, for your leadership and support. We appreciate the opportunity to work with your offices to bring investments and improvements to the residents, businesses, and visitors of our region.

I also want to highlight the City of Santa Clara's requests for congressionally directed spending in the Fiscal Year 2026 Federal Appropriations process and respectfully request your support. Our projects specifically seek to facilitate the development of regional community assets, increase opportunities for alternative modes of transportation, and create safe streets for bicyclists and pedestrians.

The City's priority projects are:

- **Pruneridge Avenue Complete Streets Project**

The City of Santa Clara adopted the Pruneridge Avenue Complete Streets Plan in 2022 to implement buffered bicycle lanes along the Pruneridge Avenue corridor in Santa Clara. This east-west roadway is an important part of the County of Santa Clara's cross-county bicycle corridor network and connects San Jose to Santa Clara and job centers in Cupertino. The project will remove portions of travel lanes along Pruneridge Avenue to complete this important cross-county bicycle network and enhance intersections along the corridor with pedestrian improvements such as quick-build curb extensions, ADA curb ramps, and pedestrian signal enhancements. When complete, Pruneridge Avenue will connect to jobs, schools, transit, and trails and provide direct access to the region's first under-development bicycle superhighway. The requested funding will support the City's design and construction of this priority bicycle and pedestrian improvement project in Santa Clara.

- **Silicon Valley Hopper On-Demand Micro-transit Shuttle**

The City of Santa Clara has partnered with the City of Cupertino to implement an on-demand micro-transit shuttle project, known as Silicon Valley Hopper, to serve those who live and work in Cupertino and Santa Clara. With support from a California State Transportation Agency State Transit and Intercity Rail Capital Program grant, the goal is to continue the existing On-Demand Micro-Transit Shuttle Project and expand service into north Santa Clara with a fleet of zero-emissions vehicles. Service is being designed to focus on offering improved and affordable connections between local Caltrain, Amtrak, and Valley Transportation Authority (VTA) stations to job centers and other key destinations in Cupertino and Santa Clara while providing increased transit access for disadvantaged communities, high poverty zones, and senior populations.

Thank you for your consideration in championing these projects to help secure congressionally directed spending that will support the efforts of the City and benefit the region and State of California.

Sincerely,



Lisa M. Gillmor  
Mayor  
City of Santa Clara



# City of Santa Clara

The Center of What's Possible

Lisa M. Gillmor

Mayor

March 27, 2025

The Honorable Susan Collins  
Chair, Committee on Appropriations  
United States Senate  
Room S-128, The Capitol  
Washington, DC 20510

The Honorable Patty Murray  
Vice Chair, Committee on Appropriations  
United States Senate  
Room S-128, The Capitol  
Washington, DC 20510

## **RE: Support for FY26 Congressionally Directed Spending Request – Purified Water Demonstration Facility**

Dear Chair Collins and Vice Chair Murray:

On behalf of the City of Santa Clara, California, I am pleased to submit this letter of support for the Santa Clara Valley Water District's (Valley Water) Fiscal Year 2026 Congressionally Directed Spending Request for its Purified Water Demonstration Facility.

Valley Water has a long-term goal of producing up to 24,000 acre-feet per year of purified water for direct potable reuse by the year 2040. Developing a locally controlled, reliable, and drought resilient water supply is critical in the face of climate change. Cyclical climate changes and dry conditions have placed enormous strain on existing sources, such as imported water from the Sacramento-San Joaquin River Delta and stored local water supplies. Santa Clara County faces additional water supply challenges driven by a growing population and economy. The City of Santa Clara shares a commitment to diversifying the regional water supply portfolio as way to move the region towards a more sustainable and resilient future.

This project, a joint effort between Valley Water and the Cities of Santa Clara and San José, is the first phase of a full-scale facility to provide purified water for direct potable reuse in Santa Clara County, the heart of Silicon Valley. Until recently, California communities could use recycled water for drinking only if that water was first filtered through a reservoir or aquifer. State regulations adopted in 2023, however, will allow suppliers to distribute recycled water without first putting the water into a reservoir or aquifer. As Valley Water studies the potential for a full-scale potable reuse facility in the future, it must first prove the project's feasibility. This funding request would help support the design work for this first-phase demonstration facility.

On behalf of the City of Santa Clara, I urge your support for this important drought resiliency project. Thank you for your consideration of this request.

Sincerely,

Lisa M. Gillmor  
Mayor  
City of Santa Clara





**City of  
Santa Clara**  
The Center of What's Possible

Lisa M. Gillmor

Mayor

February 21, 2025

Honorable Patrick Ahrens  
California State Assembly, 26<sup>th</sup> District  
1021 O Street, Suite 6110  
Sacramento, CA 95814

**Re: 2025 State Budget Requests from the City of Santa Clara**

Dear Assembly Member Ahrens:

On behalf of the City of Santa Clara, I want to express my appreciation to you and your staff for your support and commitment to the priorities of the city. I look forward to a long, and successful, working relationship between you, your office, and the City to improve the lives of the residents, businesses, and visitors to our great city.

As the State Legislature continues the process of shaping the state budget and evaluating where the state's resources are best invested, I understand things are uncertain at best. If the opportunity arises for district requests to be included in the Legislature's budget, I would like to respectfully present a list of priority funding needs for the City and request your partnership to help secure these critical dollars.

Below are the City's priority projects for consideration, along with a brief description and dollar amount. Recognizing the state's fiscal situation, the City has selected projects that will have significant local and regional impacts, thereby maximizing the return on the state's investment. The City and our legislative advocate are happy to provide more in-depth details and discuss each of these projects further.

I am proud that our values and priorities align and look forward to our continued partnership to serve the Santa Clara community. Thank you for your consideration and I look forward to continuing our work together.

Sincerely,

Lisa M. Gillmor  
Mayor  
City of Santa Clara



**Title: City of Santa Clara Oversized Vehicle Parking Program**

**Amount:** \$1,600,000

**Description:** As housing prices and costs of living continue to rise in Silicon Valley, the number of people living in oversized vehicles parked on City streets without utility and sanitation hookups has also increased. The City's Police Department estimates there are over 100 inhabited oversized vehicles in Santa Clara on any given day and many of them are inoperable. There is a need to expand current City resources to address the basic needs of people living outside and reduce the impacts of unsheltered homelessness throughout the community.

This proposal would fund a sanctioned safe parking pilot program for approximately 30-40 oversized vehicles over 2-3 years. The program would allow 24-7 parking, provide basic hygiene services, daily monitoring for security, and case management to connect residents with services so they can transition to permanent housing. The program would be administered in close coordination with the Santa Clara County Office of Supportive Housing. The City will also explore partnerships with neighboring cities to identify possible sites and to potentially pool resources.

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**Title: Pruneridge Avenue Complete Street**

**Amount:** \$2,500,000

**Description:** In 2022, the City of Santa Clara adopted the Pruneridge Avenue Complete Streets Plan to implement buffered bicycle lanes along the Pruneridge Avenue corridor. This east-west roadway is a crucial part of the County of Santa Clara's cross-county bicycle corridor network, connecting San Jose, Santa Clara, and the Apple campus in Cupertino.

The project involves removing portions of travel lanes along Pruneridge Avenue to complete this important bicycle network and enhance intersections with pedestrian improvements. These enhancements will include quick-build curb extensions, ADA-compliant curb ramps, and upgraded pedestrian signals. Funding is being requested to support the design and construction of this priority project for bicycle and pedestrian improvements in Santa Clara. This project is vital to the City, Silicon Valley region, and the state because it aims to increase pedestrian safety, promote alternative modes of transportation, and connect schools and employment centers to and from the region.

The intersections of Pruneridge Avenue at Woodhams Road and Redwood Avenue are near an elementary school and are frequently used by students crossing Pruneridge Avenue. These locations have been identified in the City of Santa Clara's Pedestrian Master Plan as needing improvements for pedestrian safety. Bicyclists, including students, currently use the portion of Pruneridge Avenue where no bicycle facility currently exists. Bicyclists using this corridor need to navigate between parked vehicles and vehicles traveling with a posted speed limit of 35 mph. Students from two elementary schools located adjacent to this roadway also use this portion of Pruneridge Avenue. This project will provide Class II buffered bikeway that connects to 14 schools with a total enrollment of 8,896 students and over 12,500 employees from job centers along the project corridor.

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**Title: Santa Clara Caltrain Station Crossing Feasibility Study**

**Amount:** \$500,000

**Description:** The Santa Clara Caltrain Station Crossing Feasibility Study will develop roadway design concepts, assess potential impacts on nearby properties, analyze traffic operations, engage with the community, and evaluate the feasibility of establishing a direct multi-modal connection between Benton Street and Brokaw Road. This connection will be located near the existing Santa Clara Caltrain station, which is separated by heavy rail tracks.

This connection was lost during the 1960s due to urban renewal policies that led to the demolition of Santa Clara's downtown and disrupted important transit links. Today, this disconnection presents a physical barrier between residential neighborhoods, mixed-use areas, and commercial hubs, isolating communities from economic opportunities, essential services, and regional transit options such as the Santa Clara Caltrain Station and the upcoming Santa Clara Bay Area Rapid Transit (BART) station.

The goal of the project is to reconnect disadvantaged communities with nearby economic opportunities, improve access to essential services, reduce environmental burdens, and foster a vibrant, interconnected community. A key aspect of the plan is the potential creation of a new multimodal connection linking downtown Santa Clara, Santa Clara University, the Coleman Avenue employment hubs, PayPal Park Soccer Stadium, Caltrain Station, and San Jose Mineta International Airport with the future Santa Clara BART station.



THE UNITED STATES  
CONFERENCE OF MAYORS

March 31, 2025

The Honorable Mike Johnson  
Speaker  
United States House of Representatives (LA)

The Honorable John Thune  
Majority Leader  
United States Senate (SD)

The Honorable Hakeem Jeffries  
Democratic Leader  
United States House of Representatives (NY)

The Honorable Charles E. Schumer  
Democratic Leader  
United States Senate (NY)

Dear Speaker Johnson, Leader Thune, Leader Jeffries and Leader Schumer:

As the nation's mayors, we write to express the opportunities we see in the upcoming re-write of the 2017 tax law; and other components of the reconciliation bill.

At the outset, the tax bill should continue to build upon bipartisan proposals that advance the federal-city partnership that has yielded strong economic growth over the decades. US Metro cities and suburbs now are home to over 90% of the nation's Gross Domestic Product (GDP); 88% of its jobs; 93% of economic growth; and 76% of job growth in 2024. Our metro economies provide the infrastructure and ecosystem for our nation's future economic growth.

Through our partnership with the federal government, cities have worked to create opportunity for all our residents and to attract economic development benefiting both urban and suburban communities.

We, therefore, support the following provisions in the reconciliation bill which we believe will strengthen America and address critical national needs.

1. **Provide major housing tax credits to spur production** including a robust expansion of the Low-Income Housing Tax Credit, creation of the Neighborhood Homes Tax Credit, tax credits to convert vacant commercial property to housing, and expansion of the Historic Tax Credit. Research shows significant increases in housing production directly correlate to reduced rents and the moderation of housing prices, exactly what is needed to address our national housing crisis. But these credits must spur sufficient production to adequately respond to the depth and breadth of our nation's shortage of units, which we estimate to be between 4-7 million. Given the role that rising home prices and rents play in "kitchen table" inflation, we believe the production credits should be a top priority in the tax bill.
2. **Provide full funding of the Community Development Block Grant (housing rehab) and HOME Partnership (new construction) programs**, along with increased resources for **FHA mortgage insurance, rental assistance, and affordable housing programs** to further address our housing crisis.

3. **Protect tax exempt municipal bonds, including private activity bonds**, which are the main financing tool of locally funded, essential infrastructure, including transportation, water and wastewater facilities, along with housing, schools, and hospitals, to name a few. We oppose any effort to restrict this time-honored mechanism for raising local revenues to support locally driven projects. State and local governments finance 75% of the nation's infrastructure, mostly through tax exempt financing. Removing the tax exemption on municipal bonds would cost households on average \$6,500 over a ten-year period.
4. **Continue innovative Direct Pay energy credits within the IRS** to support local government energy efficiency and conservation projects to lower energy bills. Federal investment credits and direct pay policies provide a critical incentive for leveraging investments in new and upgraded energy sources. Direct pay policies also enhance local efforts to modernize the electricity transmission grid and ensure that electricity transformers are available.
5. **Restore and Expand the Child Tax Credit, proven to reduce child poverty** in our nation. In fact, CTC levels during our economic recovery reduced child poverty by 40%. This bill should do the same. An economically stable and secure family enriches early childhood development and emotional health; poverty yields the opposite. Expanding the CTC is an investment in the future of our children's lives and our nation.
6. **Protect Medicaid benefits to ensure current levels of service and access to health care.** Medicaid is the principal source of health care funding for countless seniors in nursing homes in cities and rural America alike; and is a major source of health care for the nation's children. We also want to emphasize the importance of maintaining the funding for the Supplemental Nutrition Assistance Program (SNAP) and other child nutrition programs, as they are vital for supporting child health.

The reconciliation package provides Congress the opportunity to solve the nation's housing crisis, protect tax exempt financing, fund essential community development and housing assistance programs, significantly reduce child poverty, and protect health care for the poor.

We look forward to working with you to fashion key components of the tax and reconciliation bill that impact the American people's daily lives and to address their most urgent needs.

Sincerely,

Andrew J. Ginther  
Mayor of Columbus, OH  
President

David Holt  
Mayor of Oklahoma City, OK  
Vice President

Todd Gloria  
Mayor of San Diego, CA  
Second Vice President

Tom Cochran  
CEO & Executive Director

*(Additional mayoral signatories are listed on the following pages.)*



**THE UNITED STATES  
CONFERENCE OF MAYORS**

Steven Reed  
Mayor of Montgomery, AL

Juan Gonzalez  
Mayor of San Leandro, CA

Jerry Dyer  
Mayor of Fresno, CA

Frank D. Scott Jr.  
Mayor of Little Rock, AR

Marilyn Ezzy Ashcraft  
Mayor of Alameda, CA

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Paul Akinjo  
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Corey Woods  
Mayor of Tempe, AZ

Lester J. Friedman  
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Todd Rogers  
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Kevin McCarty  
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CA

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Mayor of Santa Ana, CA

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Mayor of Mountain View, CA

Matt Mahan  
Mayor of San Jose, CA

Karen Bass  
Mayor of Los Angeles, CA

Steven Douglas  
Mayor of Commerce City, CO

## Mayors' Priorities for Reconciliation/Tax Bill

March 31, 2025

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Yemi Mobolade  
Mayor of Colorado Springs,  
CO

Wendi Strom  
Mayor of Lakewood, CO

Kyle Schlachter  
Mayor of Littleton, CO

Mike Johnston  
Mayor of Denver, CO

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Mayor of Bridgeport, CT

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Mayor of West Hartford, CT

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Arunan Arulampalam  
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Andre Dickens  
Mayor of Atlanta, GA

Van R. Johnson II  
Mayor of Savannah, GA

Michael Owens  
Mayor of Mableton, GA

Quentin M. Hart  
Mayor of Waterloo, IA

Connie Boesen  
Mayor of Des Moines, IA

Brad M. Cavanagh  
Mayor of Dubuque, IA

Lauren McLean  
Mayor of Boise, ID

Chad Jason Ashmore  
Mayor of Sesser, IL

Mary Alexander-Basta  
Mayor of Bolingbrook, IL

Nancy Rodkin Rotering  
Mayor of Highland Park, IL

Misty Buscher  
Mayor of Springfield, IL

Chris Koos  
Mayor of Normal, IL

John D. Noak  
Mayor of Romeoville, IL

Rodney S. Craig  
Mayor of Hanover Park, IL

## Mayors' Priorities for Reconciliation/Tax Bill

March 31, 2025

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William 'Bill' D. McLeod  
Mayor of Hoffman Estates, IL

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Mayor of New Orleans, LA

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Mayor of Baltimore, MD

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Mayor of Peoria, IL

Samantha Squailia  
Mayor of Fitchburg, MA

Mark Dion  
Mayor of Portland, ME

Diane W. Marlin  
Mayor of Urbana, IL

John L. Vieau  
Mayor of Chicopee, MA

Marcus Muhammad  
Mayor of Benton Harbor, MI

Ann Taylor  
Mayor of Waukegan, IL

Jon Mitchell  
Mayor of New Bedford, MA

Andy Schor  
Mayor of Lansing, MI

Brandon Johnson  
Mayor of Chicago, IL

Dominick Pangallo  
Mayor of Salem, MA

Anne Marie Graham-Hudak  
Mayor of Charter Township of  
Canton, MI

James Mueller  
Mayor of South Bend, IN

Robert F. Sullivan  
Mayor of Brockton, MA

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Mayor of Rochester Hills, MI

Sharon Tucker  
Mayor of Fort Wayne, IN

Domenic J. Sarno  
Mayor of Springfield, MA

Abdullah Hammoud  
Mayor of Dearborn, MI

Joseph 'Joe' H. Hogsett  
Mayor of Indianapolis, IN

Katjana Ballantyne  
Mayor of Somerville, MA

Chris Barnett  
Mayor of Charter Township of  
Orion, MI

Angie Nelson Deutch  
Mayor of Michigan City, IN

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Byron H. Nolen  
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E. Denise Simmons  
Mayor of Cambridge, MA

Theresa Rich  
Mayor of Farmington Hills, MI

Chris Jensen  
Mayor of Noblesville, IN

Michael O'Connor  
Mayor of Frederick, MD

Patricia M. Randall  
Mayor of Portage, MI

Eddie Melton  
Mayor of Gary, IN

Jud Ashman  
Mayor of Gaithersburg, MD

Mark Behnke  
Mayor of Battle Creek, MI

Layne Wilkerson  
Mayor of Frankfort, KY

Jeffrey Z. Slavin  
Mayor of Somerset, MD

Elizabeth B. Kautz  
Mayor of Burnsville, MN

Craig Greenberg  
Mayor of Louisville, KY

Gavin Buckley  
Mayor of Annapolis, MD

James B. Hovland  
Mayor of Edina, MN



## Mayors' Priorities for Reconciliation/Tax Bill

March 31, 2025

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Kim Norton  
Mayor of Rochester, MN

Vi Alexander Lyles  
Mayor of Charlotte, NC

Hillary Schieve  
Mayor of Reno, NV

Mary Supple  
Mayor of Richfield, MN

Esther E. Manheimer  
Mayor of Asheville, NC

Gary R. McCarthy  
Mayor of Schenectady, NY

Melvin Carter  
Mayor of St. Paul, MN

William 'Bill' C. Dusch  
Mayor of Concord, NC

Kathy M. Sheehan  
Mayor of Albany, NY

Ron Case  
Mayor of Eden Prairie, MN

Mitch Colvin  
Mayor of Fayetteville, NC

Thomas M. Roach  
Mayor of White Plains, NY

Tim Busse  
Mayor of Bloomington, MN

Tim Mahoney  
Mayor of Fargo, ND

Waylyn Hobbs Jr.  
Mayor of Hempstead, NY

Barbara Buffaloe  
Mayor of Columbia, MO

Leirion Gaylor Baird  
Mayor of Lincoln, NE

Shawyn Patterson-Howard  
Mayor of Mount Vernon, NY

Tishaura O. Jones  
Mayor of St. Louis, MO

Brian C. Wahler  
Mayor of Piscataway, NJ

Malik Evans  
Mayor of Rochester, NY

Quinton Lucas  
Mayor of Kansas City, MO

J. Christian Bollwage  
Mayor of Elizabeth, NJ

Kimberly Ecklund  
Mayor of Jamestown, NY

Ramon RB Jose Blas  
Camacho  
Mayor of Saipan, MP

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Mayor of Plainfield, NJ

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Mayor of Syracuse, NY

Chokwe Antar Lumumba Esq.  
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Mayor of Santa Fe, NM

Justin Bibb  
Mayor of Cleveland, OH

Dontario 'Don' Hardy  
Mayor of Kinston, NC

Javier Perea  
Mayor of Sunland Park, NM

Kahlil Seren  
Mayor of Cleveland Heights,  
OH

Cyril Jefferson  
Mayor of High Point, NC

Tim Keller  
Mayor of Albuquerque, NM

Joe Begeny  
Mayor of Reynoldsburg, OH

Jessica Anderson  
Mayor of Chapel Hill, NC

Michelle Romero  
Mayor of Henderson, NV

Kim Thomas  
Mayor of Richmond Heights,  
OH

## Mayors' Priorities for Reconciliation/Tax Bill

March 31, 2025

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Aftab Pureval  
Mayor of Cincinnati, OH

Travis Stovall  
Mayor of Gresham, OR

Tim Kelly  
Mayor of Chattanooga, TN

Jack W. Bradley  
Mayor of Lorain, OH

Melanie Kebler  
Mayor of Bend, OR

Jim Ross  
Mayor of Arlington, TX

Christina Muryn  
Mayor of Findlay, OH

Keith Wilson  
Mayor of Portland, OR

Ron Nirenberg  
Mayor of San Antonio, TX

Kevin Brubaker  
Mayor of Elyria, OH

Matt Tuerk  
Mayor of Allentown, PA

Mattie Parker  
Mayor of Fort Worth, TX

Wade Kapszukiewicz  
Mayor of Toledo, OH

Paige G. Cagnetti  
Mayor of Scranton, PA

Kirk Watson  
Mayor of Austin, TX

Shammas Malik  
Mayor of Akron, OH

Danene Sorace  
Mayor of Lancaster, PA

Christopher Harvey  
Mayor of Manor, TX

Steve Patterson  
Mayor of Athens, OH

Ed Gainey  
Mayor of Pittsburgh, PA

John Muns  
Mayor of Plano, TX

William 'Doug' Franklin  
Mayor of Warren, OH

Cherelle L. Parker  
Mayor of Philadelphia, PA

Paulette M. Guajardo  
Mayor of Corpus Christi, TX

Jamael Tito Brown  
Mayor of Youngstown, OH

Lornna J. Soto  
Mayor of Canovanas, PR

John Whitmire  
Mayor of Houston, TX

Meghan F. George  
Mayor of Lakewood, OH

Maria Rivera  
Mayor of Central Falls, RI

Thurman 'Bill' Bartie  
Mayor of Port Arthur, TX

Jeffrey J. Mims Jr.  
Mayor of Dayton, OH

Brett P. Smiley  
Mayor of Providence, RI

Erin J. Mendenhall  
Mayor of Salt Lake City, UT

William H. Joyce  
Mayor of Stillwater, OK

Daniel Rickenmann  
Mayor of Columbia, SC

Michelle Davis-Younger  
Mayor of Manassas, VA

Heidi Lueb  
Mayor of Tigard, OR

Indya Kincannon  
Mayor of Knoxville, TN

Phillip Jones  
Mayor of Newport News, VA

Lacey Beaty  
Mayor of Beaverton, OR

Freddie O'Connell  
Mayor of Nashville, TN

Nancy Backus  
Mayor of Auburn, WA

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Mary Lou Pauly  
Mayor of Issaquah, WA

Dontae Payne  
Mayor of Olympia, WA

Satya Rhodes-Conway  
Mayor of Madison, WI

Angela Birney  
Mayor of Redmond, WA

Bruce Harrell  
Mayor of Seattle, WA

Ryan Sorenson  
Mayor of Sheboygan, WI

Cassie Franklin  
Mayor of Everett, WA

Lisa Brown  
Mayor of Spokane, WA

Cory Mason  
Mayor of Racine, WI

Victoria Woodards  
Mayor of Tacoma, WA

Eric Genrich  
Mayor of Green Bay, WI

Cavalier Johnson  
Mayor of Milwaukee, WI

cc: The United States House of Representatives and United States Senate