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## **Significant Changes Made to Ballot Initiative Process**

Reforming the state's initiative process has long been a hot discussion topic in Sacramento. [SB 1253](#), authored by former Senate Pro Tem Darrell Steinberg (D-Sacramento) and [signed into law](#) by Gov. Jerry Brown in September 2014, enacts several changes to the system. These changes include increased transparency of ballot measure campaign contributions, increased access and more voter-friendly explanations of ballot measures, legislative review modifications, and an avenue to identify flaws or errors in proposed initiative language. *For more, see Page 2.*



## **Registration Opens for Affordable Housing and Sustainable Communities Workshops**

The Strategic Growth Council (SGC) has opened [registration](#) for six workshops for cities interested in competing for \$120 million in Cap-and-Trade funding through the Affordable Housing and Sustainable Communities (AHSC) program. *For more, see Page 3.*



## **List Identifies Disadvantaged Communities**

CalEPA has produced a [list of "disadvantaged communities"](#) based upon the tool known as CalEnviroScreen. *For more, see Page 4.*

Prior to the passage of SB 1253, the most recent major change to the process was made in 2011 when the Governor signed [SB 202 \(Pavley, Statutes of 2011, Chapter 558\)](#). That law provides for initiative measures to only appear on statewide general election ballots.

The most fundamental change of SB 1253 is the earlier legislative review. Under the prior system, the Legislature could not hold initiative measure committee hearings until the measure had qualified for the election ballot. Upon qualification, the Legislature was required to hold joint public hearings on the proposed measure before it was voted on during the election.

SB 1253 changed this process significantly. Under SB 1253, once a proposed measure garners 25 percent of the required number of signatures for qualification, the Secretary of State (SOS) will send the proposal to the Legislature to begin the committee hearing process. Similar to the previous system, the Legislature is still required to hold joint committee hearings on the measure. However, the Legislature must now hold these hearings no later than 131 days prior to the date of the election the measure is set to be voted on. This change no longer allows the Legislature to wait until right before an election to hold a hearing — possibly giving measure proponents/opponents more time to sway public opinion based on the outcome of the legislative hearings.

Ballot measure efforts have started ramping up with the 2016 general and presidential election on the horizon. Measures have been or will be introduced ranging from legalizing recreational marijuana to overturning the recent statewide plastic bag ban. The reforms of SB 1253, and its impacts on voter behavior, remain unclear and will undoubtedly be carefully monitored as the 2016 election season comes closer.

#### **SB 1253's Major Components:**

- 1) Requires the [Attorney General \(AG\)](#) to initiate a 30-day public review and comment period upon receiving a request for a ballot measure title and summary from proponents. The comment period will allow for public opinion input and provide an opportunity to identify errors such as typos and/or legal discrepancies.
  - a. Comments submitted become public record and are sent to initiative proponents.
  - b. Proponents may submit amendments to the proposed initiative as long as they are "reasonably germane to the theme" of the original measure up to five days after the conclusion of the public comment period.
  - c. Comments may be [submitted online](#) or mailed to the AG's office.
- 2) Requires the [Department of Finance \(DOF\)](#) and [Legislative Analyst Office \(LAO\)](#) to conduct a fiscal impact analysis upon receipt of title and summary request by the AG. SB 1253 extends the analysis period from 25 to 50 days in order to provide additional time for a more accurate fiscal estimate.
- 3) Increases from 150 to 180 days the time period initiative proponents may gather signatures from official title and summary receipt date.
  - a. Signature petitions are also required to state that voters may ask if a signature gatherer is being paid to collect signatures or a volunteer.
- 4) Changes the signature verification process conducted by local election officials.
  - a. Signature verification is triggered when a statistical sampling of petition signatures is within 95 to 110 percent of the required number of signatures needed for a ballot measure to qualify.
  - b. When an order of signature verification is triggered by the [SOS](#), local election officials begin the process of verifying voter signatures according to a specific formula and requirements.
  - c. SB 1253 requires the SOS to terminate local signature verification efforts upon receiving one or more certified petitions that meet the required number of valid voter signatures. The purpose of this provision is to save local election officials time and money by halting the verification process once a measure is deemed qualified, rather than having local election officials verify all petition signatures.

- 5) Requires the SOS to send proposed initiatives to the Legislature for public committee hearings and review once 25 percent of required signatures for qualification have been received.
  - a. Measure proponents would be required to declare under penalty of perjury that they have collected 25 percent of required voter signatures.
  - b. The Legislature's earlier access to proposed ballot measures may impact public perception of a measure depending on the amount of legislative attention it receives. For example, the Legislature may have the ability to paint a rosier picture of a measure by holding hearings at which committee members are supportive of a measure, or foster negative public perception should committee members oppose a measure.
  - c. Of note: Related bill [SB 844 \(Pavley, Statutes of 2014, Chapter 920\)](#) requires that the total number of votes cast for and against a measure in both the Senate and Assembly be listed on the voter information pamphlet as if the measure were passed by the Legislature.
  
- 6) Requires that the SOS establish a one-stop website where voters may find additional information about qualified ballot measures. The website is required to list the following information:
  - a. Ballot measure summary;
  - b. Top 10 financial contributors supporting and opposing the ballot measure;
  - c. Each committee formed primarily to support or oppose the ballot measure and how to access information about the sources of financial contributions to the committee; and
  - d. Once a committee receives at least \$1 million in contributions, the SOS will provide access to online information about the committee's top 10 financial contributors.
  
- 7) Allows ballot measure proponents to withdraw a measure before it qualifies.
  
- 8) Makes it a crime for ballot measure proponents to withdraw a measure in exchange for money or "thing of value." Violators may be punished by a fine not exceeding \$5,000 or by specified jail time.

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**'AHSC workshops' Continued from Page 1...**

The workshops are planned for Feb. 4-11 in San Diego, San Bernardino, Los Angeles, Bakersfield, Stockton and Oakland. While dates and times have been set, locations are still being finalized.

Interested cities must work quickly on their proposals: Concept proposals are due Feb. 19, less than a month after the planned Jan. 30 release of the notice of available funding.

SGC [voted to approve](#) final program [guidelines](#) on Tuesday.

The AHSC program will provide grants and/or loans to projects intended to achieve greenhouse reductions by increasing accessibility of affordable housing, employment centers and key destinations via low-carbon transportation options like walking, biking and transit.

Half of the program's funding must be used for affordable housing and half must benefit disadvantaged communities (see *CA Cities Advocate* story titled "[List Identifies Disadvantaged Communities](#)").

The League's AHSC program information sheet can be found on the housing tab on [Cap-and-Trade](#) hot issues webpage.

For transportation-related questions, please contact League Assistant Legislative Director [Jennifer Whiting](#). For housing questions, please contact League Legislative Representative [Kirstin Kolpitzke](#).

The SGC has also opened the [grant application period](#) for the Sustainable Agricultural Land Conservation (SALC) program, a spin-off of the AHSC program that will receive up to \$5 million in FY 2014-15 funding.

Pre-proposal summaries for conservation easement grants are due Feb. 6. Applications for agricultural land strategy plan grants are due on March 20.

The land-conservation program will provide grants and/or loans to projects that will achieve greenhouse gas reductions by protecting agricultural lands through investments in strategic planning and agricultural easements.

The League's SALC program information sheet can be found under the natural resources tab on [Cap-and-Trade](#) hot issues webpage.

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#### **'Disadvantaged Communities' Continued from Page 1...**

Under the Affordable Housing and Sustainable Communities (AHSC) program, disadvantaged communities will receive at least 50 percent of the \$120 million in Cap-and-Trade funds available for 2015 (see *CA Cities Advocate* story titled "[Registration opens for Affordable Housing and Sustainable Communities Workshops](#)").

AHSC has expanded the eligibility for disadvantaged communities to census tracts with a pollution burden and population score that places them in the 25th percentile of highest scores (meaning highest exposure).

This spreadsheet identifies the census tract, the overall CalEnviroScreen score, the CalEnviroScreen percentile, the pollution burden, population characteristics, total population, the county, zip code and nearest city.

All census tracts on this list are areas are eligible to apply for AHSC funding as a disadvantaged community.

More information about disadvantaged communities, including interactive maps is available [online](#).

State environmental officials released CalEnviroScreen 2.0 in 2014. It scores each of California's 8,000 census tracts based on 12 types of pollution and seven population and socioeconomic characteristics.

SB 535 (De León) requires that 25 percent of all cap-and-trade revenue is spent projects that benefit disadvantaged communities and 10 percent is spent on projects within disadvantaged communities.

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## **Department of Justice Federal Grant Opportunities**

The [U.S. Department of Justice](#) has announced two grant opportunities open to local governments. The grants provide funding for a law enforcement body-worn camera system demonstration program and programs addressing sexual assault prevention and related crimes in rural areas.

### **Department of Justice/Bureau of Justice Assistance: FY 2015 Smart Policing Initiative**

The [FY 2015 Smart Policing Initiative \(SPI\)](#) grant program seeks to build upon analysis-driven, evidence-based policing by encouraging state, local, and tribal law enforcement agencies to develop effective, economical, and innovative responses to crime within their jurisdictions. The [Bureau of Justice Assistance \(BJA\)](#) has added a new purpose area to fund a body-worn camera systems (BWCS) demonstration program.

Of particular interest to the BJA are projects that examine the impact of the implementation of BWCS on citizen complaints, the process and outcome of internal investigations, privacy issues, and community relationships. In addition, consideration of the cost-benefit ratio of this technology and promising implementation practices are of paramount importance to any law enforcement agency considering its adoption, and may also be addressed by projects proposed under this purpose area.

All applications for this program are due by March 9. For more information, please see the [complete notice of funding availability via the Bureau of Justice Assistance grant opportunities webpage](#).

### **Department of Justice/Office of Violence Against Women (OVW) — FY 2015 Rural Sexual Assault, Domestic Violence, Dating Violence and Stalking Program**

Victims of sexual assault, domestic violence, dating violence and stalking in rural communities face unique challenges and barriers to receiving assistance rarely encountered in urban areas. The geographic isolation, transportation barriers, economic structure, particularly strong social and cultural pressures, and lack of available services in rural jurisdictions significantly compounds the problems confronted by those seeking support and services to end the violence in their lives. Recognizing this, the purpose of the Rural Program is to enhance the safety of rural victims of sexual assault, domestic violence, dating violence and stalking, and to support projects uniquely designed to address and prevent these crimes in rural areas.

The Rural Program seeks applications that propose innovative solutions to achieving this goal and encourages collaboration among criminal justice agencies, victim services providers, social services agencies, health professionals, and other community organizations to overcome the problem of sexual assault, domestic violence, dating violence, and stalking.

All applications for this program are due by March 4. For more information, please visit the [complete solicitation via the Department of Justice's grant opportunities webpage](#).

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### **California City Solutions: Consolidation of Corte Madera, Larkspur, and San Anselmo Police Departments Improves Service, Lowers Crime**

*This story is part of an ongoing series featuring Helen Putnam Award entries. The 2014 entries are available on the League's website as a resource for cities in a searchable database called [California City Solutions](#). The Formation of the Central Marin Police Authority project was submitted in 2014 for the CCS Partnership Intergovernmental Collaboration award category.*

The Great Recession tested many cities forcing, them to find creative ways to continue providing critical services, such as public safety, with little to no funding available. The Twin Cities Police Authority, which provides police services to the town of Corte Madera and the city of Larkspur since 1980, needed a new police station. During construction in 2009, the authority accepted an offer to share a dispatch location with the San Anselmo Police Department and the result was quite surprising.

By sharing a location of dispatch services, the police chiefs began to discuss additional ways that their two agencies could cooperate and meet budget constraints. Both agencies were experiencing budget reductions from the recession and regrettably had to reduce their forces. These reductions lowered service delivery and had raised the possibility of layoffs.

This discussion helped identify a challenging question: Could the two police agencies combine in a way that would produce General Fund savings for the three cities and improve service delivery for their residents?

Additional questions emerged:

- Corte Madera and Larkspur form one jurisdictional area that is approximately two miles from San Anselmo. Would a combined agency be able to effectively serve noncontiguous territory?

- Historically, San Anselmo has maintained a small town, community-based approach to policing. Would the authority be able to provide police services in a manner that remained consistent with this approach?
- The Twin Cities identity is well-established and embraced in Corte Madera and Larkspur — in large part because of the Twin Cities Police Authority. Would the formation of a new agency with San Anselmo hurt the authority's long-standing relationships with the Twin Cities community?
- Could consolidating the agencies produce a long-term savings while ensuring that the employees of both agencies had positions with the new agency?

From 2010-2012, the Twin Cities Police Authority and the San Anselmo Police Department entered into a series of agreements with the agencies sharing resources and integrating some of their operations. Each agreement allowed the agencies to reduce their budgets while maintaining or improving service levels.

It became apparent that the authority and San Anselmo could potentially share a dispatch center on a more permanent basis, requiring only one supervisor position and lowering the total number of employees. Shortly thereafter, the agencies agreed to form a single investigative unit, lowering the total number of officers assigned to detective duty from five to four, and providing San Anselmo with a supervising detective for the first time in its history. The next agreement combined Special Response and Crisis Negotiation Teams — two programs that had nearly been eliminated because of budget constraints.

The two agencies realized at the start of FY 2011-12 that they had the potential to implement more significant changes and launched two parallel efforts. The first was at the command level, where an agreement was crafted to share captains and an administrative assistant. The agencies also began holding joint command staff meetings. The second was at the ground level, where labor representatives from both agencies began separately discussing ideas on how they could work together. An agreement was soon made to form a single Support Services Division (investigations, evidence, records, dispatch), as well as to jointly operate daily traffic and patrol teams. Each of these agreements allowed the agencies to permanently gain the savings they were already realizing through attrition.

By 2012, it was evident that the two agencies were compatible and becoming more reliant on each other and the possibility of consolidation looked more serious. Council members and city managers began meeting early in the year and the San Anselmo police chief announced that his retirement would coincide with a consolidation. The two agencies began drafting a single set of standard operation procedures and a common organizational culture. Labor representatives also formed a joint board to negotiate a transition plan and a new contract that would cover the employees of a combined agency.

The Central Marin Police Authority formed on Jan. 1, 2013 to cover a combined population of approximately 34,300 residents in Corte Madera (9,300), Larkspur (12,500), and San Anselmo (12,500). This new combined police authority resulted in a savings of \$1.68 million, based on an agency agreed upon formula reducing General Funds by \$774,000 for San Anselmo, \$494,000 for Larkspur, and \$407,000 for Corte Madera.

The authority has maintained a strong, community-based presence in all three cities by using consolidation to reduce the supervisorial ranks and putting more officers out in the field. Residents were noticing an increase of the number of patrol cars in their neighborhoods. The authority operates the former San Anselmo police station as a substation, helping address operational challenges presented by serving a non-contiguous territory and maintaining its physical connection to the city.

Every employee from the Twin Cities Police Authority and San Anselmo Police Department was offered a place in the combined agency, with many employees realizing that the new agency immediately afforded opportunities for promotion and specialty assignments that were less available when the agencies were separate. A new identity that integrated elements of the Twin Cities and San Anselmo logos, uniform and signage was created, merging the previous identities so seamlessly that it took residents months to notice the difference.

The consolidation has allowed the authority to continue providing the full spectrum of police services. Service delivery has improved as well as response times by an average of 1.5 minutes, and overall incidents of crime have declined.

The authority has an excellent reputation in Marin County, and as a result, many smaller county departments are approaching it for advice and assistance with various operational matters. An unanticipated and positive outcome of the consolidation was the development of new agreements to share resources and gain some revenue as a result. At least one of the new discussions has resulted this way with more possibly to come.

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## **California Cities Recognized for *Let's Move!* Achievements**

The National League of Cities recently recognized top achievers among the 460 communities nationwide participating in [Let's Move!](#) Cities, Towns and Counties (LMCTC). Three California cities were among the 23 nationwide that have completed all five of the initiative's goals: Fontana, Palm Springs and Rancho Cucamonga.

With efforts led by Mayor Acquanetta Warren, the city of Fontana partners with the Fontana Unified School District to provide children with access to free lunches and snacks throughout the summer, serving over 119,000 healthy summer meals and snacks. Free physical activity and nutrition programs are offered throughout the city at Summer Food Program sites. Training for childcare facility staff is offered yearly to ensure proper nutrition and daily physical activity to develop healthy lifelong habits for infants and toddlers.

Palm Springs focuses on fitness for the benefit of residents, tourists, visitors and businesses. In Palm Springs people experience a bike and pedestrian-friendly community that has developed city-sponsored health and wellness programs including hiking, running, swimming and biking events held year round. The city of Palm Springs partners with local schools, community groups, neighborhood associations, service organizations and many not-for-profits including Desert Healthcare Foundation and the Clinton Foundation to promote health and wellness for people of all ages.

In Rancho Cucamonga, Mayor L. Dennis Michael and the City Council incorporated LMCTC as part of Healthy Rancho Cucamonga (Healthy RC), a comprehensive, community-driven initiative dedicated to encouraging healthy and sustainable lifestyles. Through a Health-In-All-Policies approach, the city has adopted several innovative strategies to increase access to healthy food and physical activity including a Complete Streets Policy ranked top 10 in the nation, a Community Gardens Policy that modified zoning to include all residential areas and waived city fees. The city has developed leadership programs for youth and adults to build their capacity by providing them with the skills and resources they need to participate in the policymaking process.

LMCTC is a major component of First Lady Michelle Obama's [Let's Move!](#) initiative to ensure that kids can grow up healthy. LMCTC works closely with local elected officials nationwide to improve access to healthy affordable food and opportunities for physical activity across five goal areas.

Learn more and sign up at [www.HealthyCommunitiesHealthyFuture.org](http://www.HealthyCommunitiesHealthyFuture.org).

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## **More Session Sneak Peeks for the 2015 Planning Commissioners Academy**

There are several benefits of attending this year's Planning Commissioners Academy, but most important are the educational sessions. This year's Planning Commissioners Academy will be held from Wednesday, March 4 to Friday, March 6 at the Fairmont Newport Beach. Plan now to attend and note the sessions you won't want to miss.

Check out just a few of the sessions that will provide you with skills and techniques to further your profession.

### **New Planning Commissioners Track**

- **CEQA Basics: Everything a New Planning Commissioner Needs to Know** — A nuts and bolts summary of the basic concepts, steps, and requirements in the CEQA process, including exemptions, negative declarations, EIRs, CEQA findings and project approval, tiering and supplemental review, the role of the planning commission, and strategies for handling CEQA “abuses.” Questions are strongly encouraged.

#### **Advanced Planning Staff and Commissioners Track**

- **Complete Streets** — Complete streets is a transportation policy and design approach that requires streets to be planned, designed and operated to enable safe travel by those walking, bicycling, driving automobiles and riding public transportation. Hear and see examples where cities have successfully implemented Complete Streets Programs.

#### **New Planning Commissioners/Advanced Planning Staff and Commissioners (Joint)**

- **SB 743 (Alternatives to Level of Service)** — The implementation of SB 743 requires the Governor’s Office of Planning and Research (OPR) to develop an amendment to the CEQA Guidelines that establishes a different method for measuring a project’s transportation impacts. OPR has chosen Vehicle Miles Traveled (VMT) as the alternative. Come learn the status of this proposal and what impact this could have on your community. Session includes the study of a project using VMT and Level of Service to see the outcome.

Register [online](#) and select Planning Commissioners Academy. Registration must be received by Tuesday, Feb. 3. After this date all registration must be completed on site.

Like the League of California Cities on [Facebook](#) and follow on Twitter at [@cacitieslearn](#) to get updates and useful information about upcoming conferences.

#### **Newly Highlighted Sessions for the 2015 Public Works Officers Institute**

Don’t miss out on this year’s Public Works Officers Institute being held from Wednesday, March 25 to Friday, March 27 at the Hyatt Regency Newport Beach. The conference includes fundamental educational sessions, an exciting mini expo, and several relevant breakout sessions designed to increase your public works area knowledge and skill set.

A couple of session highlights include:

- **Successful Implementation of Sustainable Practices in Public Works** — A session designed to promote sustainable practices in all phases of civil infrastructure projects from planning to design, construction, operation and maintenance through institution level sustainable strategies and/or a series of innovative practices. Presentations will provide three case examples that demonstrate how public agencies have successfully implemented sustainability principles during project planning and design. Industry-recognized Envision™ award winning projects will be presented with recommendations for industry professionals on how best to use the Envision™ rating tool to implement sustainable design principles.
- **Watt Avenue at US 50 Interchange: An Intermodal Transformation to a “Complete Interchange”** — The Watt Avenue at U.S. Hwy 50 Interchange project reconfigured the original full cloverleaf interchange to a partial cloverleaf interchange. The new interchange reduces congestion, installs dedicated transit facilities, improves mobility, increases safety for bicycles and pedestrians, and adds extensive landscaping/aesthetic features. Attendees will learn how Sacramento County navigated the challenges of:
  - Transforming an antiquated interchange into a multi-modal facility to include a dedicated Bus Rapid Transit lane, a grade separated bicycle/pedestrian pathway with under crossings through the on and off ramps, and extensive landscape and aesthetic improvements; and
  - Utilizing a collaborative multi-agency design approach involving input from Caltrans, Sacramento Regional Transit District, and local bicycle and community advocacy groups.



Register [online](#) and select Public Works Officers Institute. Registration must be received by Friday, Feb. 27. After this date all registration must be completed on site.

Like the League of California Cities on [Facebook](#) and follow on Twitter at [@cacitieslearn](#) to get updates and useful information about upcoming conferences.

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## **Register for the Feb. 27 Municipal Law Institute's Symposium**

The [2015 Municipal Law Institute Symposium](#) will be held on Feb. 27 and presented by the Municipal Law Institute of the League of California Cities® and the Chapman University Dale E. Fowler School of Law. This symposium is approved for five and a half hours of MCLE credits.

This year's symposium will cover Local Government in a Brave New World: Law Enforcement, Code Enforcement, and Public Agency Liability. Public agencies have recently faced many new and challenging issues. Presenters will discuss issues from developing technology, including regulating businesses in the new "sharing economy" and balancing new technology with privacy concerns, particularly in the context of law enforcement. Additional issues include how public agencies have arisen from emerging jurisprudence in the areas of the Second Amendment and police and municipal liability.

The symposium will take place at Chapman University School of Law. The law school is approximately 11 miles from John Wayne Airport in Orange County, just one block from the lively Old Towne dining and shopping district in the city of Orange, and just minutes from Disneyland.

It is important to register and make travel arrangements soon because there are a limited number of spaces for the conference.

Register [online](#).

Chapman University School of Law has preferred rates at two hotels:

The Double Tree-Anaheim  
100 The City Drive  
Orange, CA 92868  
(714) 634-4500  
\$139 per night plus tax  
Book reservations [online](#) for Chapman preferred rates.

The Ayres Inn Orange  
3737 West Chapman  
Orange, CA 92868  
(714) 978-9168  
\$105 per night plus tax