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IN THIS ISSUE:

- Page 4: California City Solutions: Hayward Turns Commuter Corridor into Safe and Sustainable Street Vision
- Page 6: ILG to Host Cap and Trade Symposium and Local Government Track at the Green California Summit
Mayors Day of Recognition for National Service is Less Than Two Weeks Away

**Senate Budget Subcommittee to Review DOF
Redevelopment Dissolution Budget Proposal on April 9**
Key Provisions Would Be Extremely Harmful to Local Agencies

The [Senate Budget Subcommittee No. 4 on State Administration](#) will next take up a [comprehensive set of changes to redevelopment dissolution laws](#) proposed by the Department of Finance (DOF) when it meets on April 9. *For more, see Page 2.*



League Supports Bill to Improve State Oversight of Community Care Facilities

The League this week supported [AB 74 \(Calderon\)](#) to improve the accountability and management of these operations, which benefits both the quality of services delivered to consumers and the communities where they are placed. *For more, see Page 2.*



Upcoming Legislative Hearings of Interest April 7-22

Group of Election Bills Moves on to Various Committees, League Prepares for Next Hearing on Redevelopment Proposal

The Legislature will be on Spring Break next week. Legislative hearings and policy committee meetings will resume when legislators return on April 6. The League is preparing for the April 9 hearing of the Senate Budget Subcommittee #4 when the Department of Finance's redevelopment dissolution budget proposal is taken up. The League has taken an opposed unless amended position on this proposal. *For more, see Page 3.*

'RDA Hearing' Continued from Page 1...

City officials from throughout California will once again be present along with the League to testify in opposition to numerous harmful provisions that seek to reverse recent appellate court decisions favoring local agencies retroactively reverse incentives and conditions affecting loan repayment, undercut opportunities for local agencies to protect their legal rights, and limit the transparency of the DOF decision-making process.

While the League recognizes that several provisions, in isolation, could be helpful to local agencies, the major elements of the proposal are so harmful the League is asking the committee to reject the entire proposal if they are not removed. This reflects the [position](#) taken by the League's board of directors at its February meeting.

A copy of the League's [most recent letter](#) opposing the matter and a [detailed analysis](#) of the problematic provisions were delivered this week.

The harmful approach of this proposal stands at odds with recent legislative efforts to try to help, not hurt, local agencies with the dissolution process. Last year five helpful bills were advanced, of which two were signed; this year more than 10 bills have been introduced oriented toward assisting local agencies.

This proposal was last heard on March 3 in the Assembly Budget Subcommittee No. 4 on State Administration. [At that hearing](#), several legislators and dozens of city officials joined the League to testify about the adverse impacts the proposal would have on their cities. The committee took no action following testimony.

Next Steps

City officials are encouraged to join the League in Sacramento on April 9 to testify before the Senate Budget Subcommittee No. 4. It is important for committee members to hear firsthand from cities about how the proposal would affect their communities and dissolution process. For more information on how to participate in the hearing, please contact your League [regional public affairs manager](#).

All cities should remain united in opposition until the harmful provisions are removed. Let's not forget the state severely harmed all cities by dissolving redevelopment and with prior financial raids — that harm will linger for many years. If a final proposal cannot be developed that cause no further harm to cities, then it should be rejected.

'AB 74' Continued from Page 1...

Community care facilities provide an important service to their residents, but when they are mismanaged it can lower the quality of care provided and cause disruption within the neighborhoods where they are located. Recent state budget cuts reduced the frequency of unannounced visits by the Department of Social Services to licensed facilities.

AB 74

Assembly Member Ian Calderon (D-Whittier)'s AB 74 increases unannounced visits by the Department of Social Services for community care facilities, residential care facilities for the elderly, family day care homes and child care centers over a three-year period.

Under existing law, at least 20 percent of these facilities, in addition to those not already inspected more frequently for performance, licensing or other reasons, to be subject to annual unannounced inspections. This bill would:

- Require 30 percent of such facilities, based upon random sampling, to be subject to unannounced visits by July 1, 2016, and in no case less than once every three years;

- Require an additional 20 percent, based upon random sampling, to be subject to unannounced visits by July 1, 2017, and in no case less than once every two years.
- Require the department to conduct annual unannounced visits on all of these facilities after July 1, 2018.

The League's [AB 74 support letter](#) is available online.

'Hearings of Interest' Continued from Page 1...

Many newly introduced bills are starting to be assigned and reviewed by the Legislature's policy committees. On Wednesday, the Assembly Elections and Redistricting Committee heard a group of bills of interest to cities regarding elections including [AB 254 \(Hernández\)](#) on election dates and [AB 278 \(Hernández\)](#) on district-based municipal elections.

AB 254 was passed as amended and was sent to the Appropriations Committee. AB 278 was also passed as amended and will next be heard by the Assembly Local Government Committee.

The League's lobbying team is identifying bills that may be of significant interest to cities. As the Legislature assigns legislation to policy committees, it continues to hold a number of oversight and informational hearings on policy areas of interest to cities. In the coming weeks, the League will issue its first Priority Bills list.

Here are a number of upcoming hearings of interest:

April 7

- **Assembly Budget Subcommittee No. 4 on State Administration**, State Capitol, Room 447, 1:30 p.m.
 - Hearing will cover Department of Housing and Community Development and Commission on State Mandates

April 8

- **Assembly Budget Subcommittee No. 3 on Resources and Transportation**, State Capitol, Room 126, 9:30 a.m.
 - Information hearing will cover Climate Change

April 9

- **Senate Budget and Fiscal Review Subcommittee No. 4 on State Administration and General Government**, Room 2040, 9:30 a.m.
 - Hearing will cover items related to Local Government and Economic Development, including Redevelopment Agencies Dissolution Status and Issues, the Governor's Office of Business and Economic Development, the Commission on State Mandates and Local Government Financing
- **Senate Budget and Fiscal Review Subcommittee No. 5 on Corrections, Public Safety and the Judiciary**, State Capitol, Room 113, 9:30 a.m.
 - Hearing will cover Public Employees' Retirement System

April 14

- **Assembly Budget Subcommittee No. 4 on State Administration**, State Capitol, Room 447, 1:30 p.m.
 - Hearing will cover the State Controller's Office and Secretary of State

April 15

- **Assembly Budget Subcommittee No. 3 on Resources and Transportation**, State Capitol, Room 447, 9 a.m.
 - Hearing will cover items related to the Air Resources Board, California Coastal Commission and the Office of Planning and Research
- **Senate Environmental Quality Committee**, State Capitol, Room 3191, 9:30 a.m.

- Hearing will cover Overview of the California Environmental Quality Act: record of proceedings

April 16

- **Senate Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation**, State Capitol, Room 112, 9:30 a.m.
 - Hearing will cover the LAO's Overview of the Transportation Budget, including the California Transportation Commission and the Department of Transportation, as well as oversight on the implementation of AB 60
- **Senate Budget and Fiscal Review Subcommittee No. 4 on State Administration and General Government**, Room 2040, 9:30 a.m.
 - Hearing will cover a number of items related to the State Controller and a Financial Information System for California

April 22

- **Assembly Budget Subcommittee No.3 on Resources and Transportation**, State Capitol, Room 447, 9 a.m.
 - Hearing will cover the Department of Transportation and High-Speed Rail Authority
- **Assembly Budget Subcommittee No.5 on Public Safety**, State Capitol, Room 437, 1:30 p.m.
 - Hearing will cover the Prop. 47 workload

California City Solutions: Hayward Turns Commuter Corridor into Safe and Sustainable Street Vision

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](#). Hayward's Route 238 Corridor project was submitted in 2014 for the Public Works, Infrastructure and Transportation award category.

For more than 40 years, Route 238 in Hayward was a highly congested regional commuter corridor. Traffic accidents on Route 238, I-580 or I-880 near Hayward reroute commuters through the Mission-Foothill-Jackson corridor, frustrating local residents and businesses that regularly rely on that roadway. In 2003, the city of Hayward started a corridor improvement project to relieve congestion. Lasting more than 10 years from concept to completion, the Route 238 Corridor Improvement project is the city's largest capital improvement project in history.

The Route 238 Corridor Improvement project extends more than five miles within the city limits from north Foothill Boulevard at I-580 south to Mission Boulevard at Industrial Parkway. Deteriorating buildings lined long portions of the roadway and more than two miles of overhead utility lines obstructed access and sight lines. Median islands were mostly concrete and most street trees were stunted, dying or long gone.

The city formed a working group, comprising public and private stakeholders to develop a plan, which was first met with opposition from the community. Several extensive public meetings, stakeholder meetings, and council presentations were held to give the community a chance to share feedback on number of major project revisions, including traffic calming measures to the adjacent local schools and retirement community.

Caltrans relinquished control of Route 238 to the city in June 2010. Construction began in August 2010. The working group coordinated with Caltrans for the right-of-way relinquishment and with Alameda-Contra Costa Transit District (AC) Transit for the revision of bus routes. Community members and downtown merchants were invited to give feedback throughout the construction process during monthly project status meetings. The Hayward Planning Commission, Alameda County

Transportation Commission (CTC), Central County Transportation Forum, and Hayward Chamber of Commerce were also informed of the project's status.

City staff partnered with a transportation engineering company to manage construction to create a critical path method based schedule that mitigated issues beyond the team's control by re-sequencing and modifying phasing and staging. This included weekly meetings to review progress and plan the upcoming weeks with the contractor and utility company to coordinate utility undergrounding and relocation efforts.

A number of improvements were designed to relieve traffic congestion and improve traffic flow in the corridor. The "Hayward Loop" is one major component. It starts at the Five Flags intersection at Jackson, Mission and Foothill Boulevards. The multi-lane one-way loop goes north on Foothill Boulevard, left onto A Street, then left onto Mission Boulevard, and returning to the Five Flags intersection. This mini-loop solution resulted in astonishing cost savings, a reduction in right-of-way needs, and minimized disruptions to businesses downtown.

The city's primary objective focused on solving existing and future traffic demands and reducing congestion and greenhouse gas emissions. A coordinated adaptive traffic signal control system allowed the city to adjust cycle lengths, splits and offsets on a cycle-by-cycle basis depending on the changing traffic demands along the corridor. A state-of the art fiber optic signal interconnect system connects each traffic signal with a closed-circuit television camera and video detection system, centralizing traffic operations which are located within City Hall. The fiber optic interconnect system has additional bandwidth to accommodate future expansion needs along Mission Boulevard and Jackson Street corridors. The city can monitor the traffic conditions at each intersection, making adjustments to keep traffic moving efficiently.

The city created customized traffic signal bridge structures at several of the major intersections that eliminated the need for multiple traffic signal poles and signal equipment. Improvements helped to enhance and promote pedestrian, bicycle and roadway use include new wider sidewalks, curb and gutters, median islands and bay-friendly landscaping. New traffic signals and controllers at 28 signalized intersections feature audible pedestrian pushbuttons, pavement reconstruction, and new signing and striping Warm mix asphalt construction methods (used for the first time in the city of Hayward) created lower asphalt mix temperatures, resulting in decreased use of construction equipment, producing less greenhouse gas emissions.

Pedestrian and bicycle improvements along Foothill Boulevard in downtown Hayward have pedestrian-friendly 14-foot sidewalks and a dedicated bike lane. Older sidewalks and intersections were reconstructed throughout the corridor and new sidewalks were constructed where needed to follow current ADA requirements and provide safer accessibility for residents. Community artists painted murals on building and retaining walls. Anti-graffiti programs promoted by the city are painting traffic signal enclosures with colorful themes that enhance the walking experience.

Several features help lower energy and maintenance costs long-term, including 1,000 new dimmable LED street lights and 680 new trees that offer shade, significantly reducing heat from pavement surfaces and building exteriors. The project's LED streetlight conversion efforts were the start of a city-wide LED streetlight conversion program that recently won an award from the Silicon Valley Leadership Group for "Turning Red Tape Into Red Carpet." Additionally, the project was recognized by the American Council of Engineering Companies 2013 Engineering Excellence Award, The American City & County 2013 Crown Communities Award, and APWA Northern California Chapter Transportation project of the Year Award.

Nineteen buildings on or near the Hayward fault line were demolished to accommodate roadway widening, which were used by the Hayward Fire Department for training prior to demolitions.

The completed Route 238 project was fully operational to live traffic in June 2013. Hayward's recent studies of traffic between Mission Boulevard/Industrial Boulevard and Foothill Boulevard/Mattox Road

indicate that travel times are less by 30 percent during the morning commute and 20 percent during the evening commute than travel times measured in 2003. Compared to 2009 prior to construction, fewer accidents have occurred within the corridor.

The Route 238 Corridor Improvement Project was paid primarily with Alameda County Measure B funds, the half-cent transportation sales tax passed by voters. The project came in under budget at \$105 million compared to the \$111 million that was authorized. The project transformed a barren looking road into a beautifully landscaped facility that now provides for pedestrians, bicyclists, transit, trucks, and cars.

ILG to Host Cap and Trade Symposium and Local Government Track at the Green California Summit

The Institute for Local Government (ILG) will again play a significant role in the Green California Summit. On April 6, ILG will host a pre-summit session titled Cap-and-Trade Symposium: Advancing Climate Action, Sustainability and Community Well-Being.

The symposium will begin with a Leadership Dialogue where attendees will hear from a select group of state and local leaders discussing how they can partner to achieve Gov. Jerry Brown's goals in communities throughout California. Following the Leadership Dialogue, attendees will break into three roundtable discussions:

- Sustainable Communities and Clean Transportation;
- Clean Energy and Waste Diversion; and
- Natural Resources and Working Lands.

This event will be followed by a networking reception. On April 7, ILG will run a Local Government Track that includes the following sessions:

- Green Paths to Economic Growth;
- Creating Safer Streets and Healthier Communities; and
- Local Action to Save Water, Energy and Money.

The [Green Technology Summit and Exposition](#) provides a forum for stakeholders from the public and private sectors to share innovations in policy, practice and technology that can help the Golden State attain its environmental and economic goals.

Use promo code: EXHIB to receive a 20 percent discount on registration.

Mayors Day of Recognition for National Service is Less Than Two Weeks Away

Mayors from across the United States are invited to participate in the third annual Mayors Day of Recognition for National Service, scheduled for April 7. The event is led by the Corporation for National and Community Service, the National League of Cities, and Cities of Service.

This year's event will highlight the impact of AmeriCorps and Senior Corps. Participating in the event is a way for mayors to hold public events and use traditional and social media to highlight the value and impact of national service to the nation's cities. Last year, 1,760 mayors representing more than 110 million citizens participated in the second-annual Mayors Day of Recognition for National Service.

[Register online](#) to participate.

CNCS has put together a [comprehensive toolkit](#) for the event that includes FAQs, key messages, sample news release, sample proclamation and more.

For questions, please contact [Greg Ericksen](#) of the CNCS California State Office at (310) 235-7711.