

Sept. 10, 2015
Issue #85

IN THIS ISSUE:

Page 3: Ticket Amnesty Program Informational Sessions Scheduled Next Week for Local Partners

Work on Transportation Funding Solution to Continue through Joint Conference Committee after Legislature Adjourns

Fix Our Roads Coalition Remains Engaged in Effort to Fund Much Needed Road Repair and Maintenance

As the first year of the legislative session comes to a close, it is becoming apparent that there will not be an agreement on how to address the significant transportation funding shortfall. However, the special session on transportation funding will not end when legislative leaders hit their gavels to adjourn the 2015 legislative year tomorrow night. Instead, Assembly Speaker Toni Atkins (D-San Diego) and Senate President pro Tem Kevin De León (D-Los Angeles) announced on Wednesday afternoon that they would call a conference committee on transportation which will meet this fall after the regular session. *For more, see Page 2.*



Gas Reduction Targets Removed from Clean Energy and Pollution Reduction Bill

All eyes in the Capitol were tuned to the Cal Channel at 5 p.m. Wednesday for a last-minute news conference with Gov. Jerry Brown, Assembly Speaker Toni Atkins (D-San Diego) and Senate President pro Tem Kevin De León (D-Los Angeles). The three gathered the Capitol Press Corps to announce that the ambitious gas reduction mandate had been taken out of De León's [SB 350](#). He wanted a 50 percent reduction in petroleum usage by 2030. *For more, see Page 2.*



CSCDA Issues \$33.7 million in Tax-Exempt Bonds for Affordable Apartment Units in Escondido

The [California Statewide Communities Development Authority](#) (CSCDA) on Sept. 4 announced that it has issued \$33.7 million in tax-exempt multifamily affordable housing bonds for the [Cypress Cove Apartments](#) in Escondido. Some of the most significant benefits of League membership for cities since 1988 have flowed from the League's co-sponsorship with CSCDA. This program provides a variety of public agencies and developers access to low-cost, tax-exempt financing and economic development tools. *For more, see Page 2.*

'Transportation' Continued from Page 1...

Gov. Jerry Brown also spoke when the announcement was made and acknowledged the [Fix Our Roads Coalition's](#) efforts. [The Sacramento Bee](#) quoted him saying, "The roads are going to get fixed. People are going to spare the money, whether it takes a week, a month, a year or two."

The coalition, which comprises the League, the California State Association of Counties, the California Alliance for Jobs and representatives from local government, labor, business and transportation, issued a [press statement](#) late yesterday afternoon: "We want to thank the Governor and legislative leadership for their pledge to continue the fight to come up with a transportation funding and reform package. We support the call for a conference committee to meet over the coming weeks. As the Governor pointed out, our broad coalition of local government, business, labor, and transportation advocates will intensify our efforts to push for a compromise agreement. Californians expect and deserve solutions to fix our deteriorating roads."

Conference committees are comprised of Republicans and Democrats from both the Senate and the Assembly. Those members are empowered to negotiate on behalf of their caucuses. The League will update members on the committee once the members are officially appointed by Speaker Atkins and the Senate Rules Committee.

The Fix Our Roads Coalition formed when the Governor called the special session on transportation back in June. It put forward a \$6 billion plan, with revenues split equally between the state and local governments, which would fund the preservation and maintenance of the road system. The Governor last week released [his own proposed framework](#) that was built on ideas formed by the Fix Our Roads Coalition and both legislative caucuses. The package would provide \$3.6 billion annually to address both the road system and transit needs.

Next Steps

It is not easy to keep the legislature focused on legislation during the fall, a time typically spent in their districts with constituents. Cities should continue to stress the importance of addressing the significant transportation funding shortfall when they see legislators. Once the conference committee membership is announced, the League and the Fix Our Roads Coalition will share additional details on how cities can help move this discussion forward.

'SB 350' Continued from Page 1...

The announcement marks the first real defeat for the four-term California governor who has made addressing climate change a hallmark of his current tenure in office. This late-breaking amendment is the result of pressure exerted by moderate Democrats who would not support SB 350 in its current form.

Questions remain however on whether the gas reduction mandates stripped from SB 350 are in fact necessary for the Governor to achieve such standards. The [California Air Resources Board](#) has broad regulatory authority to reduce emissions, which could ultimately lead to a reduction in gas consumption. In addition, the Governor in April issued an [executive order on Greenhouse Gas Reduction](#) to cut emissions to 40 percent below 1990 levels by 2030. Federal standards through the [Corporate Average Fuel Economy](#) require vehicle manufacturers to comply with the gas mileage standards set by the Department of Transportation.

Significant provisions remain in SB 350 to address climate change by 2030. It still would mandate a 50 percent increase in energy efficiency in existing buildings, as well as an increase in the renewable portfolio standard for utilities from 33 to 50 percent in that time frame.

'CSCDA Bonds' Continued from Page 1...

Cypress Cove Apartments is an acquisition and rehabilitation of 200 multifamily affordable housing units by Bear Valley Housing Associates, LP. The project sponsor is [Community HousingWorks](#). Cypress Cove will continue to be 100 percent affordable and provide 50 one-

bedroom, 98 two-bedroom, and 50 three-bedroom units to low-income families in Escondido.

CSCDA and Community HousingWorks partnered with Union Bank to provide \$33.7 million in tax-exempt multifamily affordable housing bonds for Cypress Cove. The rehabilitation will include new roofs and windows, upgrades to bathrooms and kitchens, new interior and exterior paint and the remodeling and reopening of the community center which has been closed for years. The financing of Cypress Cove 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.

Ticket Amnesty Program Informational Sessions Scheduled Next Week for Local Partners

Program Could Help Cities Recover Portion of Unpaid Ticket Fines

The Judicial Council next week will hold two webinars in preparation for the Oct. 1 launch of the statewide traffic tickets/infractions amnesty program. The webinars are for local partners, advocacy groups and other interested parties and will provide an overview of the program and available resources. Administering agencies and stakeholders will also have an opportunity to pose questions to subject matter experts.

Through the amnesty program, people with unpaid traffic and non-traffic infraction outstanding tickets will be eligible to pay their fines at significantly reduced rates. Local agencies will recover proportional amounts from funds collected.

The most recent version of the FAQ and Program Guidelines are available [online](#).

Webinar Details

Tuesday, Sept. 15
10:30 a.m.-noon or 1:30-3 p.m.

Thursday, Sept. 17
11:30 a.m.-12:30 p.m.

To register for one of the informational sessions, please provide the following information to the Judicial Council's Revenue & Collections Unit at amnesty@jud.ca.gov:

- Name of participant(s)
- Court/county/vendor/stakeholder name
- Email address and phone number

Registrants will receive WebEx and conference line details prior to the sessions, as well as any relevant materials.

Questions regarding amnesty or the informational sessions can be submitted to collections@jud.ca.gov.

Additional Background

The new program, which is set to run Oct. 1, 2015-March 31, 2017, is expected to produce significantly higher revenues, upwards of \$150 million, because of the longer timeframe as well as changes in the incentives offered.

The amnesty rate of 50 percent will be standard; however, low-income individuals on public assistance can be eligible to pay only 20 percent to eliminate their traffic and non-traffic infraction debt. Participants will also be able to close out their debt through either a lump sum payment or a series of payments. One additional incentive offered under the new guidelines, allows participants to get their driver's license back upon entering the repayment program (as opposed to upon completion of the payments).

The Judicial Council has produced a [video](#) about the amnesty program. Additional information is available on the Judicial Council's [website](#).
