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## **League Supports Governor’s Transportation Funding Framework** *Cities Need to Weigh in Quickly*

As the legislative session entered its final week, Gov. Jerry Brown on Thursday released a proposed [framework](#) for a transportation deal that would bridge the divide between Democrats and Republicans. The framework is built on ideas put forward by the [Fix Our Roads Coalition](#) and both legislative caucuses. It includes significant constitutional protections for new revenues, CEQA streamlining and Caltrans reforms. *For more, see Page 2.*



## **League Joins Police Chiefs to Sponsor Drone Legislation**

The League of California Cities® and the California Police Chiefs Association have joined forces to co-sponsor a drone bill, [SB 168](#) (Gaines-Jackson). This bill seeks to address the hazard posed by unmanned aircraft systems, or drones, operating in flight-restricted airspace during an emergency. The bill is supported by the California Fire Chiefs Association, the California Professional Firefighters, and the California State Association of Counties. *For more, see Page 2.*



## **League-Sponsored Bond Agency Finances Affordable Housing Projects in Richmond, Gilroy, Escondido and Hanford**

Some of the most significant benefits of League membership for cities since 1988 have flowed from the League’s co-sponsorship of the [California Statewide Communities Development Authority](#) (CSCDA). This program provides a variety of public agencies and developers access to low-cost, tax-exempt financing and economic development tools. In July and August, CSCDA issued \$113 million in bonds that helped finance several affordable housing projects in several California cities. *For more, see Page 4.*

## 'Transportation' Continued from Page 1...

The League's officers were briefed prior to the public release of the proposed framework and agreed that it is consistent with the League's approved transportation funding principles. The League released a [press statement](#) late Thursday afternoon in support.

The package would provide an annual amount of funding of \$3.6 billion, and represents a significant step in addressing cities' street maintenance needs, public transit needs and other priorities. One-half of the funding (\$1.8 billion) would go to cities and counties for street maintenance, complete street projects, public transit and state-local partnership funding projects. Of this amount, \$1.05 billion would be allocated by formula for local streets and roads maintenance, \$525 million of which will go to cities each year based on population ([new allocation estimates](#)). An additional \$100 million would be set aside for a complete streets competitive grant program.

The revenue package required to fund this smaller program does not require a gas tax increase, but it is adjusted and indexed for inflation. The rest of the revenue proposal includes use of \$500 in Cap-and-Trade revenues, \$100 million in CalTrans efficiencies, \$500 million from an 11 cent increase in the diesel tax indexed for inflation (to support the trade corridor enhancement program and other highway and road improvements) and \$2 billion from a \$65 per vehicle highway user fee. The entire package will cost Californian vehicle owners about \$10/month, according to the Governor's Administration. These same vehicle owners are paying an average of \$762 a year to fix their vehicles due to poor road conditions.

### Next Steps

With just one week until the legislative session adjourns, the Legislature must act quickly. City officials are encouraged to call and tweet their legislators to express support for the Governor's framework. Sample tweets are below. Please add your city's Twitter handle and also add your legislator's [twitter handle](#).

The League has also developed [a sample letter](#) of support for use by cities or individual elected officials.

Sample tweets:

- [@CityofNAME](#) supports @JerryBrownGov transportation funding framework @YourLegislator #FixCARoads #CaLeg
- [@JerryBrownGov](#) transportation framework will help @CityofNAME fix our streets @YourLegislator #FixCARoads #CaLeg
- [@CityofNAME](#) thanks @JerryBrownGov for his leadership on transportation funding @YourLegislator #FixCARoads #CaLeg
- [@CityofNAME](#) has shovel ready street projects and thanks @JerryBrownGov for transportation proposal @YourLegislator #FixCARoads #CaLeg

In addition, the Fix Our Roads coalition continues the ["Tweet Your Legislator"](#) campaign.

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## 'Drones' Continued from Page 1...

SB 168 has two significant components:

1. It would provide first responders with immunity should a civilian drone be damaged or destroyed while interfering with any first responder emergency operations; and
2. It would increase the fine for operating in restricted airspace, i.e. the airspace in and around the site of an emergency.

According to the U.S. Forest Service, on 13 separate occasions this year, drones have interfered with aircraft attempting to battle wildfires, compared with only four such incidents during 2014. In many instances, firefighting aircraft have had to be grounded for safety reasons due to drones operating in flight-restricted airspace. The end result of the grounding of these aircraft before they could complete their drops of water or fire-retardant material was never more dramatic than in

July 2015, when at the Cajon Pass in San Bernardino County, a 3,500-acre wildfire destroyed both homes and at least 20 vehicles as the blaze jumped Interstate 15. In August, a civilian drone nearly collided with an ambulance in the skies over Fresno.

In a [joint letter](#) announcing their sponsorship of SB 168, the League and the California Police Chiefs stated: “The distractions, delays, and heightened threat to public safety caused by the irresponsible use of civilian drones pose an unacceptable and growing risk for both our first responders and members of the public.”

Some have voiced doubts that what are essentially hobby drones pose much of a threat, and that authorities may have over-reacted in deciding to ground their aircraft for safety reasons. But in a recent CBS News broadcast, Jeff Thrasher, a helicopter pilot with the California Department of Forestry and Fire Protection, underscored the danger drones pose to firefighting aircraft, when he made it clear that even a collision with a relatively small drone can bring an aircraft down. “If a drone ... were to go into a tail rotor or a main rotor system, it could have catastrophic consequences,” he said.

### **Why State Law is Necessary**

Another factor in the drone discussion is the pending body of safety rules proposed by the Federal Aviation Administration (FAA) in February 2015. Unfortunately the proposed rules address non-recreational operation of drones only — they do not include within their scope the recreational, or hobby drones that have so frequently interfered with first responder aircraft in past several weeks in California.

Nonetheless, the FAA reportedly takes the view that it has occupied the field in terms of any laws regulating the use of drones — all drones. But current federal regulations do not address the use of hobby drones at all. While it is a violation of both state and federal law to operate any civilian drone in temporarily flight-restricted airspace, such as the scene of a wildfire, current law does not provide a sufficiently strong deterrent to actually prevent this activity, nor do current regulations facilitate identifying the bad actors.

Current federal regulations impose operating limitations on drone operators in the form of proposed rules to minimize safety risks:

- Small UAS (drone) operators must always see and avoid manned aircraft. If there is a risk of collision, the drone operator must be the first to maneuver away.
- The operator must discontinue the flight when continuing would pose a hazard to other aircraft, people or property.
- A small drone operator must assess weather conditions, airspace restrictions and the location of people to lessen risks if he or she loses control of the drone.
- A small drone may not fly over people, except those directly involved with the flight.
- Flights should be limited to an altitude of 500 feet and no faster than 100 mph.
- Operators must stay out of airport flight paths and restricted airspace area, and obey any FAA Temporary Flight Restrictions (TFRs).

Unfortunately, drone operators are ignoring most of these rules with increasing frequency, under circumstances that clearly pose an imminent danger to public safety.

State law stiffening existing penalties for reckless operation of drones endangering public safety is needed to help close this regulatory gap. Drones operators must be placed on notice that fines for irresponsible operation will be significant, and that they may lose the drone itself, if recent activities interfering with first responders during emergencies continue.

Some California cities have taken the initiative to unilaterally ban the use of drones during specified emergencies such as wildfires. In mid-August, the Poway City Council directed its city attorney to craft a narrow urgency ordinance that would make it illegal to launch or land a drone within the city limits if there is a fire within two miles of the city. Mayor Steve Vaus brought the issue before the council, citing several incidents elsewhere in the state in which air tankers and helicopters were forced to leave the vicinity of active wildfires because drones operating in the

area made it too dangerous to fly. The council this week voted 4-1 to pass an emergency ordinance banning drones over most of the city. Poway residents lost homes in the 2003 and 2007 wildfires.

### **Federal Regulations Too Loose, Give Recreational Drones a Pass**

Another factor frustrating the ability of authorities to hold wayward drone operators accountable is that legislation imposing requirements such as unique identifiers on individual drones, “kill switches,” or even transponders, have consistently been resisted by manufacturers.

Despite discussions in Congress of stiffer fines and even jail time being imposed at the federal level, such talk may not mean much if there is no feasible means of readily identifying drones or linking them with specific operators. Past federal regulations have contributed to the current problem; Congress in 2012 blocked regulation of drones flown for recreational purposes, and ruled that the FAA could not require members of the public to register their drones, obtain training, or fly drones with identifying features. This has ushered in the current growing abuse of recreational drones that has risen to the level of endangering first responder aircraft as well as commercial jetliners.

[SB 142](#) (Jackson) is a related bill introduced in response to drone activity involving complaints against drone operators by their neighbors. Currently on Gov. Jerry Brown’s desk, the measure would provide that an unmanned aerial vehicle flown less than 350 feet over private property without permission of the owner constitutes trespass, which could lead to a civil suit being filed against the violator operating the drone.

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‘CSCDA’ Continued from Page 1...

### **Richmond: Liberty Village Apartments**

Liberty Village Apartments involves the acquisition and rehabilitation of 99 multifamily affordable housing units by LIH Liberty Village LP. Sponsored by Levy Affiliated, the nonprofit partner is Casa Major, Inc., and the equity provider is WNC & Associates, Inc. The project will continue to be 100 percent affordable and provide one-, two- and three-bedroom units to low-income families in Richmond.

CSCDA partnered with Citi Community Capital to provide \$12.5 million in tax-exempt and \$1.5 million in taxable multifamily affordable housing bonds for LVA. The rehabilitation will include installing new roofs and gutters, double pane vinyl windows, new kitchen cabinets, granite countertops and stainless steel appliances, bathroom mirrors and medicine cabinets, water and wall heaters, new flooring, repainting of building exteriors and interiors, and a new playground. The financing of LVA will maintain the affordability of units for low-income tenants for 55 years.

### **Gilroy: Alexander Station Apartments**

The Alexander Station Apartments involves construction of 262 multifamily affordable housing units in Gilroy by The Pacific Companies. Situated on a previously blighted and vacant lot, the project features one-, two-, three- and four-bedroom units to serve a broad range of local residents. One hundred percent of units will be rent restricted for low-income tenants.

CSCDA and The Pacific Companies partnered with Citibank and CCRC Affordable Housing Partners to provide \$88 million in tax-exempt multifamily affordable housing bonds for the project. The financing requires the affordability of units for low-income tenants to be maintained for 55 years.

### **Escondido: Summit Rose Apartments**

Summit Rose Apartments (SRA) involves the acquisition and rehabilitation of 90 multifamily affordable housing units by Summit Rose Apartments LP. The project sponsor is KDF Communities. SRA will continue to be 100 percent affordable and provide 27 one-bedroom units

and 63 two-bedroom units to low-income families in Escondido.

CSCDA and KDF Communities partnered with Pillar Capital Finance LLC/HUD 223(f) to provide \$7 million in tax-exempt multifamily affordable housing bonds for SRA. The rehabilitation will include installing new exterior paint, windows, new kitchen cabinets, countertops, upgraded appliances, renovated bathrooms, and new floors for the kitchens and bathrooms. The financing of SRA will maintain the affordability of units for low-income tenants for 55 years.

### **Hanford: Amberwood I and Amberwood II Apartments**

Amberwood I & II Apartments (Amberwood) involves the acquisition and rehabilitation of 88 multifamily affordable housing units by Hanford 2015 Community Partners, LP. The project sponsor is WNC & Associates, Inc. Amberwood will continue to be 100 percent affordable and provide 10 one-bedroom units, 53 two-bedroom units and 23 three-bedroom units to low-income families in Hanford.

CSCDA and WNC & Associates partnered with Rabobank to provide \$4.3 million in tax-exempt multifamily affordable housing bonds for Amberwood. The rehabilitation will include installing bathroom and kitchen countertops, vanities, upgraded appliances, new floors, HVAC systems and new interior paint. The financing of Amberwood will maintain the affordability of units for low-income tenants for 55 years.

### **Background**

CSCDA is a joint powers authority created in 1988 and is sponsored by the League of California Cities® and the California State Association of Counties. It was created by cities and counties for cities and counties. More than 500 cities, counties and special districts are program participants in CSCDA, which serves as their conduit issuer and provides access to efficiently finance locally-approved projects. CSCDA has issued more than \$50 billion in tax exempt bonds for projects that provide a public benefit by creating jobs, affordable housing, healthcare, infrastructure, schools and other fundamental services. Visit <http://cscda.org> for additional information on the ways in which CSCDA can help your city.

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### **CCS Partnership Focuses on Common Key Issues, Concerns at Leadership Council Meeting**

The Leadership Council of the Cities Counties Schools Partnership (CCS) met on Thursday, Aug. 27 at the League of California Cities® office in Sacramento. The elected officials, executive directors and association staff joined in a discussion on Local Control Funding Formula, and the accompanying Local Control Accountability Plan, that serves as the new funding mechanism for California's K-12 students.

Additionally, the leaders developed topics for future discussion that may serve as projects and joint efforts to be taken on by the Institute for Local Government with support from the partner associations (League of California Cities, California State Association of Counties and the California School Boards Association). CCS' past efforts were noted to include safe routes to school, school/community partnerships, and nutrition and health.

This group emerges as a Leadership Council in an unincorporated status after being an independent 501(c)3 for 18 years. The operational efficiencies from this change in status allow the leaders to deeply impact communities and support collaboration among city, county and school agencies and officials in providing more efficient and effective programs and facilities to serve California's children and families.

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## California City Solutions: Live Healthy Dublin Empowers Residents and Creates Better Quality of Life

*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](#). Live Healthy Dublin was submitted in 2014 for the Health and Wellness Programs award category.*

The city of Dublin's Parks and Community Services Department began providing a health and fitness program in spring 2013 to motivate its community to live healthy. This led the Dublin City Council to create a healthy living initiative that encompasses events and opportunities for residents to engage in healthy eating, fitness and fun competitions. Each spring, the annual Live Healthy event creates teams to bring residents together and challenge each other to eat better, get active and lose weight.

The Dublin City Council prioritized healthy lifestyles and wellness issues for the community in 2012. In response to the national obesity epidemic, the council crafted an initiative to increase the health and quality of life for all Dublin residents. City staff also developed a program to engage the community (youth, residents, businesses), while making use of the city's amenities — numerous parks and trails; fitness classes and activities; and many health options in town. The city council also recognized that socialization is a contributing factor in an individual's physical fitness success. Having a support network of people to cheer participants on, hold them accountable, and support them in meeting goals is very motivating.

The Parks and Community Services Department partnered with a nationwide, team-centric, online wellness firm to create the [Live Healthy Dublin](#) program to motivate, educate, and empower its residents to have healthier lifestyles. Through the 10 Week Wellness Challenge, residents formed teams of two to 10 participants to work together on fitness goals. Sponsorships from ValleyCare Health System and Kaiser Permanente enabled the city to offer the program for just \$5 per person. Participants received a training t-shirt, subscription to a fitness/lifestyle magazine and online access to helpful related resources. They recorded weight loss and their daily physical activity minutes. By joining up with friends, family members, neighbors, and co-workers, the program successfully helped people meet mutually-beneficial goals.

City staff promoted the program through the local school district, as well as many locally based business corporations. The challenge featured 486 participants, devising 102 teams. To allow teams to jump-start their physical activity, the program kicked off at the City of Dublin's St. Patrick's Day Festival and annual "Shamrock 5K Fun Run/Walk." Throughout the 10 weeks, participants were also invited to attend workshops or health clinics produced by some of the city's health-related businesses, including Koko FitClub, the Fit Potato, Get Fit Yoga, Jazzercise, Rockin' Jump, and Trail Trekkers. The event concluded with an awards ceremony at the end of May, celebrating the teams who achieved the greatest weight loss and spent the most time in physical activity.

Participants lost more than 578 pounds total with the top 25 teams spending more than 30 hours in physical activity per team member. Challenge organizers sent a survey to the participants following the 10 Week Wellness Challenge. Eighty-nine percent of respondents reported that they achieved at least some of their goals; 83 percent found the team aspect of the challenge to be helpful in becoming healthier; while 72 percent found that the personal website was helpful in their journey to achieve better health. At a city-sponsored event in 2014, a 2013 participant reported that she began her fitness and weight loss journey with the Live Healthy Dublin "10 Week Wellness Challenge" and she has since lost 85 pounds.

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