

HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT POLICY COMMITTEE

Friday, March 30, 2012

10:00 a.m. – 3:00 p.m.

DoubleTree Hotel, Harvest Room, Ontario, CA

Individuals who wish to review the full text of bills included in this packet are encouraged to do so by visiting the League's website at www.cacities.org/billsearch. Be sure to review the most recent version of the bill.

A G E N D A

Special Order of Business Post Redevelopment & State Budget Update 10:00 – 10:45 a.m., Harvest Room, Doubletree Hotel, Ontario

- I. Welcome and Introductions**
- II. Public Comment**
- III. Approval of 2012 Committee Work Program (Attachment A)** (Informational)
- IV. Update on Economic Development Task Force** (Informational)
 - Dan Carrigg, Legislative Director
- V. What's Next in the Post-Redevelopment Era?** (Informational)
 - Assembly Member Norma Torres, Chair of Housing and Community Development Committee
- VI. State Legislative Update (Attachment B)**
 - AB 1897 (Campos). General plan: healthy food element. (Action)
- VII. AB 1627 (Dickinson) (Attachment C)** (Informational)
- VIII. Broader Policy Discussions *(Attachment D)** (Informational)
 - *Due to legislative committee deadlines, additional materials and analyses will be provided prior to the meeting with a supplemental agenda.
 - SB 1498 (Emmerson). Local agency formation commission: powers.
 - AB 484 (Alejo). Enterprise zones: expiration of designation.
 - Group Homes
 - Mobile Homes
 - Mortgage/Foreclosure issues
 - Disability Access
- IX. Next Meeting: FRIDAY, June 15, 2012, Sacramento Convention Center**

Brown Act Reminder: The League of California Cities' Board of Directors has a policy of complying with the spirit of open meeting laws. Generally, off-agenda items may be taken up only if:

- 1) *Two-thirds of the policy committee members find a need for immediate action exists and the need to take action came to the attention of the policy committee after the agenda was prepared (Note: If fewer than two-thirds of policy committee members are present, taking up an off-agenda item requires a unanimous vote); or*
- 2) *A majority of the policy committee finds an emergency (for example: work stoppage or disaster) exists.*

A majority of a city council may not, consistent with the Brown Act, discuss specific substantive issues among themselves at League meetings. Any such discussion is subject to the Brown Act and must occur in a meeting that complies with its requirements.

NOTE: Policy committee members should be aware that lunch is usually served at these meetings. The state's Fair Political Practices Commission takes the position that the value of the lunch should be reported on city officials' statement of economic interests form. Because of the service you provide at these meetings, the League takes the position that the value of the lunch should be reported as income (in return for your service to the committee) as opposed to a gift (note that this is not income for state or federal income tax purposes—just Political Reform Act reporting purposes). The League has been persistent, but unsuccessful, in attempting to change the FPPC's mind about this interpretation. As such, we feel we need to let you know about the issue so you can determine your course of action.

If you would prefer not to have to report the value of the lunches as income, we will let you know the amount so you can reimburse the League. The lunches tend to run in the \$30 to \$45 range. To review a copy of the FPPC's most recent letter on this issue, please go to www.cacities.org/FPPCletter on the League's Web site.

2012 Draft Work Program

The League board of directors met in joint session on Nov. 16 through Nov. 18 with the leaders of the divisions, departments, policy committees and caucuses of the League to chart a strategic course for 2012. The combined leadership of the League (known as the "League Leaders") endorsed three strategic goals for 2012 that will guide the League's advocacy and education efforts.

During its meeting on Friday, Nov. 18, the board formally adopted the three goals listed below.

- **Support Sustainable and Secure Public Employee Pensions and Benefits.** Work in partnership with state leaders and other stakeholders to promote sustainable and secure public pensions and other post-employment benefits (OPEBs) to help ensure responsive and affordable public services for the people of our state and cities.
- **Promote Local Control for Strong Cities.** Support or oppose legislation and proposed constitutional amendments based on whether they advance maximum local control by city governments over city revenues, land use, redevelopment and other private activities to advance the public health, safety and welfare of city residents.
- **Build Strong Partnerships for a Stronger Golden State.** Collaborate with other public and private groups and leaders to reform the structure and governance, and promote transparency, fiscal integrity and responsiveness of our state government and intergovernmental system.

Additionally, the committee will focus on the following:

- **High Speed Rail.** The committee will look at the integration of the transportation systems and pay particular attention to decisions that affect local control and land use decisions.
- **Medical Marijuana.** The committee will look at protecting local authority over medical marijuana dispensaries' citing and operations.
- **Sponsored Legislation.** The committee will work to promote legislation that it has voted to support and sponsor.

HOUSING, COMMUNITY, AND ECONOMIC DEVELOPMENT
Legislative Agenda
March 2012

Staff: Lobbyist: Kirstin Kolpitke (916) 658-8250

1. AB 1897 (Campos)- Local use: general plan: healthy food element.

Bill Summary:

This bill will require cities and counties to add the general plan an element for healthy food. The element shall include a plan to increase access to healthy affordable food within the jurisdiction of the city and county. Access to healthy food includes:

- Access to full and discount grocery stores
- Access to urban farming
- Access to community or school gardens
- Access to farmers markets
- Access to affordable food, including retail spaces that accept CalFresh or WIC benefits
- Access to transportation when approving a grocery stores, including bus stops or other mass transportation stops, free or low cost shuttles to and from the store, taxi vouchers, and car pool programs

This bill would have cities and counties consider developing incentives for new grocery stores that do one or more of the following:

- Incorporate green energy
- Provide community meeting space
- Conduct nutrition and cooking classes in store
- Commit a certain percentage of fair trade products within the store
- Hire locally
- Offer composting and environmentally friendly cleaning supplies
- Offer nutritional label tags on the shelves

The current language in the bill requires cities and counties to comply with this element. However, the author's office has indicated that they have amendments into Leg. Counsel to change it from a mandate to "encourage".

Background:

The purpose of this bill to increase access to healthy foods which can improve health, decrease health care costs, and increase revenue to the area by recapturing dollars spent at grocery stores outside the local area. The author believes that local governments should plan for the health and economic well-being of their area by including strategies to increase access to healthy food.

Staff Recommendation:

Discuss whether the League should or should not recommend a position to the Board, and what that position should be.

Some of the issues the committee may want to discuss are:

- Does encouraging healthy food and lifestyles *need* to be incorporated into a general plan?
- If the committee decides to support or oppose the bill based on the current language, does the position change if the mandate is removed and instead uses language to "encourage".
- The League has supported efforts such as Healthy Eating Active Living (HEAL) which works with cities to adopt policies that improve the physical activity and food environments for municipal residents and employees through land use, healthy food, and wellness.
- If the committee opposes the bill, are there amendments that would remove the League's opposition.

Committee Recommendation:

Board Action:

Fiscal Impact:

The cost could be substantial because cities will have to develop a new element to their general plan. In addition, local governments are supposed to zone sufficient land for grocery stores and urban agriculture.

Existing League Policy:

Planning and Zoning- General Plans- A city's general plan should guide the individual city's land use planning and strategic decision-making. A city's general plan should not be subject to mandatory reviews by regional or state agencies. General plan requirements should be flexible and provide guidance to local communities without requiring inappropriate levels of detail or mandating new topics or elements.

Community Services- Healthy Cities- The League encourages California cities to help parents make healthy family choices; create healthy schools; provide access to healthy and affordable foods; and promote physical activity.

Comments:

Support-Opposition:

Support: *(as of March 14, 2012)*

None

Opposition: *(as of March 14, 2012)*

None.

**Housing, Community & Economic Development Policy Committee
Legislative Agenda- March 2012**

AB 1627 (Dickinson) – Environmental quality: building standards: vehicle miles traveled.

Bill Summary:

- Requires the California Energy Commission (CEC) to prescribe regulatory standards for reducing vehicle miles traveled (VMT) for occupants of a building for new residential and nonresidential buildings as well as modification of existing residential and nonresidential buildings.
- Prohibits local governments from issuing building permits unless it can confirm that the building plan complies with those standards developed by the CEC.

Background:

In 2008, the League supported SB 375 (Steinberg) after a year and a half of grueling negotiations that resulted in local governments, the business community, and regions working together to adopt strategies that reflect available resources, unique local conditions and priorities. Critical to the agreement was the need for local flexibility; a reduction in greenhouse gases was through incentives, not mandates; and the California Air Resources Board established the greenhouse reduction target and confirmed that the plan adopted by the region would achieve the target, but the details of the specific strategies was left to local governments.

Staff Recommendation:

The League has taken an oppose position on this bill based upon existing principles and guidelines. However, the issue surrounding infill has become very popular among environmental groups and the infill builders. Not only has AB 1627 been introduced, but there have been efforts through developing guidelines for SB 226 (Simitian) in the Governor's Office of Planning and Research (OPR), and the Strategic Growth Council's (SGC) Strategic Plan to promote infill and remove the barriers to infill. While the League is not opposed to infill development, we would like to participate in the discussions and provide our expertise in removing barriers to infill. In addition, because of the long and arduous negotiations involving SB 375, the League feels that AB 1627 will unravel that agreement between the parties involved, scarcely after SB 375 has begun to be implemented.

Committee Recommendation:

Board Action:

Fiscal Impact:

The costs to implement AB 1627 on cities will be substantial. The regulations adopted by the CEC are required to be enforced by the building department of every city, county, or city and county. Cities will be required to review the plans for the proposed building and confirm that the building satisfies the minimum standards for VMT. The bill provides cities by ordinance or resolution to prescribe a schedule of fees to pay the costs incurred by enforcement. No reimbursement is required by this bill because local governments have the ability to levy fees sufficient to pay for the program mandated by this bill.

Existing League Policy:

HCED- Scope of Responsibility- The principle behind the policies reviewed by the Committee on Housing, Community and Economic Development is to foster local control of community planning decisions as they relate to land use and economic development.

Planning and Zoning- General Plans- The League supports guidance by expert state agencies in a consultation format but opposes granting mandatory review, certification or other approval authority to another level of government.

Planning and Zoning- Zoning- State policy should leave local siting and use decisions to the city and not interfere with local prerogative beyond providing a constitutionally valid procedure for adopting local regulations.

TCPW- Transportation- The League supports enhanced autonomy for local transportation decision-making and pursues transportation policy changes that move more dollars and decisions to local policy leaders.

Comments:

For the committee's information, also included in the discussion of AB 1627, the League has included: a copy of a sample oppose letter, a letter that was written in the Western Cities magazine about SANDAG's Sustainable Communities Strategy (SCS), and a cover letter that was sent to all 120 members of the Legislature along with the Western Cities article.

Support-Opposition:

Support: (as of March 14, 2012)

Planning and Conservation League (Sponsors)

Victoria Transport Policy Institute

The College of Environmental Design City and Regional Planning at UC Berkeley

Opposition: (as of March 14, 2012)

League of California Cities

California Building Industry Association



March 9, 2012

Members of the California Legislature,

Please find attached a reprint of the article by Gary Gallegos on the San Diego Association of Government's (SANDAG) experience as the first metropolitan planning organization (MPO) to adopt a sustainable communities strategy pursuant to SB 375 (Steinberg). This article was published in the March, 2012 issue of the League's Western City magazine.

We wanted to share this information with you because it provides a good case study. SB 375 set a framework for reducing greenhouse gas emissions, but it also encourages greater coordination of transportation, housing, and land use planning. Understanding how San Diego met both objectives is important to all of us as policy makers.

Many legislators and staff will remember the controversy that surrounded the legislation and the successful effort by Senator Darrell Steinberg to craft a final compromise, which enabled the League of California Cities, the California State Association of Counties, the American Planning Association, California Chapter and major business organizations to support the measure.

Absolutely critical to that agreement was the framework whereby the California Air Resources Board (CARB) established a greenhouse gas reduction target for each region. Regions and their local governments were then provided complete flexibility to craft local approaches and strategies that would achieve the target. CARB was further empowered to confirm that the plan adopted by the region would achieve the target; but the details of the specific strategies were left to local governments acting through their MPOs.

SANDAG completed that process; including securing the confirmation by CARB that the adopted plan would achieve the assigned target. Regrettably, some local groups filed a lawsuit against SANDAG, in part, because they are unhappy with some of the details of the locally adopted plan. Such second guessing can be expected, because anything this large and comprehensive is bound to attract its critics. That litigation should be allowed to run its course.

We would like to once again commend Senator Steinberg for designing legislation that allowed for regional flexibility and ask that the Legislature resist attempts to change this model in light of the litigation. This is not the time for that. In the infancy of this law, when 17 other regions of the state are following in the footsteps of SANDAG within the next three years, we urge restraint. With SANDAG, the SB 375 process worked as it was designed, and must be maintained. All of the state's other regions should have the identical flexibility to adopt strategies that match local resources, preferences and practical realities.

We hope you find the attached article helpful. Please let us know if we can be of any assistance.

Sincerely,



Dan Carrigg, Legislative Director
League of California Cities



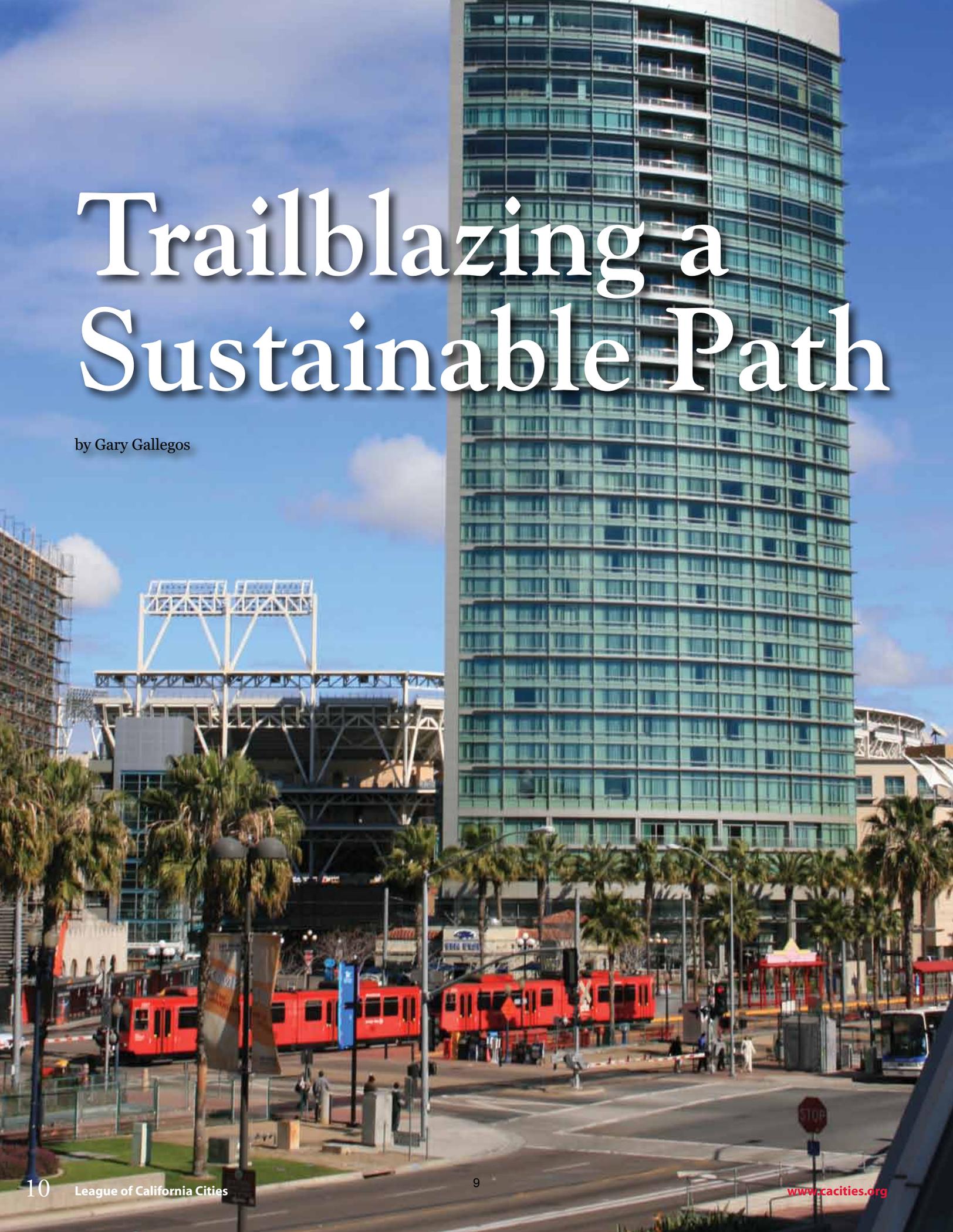
DeAnn Baker, Legislative Representative
California State Association of Counties



Bill Higgins, Executive Director
California Association of
Councils of Governments



Sande George, Legislative Representative
American Planning Association,
California Chapter



Trailblazing a Sustainable Path

by Gary Gallegos



Increasing the percentage of housing within a half-mile of transit is a key strategy.

A new era of transportation planning — centered around the mandate to cut greenhouse gas (GHG) emissions — has dawned in California as metropolitan planning organizations throughout the state work to comply with Senate Bill 375. Hailed by environmental advocates as a game changer, SB 375 requires metropolitan planning organizations to include a Sustainable Communities Strategy in their Regional Transportation Plan as part of the statewide effort to combat climate change.

In October 2011 the San Diego Association of Governments (SANDAG), one of the four largest metropolitan planning organizations in California, became the first to adopt a transportation plan with a sustainability component. Our 40-year blueprint, known formally as the 2050 Regional Transportation Plan, was the result of more than two years of careful work and extensive public input.

As a trailblazer, SANDAG bore the brunt of public scrutiny, but ultimately succeeded in producing a viable plan that meets the carbon-emissions reduction targets set for our region by the California Air Resources Board. Three major reasons account for our success:

1. Our history of progressive land-use planning;
2. Collaboration with all 18 cities, the

county government and other regional planning agencies; and

3. The flexibility built into SB 375 regulations.

Progressive Land-Use Planning

Long before SB 375 took effect in 2009, local governments in San Diego County

continued

Gary Gallegos is executive director of the San Diego Association of Governments (SANDAG). For more information about SANDAG, visit www.sandag.org.

had been working toward creating sustainable communities. That made our job of complying with SB 375 much easier because we weren't starting from scratch.

The San Diego region has had natural resource preservation plans in place since the 1990s. We adopted the Multiple Species Conservation Program in 1997 and launched our Multiple Habitat Conservation Program in 2003. Together these two plans established a regional "greenprint" that limits sprawl.

For the past decade we have also integrated housing, land-use and transportation planning to create compact, walkable and transit-oriented communities, although without focusing specifically on GHG emissions. In 2004 SANDAG adopted a Regional Comprehensive Plan, which sets forth a strategy to locate higher-density and mixed-used development near existing and planned transportation infrastructure. The strategy focused on elevating the role of public transit by making it competitive with the car in terms of travel time, thus giving people realistic travel choices.

With these prior efforts in place, SANDAG was able to combine the General Plans of the 18 cities and the county government in our jurisdiction to create a land-use pattern for our Sustainable Communities Strategy that achieves the desired results. The land-use pattern shows that the vast majority — 84 percent — of the new homes projected to be built between now and 2050 will be multifamily units concentrated in urban and community centers. In addition, the land-use pattern protects and preserves 1.3 million acres of open space, more than half of the land in our county.

We are fortunate because our area's geography naturally limits sprawl. To the north sits Camp Pendleton, a huge Marine Corps base made up largely of open land. On the south we have the U.S.-Mexico border, and to the west lies the Pacific Ocean. To our east are mountains and deserts. For the most part, development is concentrated in the western third of our county.



Creating compact, walkable and transit-oriented communities has been a major focus in the San Diego region for more than a decade.

One element was crucial to our success: the state left it to the metropolitan planning organizations to decide on the best strategies for meeting the targets in their particular jurisdictions.

Extensive Regional Collaboration

With a long-standing track record as a planning agency, SANDAG had the advantage of having all of its local governments at the table as we went about developing our Regional Transportation Plan. Elected officials from all 18 cities and the county government in our region sit on the SANDAG Board of Directors, and they all took part in the process.

The challenges we faced as the first in the state to adopt a Sustainable Communities Strategy were also eased by the bonds we forged with other metropolitan planning organizations in our collective struggle to understand how to implement SB 375.

Along with other metropolitan planning organization leaders, I was appointed to serve on the Regional Targets Advisory Committee formed by the California Air Resources Board. The committee was

charged with making recommendations on methodologies to be used for setting GHG targets and also included diverse representation from other stakeholders.

The committee had many open, honest discussions on a wide range of technical and policy issues that were helpful as SANDAG went about developing its Sustainable Communities Strategy. Committee members studied regional scenarios for testing the effectiveness of various land-use and transportation policies in reducing GHG emissions.

Having this stakeholder group work out a common approach for calculating carbon reductions was critically important, because otherwise the law would not be implemented consistently statewide. For example, just having a different assumption for the price of gasoline in the future

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Regional Flexibility and Local Control Are Critical to Success of SB 375

by Dan Carrigg

The California Air Resources Board concurred in November 2011 that the San Diego Association of Governments' (SANDAG) Sustainable Communities Strategy will achieve the region's greenhouse gas (GHG) reduction targets assigned as part of the SB 375 implementation process. Shortly afterward, the Cleveland National Forest Foundation and the Center for Biological Diversity filed a lawsuit in San Diego Superior Court that brought a California Environmental Quality Act (CEQA) challenge to SANDAG's 2050 Regional Transportation Plan and Sustainable Communities Strategy. The lawsuit claims that the Regional Transportation Plan and Sustainable Communities Strategy will worsen air quality, climate change and urban sprawl. The Sierra Club and California Attorney General Kamala Harris joined the suit in January 2012.

This is a troubling development. One of SB 375's crucial elements is that once a target is established, the regions have flexibility in determining how they will achieve their respective targets. The state's only role is for the Air Resources Board to agree or disagree with the region on whether the region's plan will achieve the targeted reduction — not to micromanage the methods and strategies developed by the region.

Preserving regional flexibility and local control was a critical factor for the League, business groups, homebuilders and other organizations in the final agreement on SB 375. Although meeting the state's GHG reduction goals does not relieve a metropolitan planning organization from complying with other requirements under CEQA, using CEQA to challenge the way in which SANDAG chose to meet the goals is contrary to the spirit of the regional control built into SB 375.

SANDAG was the first region to adopt a plan in compliance with SB 375, and other regions are now following in its footsteps. It's essential that all regions will have the same flexibility that SANDAG experienced in developing a plan to achieve their assigned GHG reduction targets. Efforts to undermine local flexibility — the cornerstone of SB 375's framework — will serve only to sour the good will and col-



Efforts to undermine local flexibility will serve only to sour the good will and collaboration needed to achieve the regional targets.

laboration needed to achieve the regional targets, which are designed to improve land-use patterns that help reduce GHG emissions.

Moreover, achieving GHG reduction targets via SB 375 has now become much more difficult. The elimination of redevelopment agencies and reductions in federal programs supporting infrastructure leave local agencies practically nothing to work with to resolve the challenges of infill: cleaning up brownfields; small lot assembly; upgrading sewer, water and other infrastructure to support higher-density development; providing affordable housing; and other issues. How will this now be accomplished?

As regions move forward with developing and implementing Sustainable Communities Strategies they need flexibility to develop plans that reflect local realities, which are now even starker. Those groups clamoring for additional progress would be more helpful if they focused their efforts on understanding the practical challenges faced by local agencies and the marketplace and working to develop the financial and other resources to match desired goals.

Dan Carrigg is legislative director for the League and can be reached at <dcarrigg@cacities.org>.

could dramatically change projections of GHG emissions.

After the committee wrapped up its work, the staff at different metropolitan planning organizations formed their own groups to share ideas on the fine details of implementing SB 375. Planning directors of the metropolitan planning organizations created their own group, and so did the legal staff and modeling specialists.



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Metropolitan planning organizations have taken their collaboration to a new level. More than ever, we are leveraging each other's expertise to come up with solutions. Metropolitan planning organizations in California have some of the brightest minds in regional transportation in the nation. Working together, we are more likely to develop innovations and avoid pitfalls. After all, nobody has a monopoly on good ideas.

Flexible Regulations

The implementation of SB 375 could have easily become a colossal failure if it weren't for the fact that flexibility was built into the regulations and idealism was tempered with pragmatism.

Regulators were wise enough to know that one-size-fits-all GHG reduction targets would not work because of the Golden State's incredible diversity. As a

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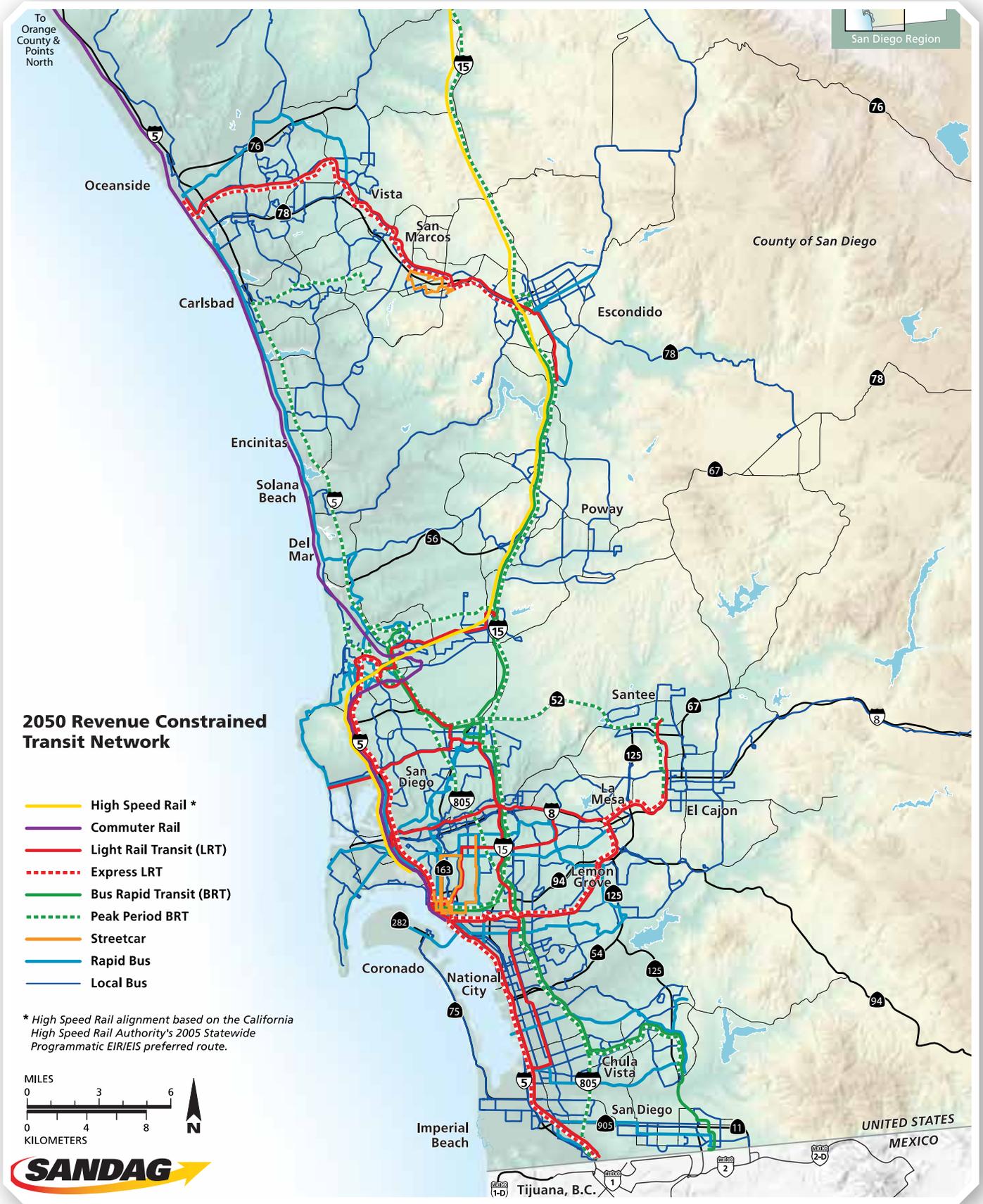
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As a trailblazer, SANDAG bore the brunt of public scrutiny, but ultimately succeeded in producing a viable plan that meets the carbon-emissions reduction targets set for our region by the California Air Resources Board.



result, the California Air Resources Board set unique targets for each region. The San Diego County targets include a 7 percent per-capita reduction by 2020 and a 13 percent reduction by 2035, both measured against a 2005 baseline. These targets are ambitious yet achievable.

For SB 375 to succeed and make a difference, the targets must be realistic. If pie-in-the-sky goals are set and no metropolitan planning organization can meet them, then the law is just rhetoric.

Equally crucial to our success is the fact that the state left it to the metropolitan planning organizations to decide on the best strategies for meeting the targets in their particular jurisdictions. Depending on geographic, funding and political factors, different regions are likely to explore different options. A thousand ideas will bloom.

For SANDAG, one of our key strategies for cutting per-capita emissions from cars and light trucks is to invest heavily in

transit systems. Over the next 40 years, our region plans to:

- Add 156 new miles of trolley and Sprinter (diesel) rail service;
- Expand and speed up Coaster commuter rail service by double-tracking the coastal rail corridor; and
- Construct 130 miles of managed lanes to facilitate premium bus services, car pools and van pools.

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County of Santa Barbara Water Resources Division

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— Brian Dougherty, FAIA,
Dougherty + Dougherty Architects LLP



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By mid-century we will have more than doubled transit service miles, with increased service frequency in key corridors.

Our 2050 Regional Transportation Plan calls for progressively larger investments in transit in each decade of the plan. In the first decade, \$10 billion is slated for transit improvements, with nearly \$16 billion in the second decade, \$25 billion in the third decade, and \$55 billion in the final decade.

When the plan is fully carried out, the number of homes in San Diego County located within a half-mile of public transit services will increase to 64 percent, up from 45 percent in 2008.

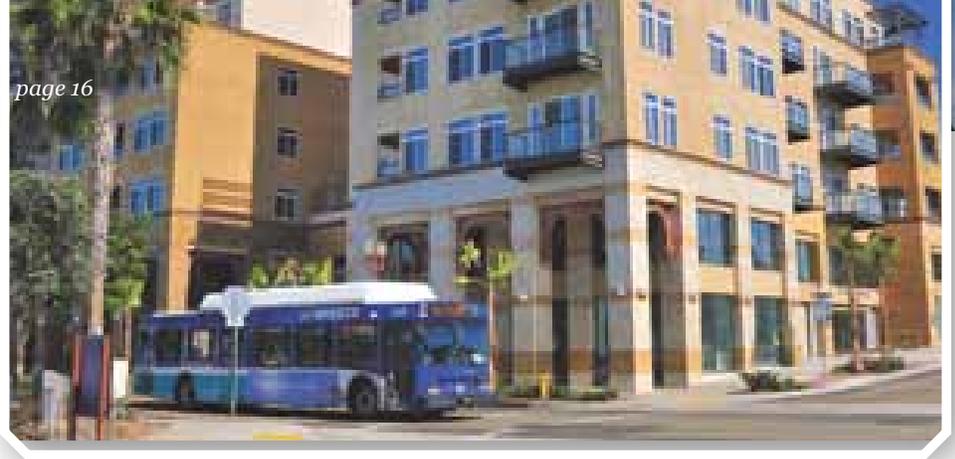
Along with a deep commitment to public transit, the San Diego region plans to invest heavily in bicycle and pedestrian

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projects and programs, new car pool and telework incentive programs to reduce solo driving, and advanced technology to better manage traffic.

Looking Ahead

Although SANDAG has won both state and federal approval for its 2050 Regional



By mid-century the region will have doubled transit service miles.

J O B O P P O R T U N I T I E S

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Transportation Plan, our work is far from over. Just about every week, our staff receives calls from their counterparts at other metropolitan planning organizations who want to find out how we did it. We at SANDAG are also closely following what other metropolitan planning organizations are doing to comply with SB 375. It will be interesting to see the variety of strategies used to meet the reduction targets and which ones will prove over time to be the most effective.

The next SANDAG Regional Transportation Plan won't be adopted for another four years, but we are already on the lookout for transportation modeling technology that will enable us to make more sophisticated analyses. Next year we plan to implement an advanced activity-based model that simulates individual and household travel decisions. The model can predict whether, where, when and how people travel, as well as with whom they will travel, offering great insights for regional transportation planning. This technology will give us the ability to analyze vehicle miles traveled by household, giving us more information about primary emitters of GHGs.

As a trailblazer in implementing SB 375, we want to be at the forefront of developing next-generation modeling to deliver superior data analysis. ■

Fire Chief, Peoria, AZ

Established in the 1880's, Peoria is a fast-growing city of 160,000 residents located in the Phoenix metropolitan area. The City of Peoria is currently seeking a new Fire Chief to oversee a staff of 180 full-time, benefitted employees and a FY2012 budget of \$19.6 million. The City is seeking a Fire Chief who operates in an open, approachable, and collaborative manner. A successful candidate will not only demonstrate experience in Fire Operations and familiarity with the use of data-driven and predictive fire and emergency management techniques, but also be able to mentor and coach others in their most effective uses. A strong candidate will have substantial municipal fire service experience, including at least four years of experience at the command level. A Bachelor's degree in Public Administration, Justice Studies, Political Science, Fire Science, Emergency Management, or a closely related field of study is required; a Master's degree in a related field of study is highly desirable. The hiring range for the Fire Chief position is \$120,000-\$145,000, dependent on qualifications. If you are interested in this outstanding opportunity, please apply on line at www.bobmurrayassoc.com. Please contact **Bob Murray** at (916) 784-9080 should you have any questions. Brochure available. **Closing date March 16, 2012.**



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