

**Feb. 26, 2016**  
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**Senate Pro Tem de León Presents \$2 Billion Homeless Housing Funding Proposal to Senate Budget Committee**  
*League Representative Testifies in Support*

A parade of speakers lined up at a lengthy hearing of the Senate Budget Committee Thursday to support Senate leader de León's call for increased state funding for rapid rehousing and permanent supportive housing to respond to California's growing homelessness crisis. *For more, see Page 2.*



**Cities Encouraged to Complete Survey to Update Local Streets and Roads Assessment Needs**  
*Participate by March 18*

The League of California Cities® is in the process of updating the California Statewide Needs Assessment study to help with efforts to protect transportation funds and advocate for increased funding for local streets and roads maintenance. Cities are urged to participate in the survey to update the data that was provided in 2014. *For more, see Page 4.*



**Webinar Scheduled to Provide Help for Cities Addressing Homelessness**

Registration is now open for a League-hosted webinar intended to provide cities with information on fundamental tools for addressing homelessness at 2 p.m. on March 16. *For more, see Page 5.*

Among the proposals under discussion in Sacramento is the bipartisan "No Place Like Home" Initiative championed by Senate President pro Tem Kevin de León and former pro Tem Darrell Steinberg. While the full details of the proposal have yet to be released, the framework includes \$2 billion in bonds to construct permanent supportive housing for chronically homeless persons with mental illness and \$200 million, over four years, to provide supportive housing in shorter-term rent subsidies.

De León said that some told him to let cities and counties alone deal with the crisis, but that he ultimately decided that homelessness could not be confronted by federal or state or local government alone.

"This is everybody's issue," de León said.

Steinberg, discussing No Place Like Home, said that "housing first is not housing alone." Rather, he said, it's "housing as the literal foundation to provide services to people."

The League of California Cities<sup>®</sup> has announced its [support, in concept](#), for [No Place Like Home](#), which would re-purpose bond money from Prop. 63, the Mental Health Services Act, to create supportive housing.

League Legislative Representative Jason Rhine on Thursday told the Senate's Committee on Budget and Fiscal Review that homelessness has reached crisis levels.

"It's uplifting to see that the state is going to step in and provide significant resources," Rhine told the committee during public comment. "(During the two hearings this week), we haven't heard people say, 'We need new programs.' Local governments need funding, and we need flexibility."

### **Local Officials Describe Challenges and Efforts**

At Thursday's hearing, Senate Budget Committee members also heard from several local government officials describe the responses taken to homeless in their communities.

Emily Halcon, the city of Sacramento's homeless services coordinator, shared with senators the perspective of "local governments who are grappling to both provide meaningful assistance for some of our most vulnerable citizens while also ensuring the public health and safety of the larger community."

"While national data as well as the data we have locally objectively tells us that the number of people experiencing homelessness overall is decreasing or at least staying consistent, in Sacramento, like many communities throughout the state, it certainly doesn't feel that way," Halcon said.

"We are hearing about homeless encampments in residential communities far from the central city who two years ago would have never seen a homeless camp in their parks; we are daily getting calls from concerned business owners feeling the impacts of the unsheltered homeless population on their bottom line; and perhaps most importantly, the people we encounter on our streets seem to be more sick, we find them more disconnected from services and needing significant help and support as they look to change the situation they find themselves in."

A city of Sacramento analysis of its spending on homelessness found that in FY 2014-15, it spent more than \$13.6 million on homelessness in city funding alone, almost all of that from its general fund.

Halcon said that Sacramento remains committed to housing as the only real solution for homelessness and, in turn, the only one that will reduce the impacts homelessness on the city at large.

“(The analysis) also underscores the need for collaborative, regional approaches that recognize both the transitory nature of homelessness but also the myriad of services and interventions needed for real, impactful change,” she said.

Assembly members heard much the same message from Miguel Santana, chief administrative officer for the city of Los Angeles and Phil Ansell, director of Los Angeles County’s homeless initiative.

Los Angeles County stands as the “epicenter” of the crisis, in de León’s words, with a homeless population of more than 41,000 men, women and children.

The cost to solve homelessness there is estimated at \$429 million over five years, not counting construction costs, according to the county. It and the city recently released plans developed in concert, which will result in a coordinated approach to homelessness for the first time.

The city plan calls for spending \$1.87 billion over 10 years, while the county has committed \$100 million, including \$42 million over the first 12 months.

Among the many facets are preventive care, subsidized housing, plans to increase the minimum wage, case management, coordinated entry system and collaboration with community partners.

“These numbers are too big to solve by ourselves, but small enough that we can solve this problem if we work together,” Ansell said.

### **“Housing First” is a Key Strategy**

At the Senate Hearing, and at another hearing held in the Assembly earlier in the week, on Monday, much of the discussion centered on the strategy of “housing first.” Housing first has become central tenant of federal programs and to the approach taken by many states, counties and cities. The idea is to first get individuals off the streets into shelter, then work on addressing various issues that contributed to them being on the streets. This approach has experienced considerable success in Utah, which has seen a 90 percent reduction in homelessness over the past decade, and cities like Long Beach, to end or significantly reduce the number of homeless veterans on their streets.

Sen. Holly Mitchell, who recently took part in a fact-finding mission to Utah, said that state’s success is rooted in a bipartisan effort with county, city and state officials “all singing the same song.”

“Housing first is the best, most human, most appropriate use of public dollars,” Mitchell said during the Senate hearing.

This philosophy was also conveyed in the hearing held earlier in the week in the Assembly, by Sharon Rapport, associate director of the Corporation for Public Housing, who conveyed to Assembly members that research has shown that quickly placing homeless individuals in housing also reduces emergency room and in-patient hospital stays and recidivism.

Under that broader philosophy, Rapport said that permanent supportive housing is an appropriate intervention for about 30 percent of the homeless population defined as chronically homeless, defined by HUD as experiencing at least four episodes of homelessness during the past three years or suffering from a disabling condition.

For others, rapid rehousing paired with services represents the better option.

Both have better than a 90 percent success rate, Rapport said. That is, if providers can get homeless men, women and children into housing, which requires both available housing and often intensive outreach to coax homeless people into housing.

## League Priority

Addressing chronic homelessness is included in the League's [strategic priorities for 2016](#) and federal priorities and as part of this year's work plan for two of its policy committees.

The League announced its support for the plan after the policy committees unanimously recommended — and the board later approved — a series of guiding principles drafted after a series of teleconferences with an informal working group of city staff and elected officials from 19 cities.

The principles include supporting additional funding for a number of pressing needs, including affordable housing and mental health and drug treatment, as well as first responder training and technical support. Other principles include advocating for programmatic flexibility, incentivizing regional cooperation and making housing placement as a priority for programs discharging people from medical care or incarceration.

Among other steps, the League has begun developing a homelessness solutions [webpage](#) for its members and, on March 16, will host a [webinar](#) during which state and federal officials will cover basic programs and best practices.

When recently announcing the League board's support for Sen. de León's proposal, said: "We really like the concepts Sen. de León has put forward, so we want to indicate our support for his efforts," said Michael. "California cities are at ground zero of the state's homelessness crisis and need concrete solutions and financial support from the state such as the No Place Like Home Initiative. It proposes to combine significant state funding with local innovation to help the homeless with emergency and permanent supportive housing. This issue can only be solved when cities have the flexibility to work collaboratively with their regional local government partners, nonprofits and faith-based institutions. This proposal is a giant step in the right direction."

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### 'LSR survey' Continued from Page 1...

Data collected will be used to provide reports to Gov. Jerry Brown and the Legislature as the League and local government and transportation partners seek additional funding for local streets and roads, as well as non-pavement assets including sidewalks, lighting, and traffic signals, in future budget years.

To complete the survey for your city, visit [www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org) and click the button that says, "Click here to participate." Each city should have received a letter on Jan. 15 with log-in information and a password. If your city did not receive this information, please contact [Mimi Liao](#).

March 18 is the deadline to take the survey. View the sample letter and instruction [document](#) to learn more about the survey process.

The survey asks for updates on the following categories:

- Contact Person from your Agency;
- Pavement condition data;
- Bridge data;
- Safety, traffic, and regulatory data; and
- Funding/expenditure projections.

Your city's participation is needed to get to 100 percent. The 2012 study identified a funding shortfall of over \$82.2 billion for local streets and roads. To view the 2012 survey and the 2014 update, visit the [www.SaveCaliforniaStreets.org](http://www.SaveCaliforniaStreets.org) website.

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'Webinar' Continued from Page 1...

Amy Sawyer, U.S. Interagency Council on Homelessness regional coordinator, and Cindy Cavanaugh, assistant deputy director, homeless and housing policy, for the California Department of Housing and Community Development, will walk participants through data, trends, core solutions, funding opportunities and local, state and federal roles in creating an effective response to homelessness.

The webinar is free for member cities. The deadline to register is noon on March 15. To sign up, [please click here](#). One connection will be available per city.

Addressing chronic homelessness is one of the League's [strategic priorities](#) for 2016.

On Feb. 18, the League board of directors [voted to approve](#) a series of policy principles on homelessness. Examples include advocating for: affordable housing, mental health, drug treatment and first-responder training; funding that is flexible and incentivizes regional cooperation; making housing placement a priority of programs that discharge people from care or incarceration; and policies or legislation that enhance the use of housing vouchers.

The principles were drafted based on teleconference discussions with an informal homelessness working group, composed of city staff and elected officials from 19 communities around the state, and unanimously recommended to the board by the Housing, Community and Economic Development Policy and Community Services Policy Committee.

March 15 at noon is the deadline to [register for this webinar](#). This webinar is free for League members; \$100 for non-members. One connection will be available per city. For registration questions, please contact [Megan Dunn](#).

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## **2016 Municipal Finance Institute Call for Sessions**

*Deadline to Submit Proposals is April 8*

The League of California Cities® is seeking session proposals for the 2016 Municipal Finance Institute being held Nov. 30–Dec. 1 at the Monterey Marriott.

The League wants feedback on:

- What timely and relevant Municipal finance related content should be presented?
- What controversial issues are cities currently facing?
- Who would be an excellent presenter to speak and share knowledge?

The program planning committee will consider the educational value of each proposal and the extent to which it presents new and or significant information. The committee especially encourages submissions from new presenters with strong subject matter expertise.

Ideas fully complete and submitted through the [online](#) proposal form by the deadline of Friday, April 8.

Submittals must include the following:

- Your name and contact information (phone and email);
- A brief title (10 word maximum) and explanation of your idea (100 word maximum); and
- Suggested speaker(s) with name, title, city/firm/company.

Please contact [Brian Sanders](#) with any questions.

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## California City Solutions: Santa Barbara Creates Plan to Protect Pedestrian Safety in Neighborhood Transportation Plan

*This story is part of an ongoing series featuring Helen Putnam Award entries. The 2015 entries are available on the League's website as a resource for cities in a searchable database called [California City Solutions](#). City of Santa Barbara's Eastside Neighborhood Transportation Management Plan was submitted in 2015 for the Public Works, Infrastructure, and Transportation award category.*

The city of Santa Barbara is known as a fairly safe community but earlier this decade the city council began to receive concerns from residents about pedestrian safety. After a speeding vehicle fatally struck a pedestrian while crossing the street in the crosswalk in October 2011, the Santa Barbara City Council tasked the Public Works Department with developing a pedestrian and traffic safety plan. The department conducted a wide outreach effort and held many workshops to identify areas of concern and action steps on how to address them, resulting in the [Eastside Neighborhood Transportation Management Plan](#) (NTMP).

The Public Works Engineering Division started with a plan to improve safety at the incident intersection and one further down Milpas Street. During the decision making process for these improvements, the Santa Barbara City Council learned that residents on the Eastside wanted a larger transportation planning effort focused in their neighborhood. In September 2012, the city council directed the Public Works Transportation Division to move forward with a safety plan for the whole Eastside area called the Eastside Neighborhood Transportation Management Plan (NTMP).

The goal of the plan was to improve neighborhood livability by addressing pedestrian and traffic safety issues. This included five major objectives:

1. Engage the diverse Eastside neighborhood regarding pedestrian and traffic safety concerns by using a multimedia approach and innovative communication strategies.
2. Identify existing traffic safety issues through crash analysis and provide traffic engineering solutions to address those issues.
3. Establish and prioritize the neighborhood's pedestrian and traffic safety concerns.
4. Inform and educate the adjacent neighborhoods about this Eastside NTMP process and the potential effects on other neighborhoods.
5. Propose short and long term improvements responsive to the neighborhood, and address the identified safety issues.

The Public Works Transportation Division conducted a multi-prong bilingual outreach effort to understand the neighborhood's concerns related to traffic, pedestrian, and bicycle safety. The outreach effort began on Feb. 2, 2013 with the Eastside Listening Workshop held at Franklin Elementary School. Following the meeting, the department sent the bilingual online Eastside Resident Neighborhood Survey which was made available through various neighborhood resources and outlets, and send a bilingual elementary school survey packet sent home with students who attend schools in the Eastside area. Additionally, the city's traffic engineer performed a Traffic Safety Analysis on the area.

As a result of the resident's feedback six key needs were identified to improve pedestrian and traffic safety:

1. Improved street lighting;
2. Better walking experience;
3. Reduced vehicle speeds;
4. Bicycle amenities;
5. Increased outreach on rules of the road; and
6. Improved bus stops.

The Traffic Safety Analysis helped to identify if there were any trends and/or patterns that could be addressed with engineering solutions. While few patterns were identified that suggested safety problems, the Traffic Engineer did have concerns at three intersections that could benefit from pedestrian enhancements.

After the Transportation Division heard from the Eastside residents, an additional workshop, the Eastside Approach Workshop, was held to provide residents with potential solutions to their concerns. The city's traffic engineer shared his suggested pedestrian safety improvements at the three intersections he cited as a concern in the Traffic Safety Analysis. An additional survey was distributed at the workshop for immediate resident feedback on the solutions and the priorities of those improvements.

All of the outreach efforts, traffic safety analysis, neighborhood concerns, and solutions were summarized in the Eastside NTMP. There were 18 planned tasks identified that could be accomplished within the city's existing Streets/Transportation Capital Improvement Program and Operating Budget. There were 10 infrastructure related projects that were identified as priorities, but that did not have immediate funding available. Overall, the plan was highly successful in involving the neighborhood and improving transportation planning based on the needs identified by the community.

In July 2013, the Santa Barbara City Council approved the Eastside NTMP unanimously. Since then, the city has improved street lighting, enhanced the walking experience, reduced vehicle speeds, added bicycle amenities, increased outreach, and enforced rules of the road.

The planned tasks highlights included:

- Infrastructure Improvements
  - Haley Street Bike Lane connecting downtown from Chapala Street to the Eastside at Alisos Street.
- High visibility crosswalk was painted at the intersection of Montecito and Alisos Streets.
- Red painted curb was extended at the intersections of Alisos and Cacique, Alisos and Carpinteria (plus a high visibility crosswalk), and Alisos and Quinientos.
- Safe Routes to School Cleveland Project: Intersection realignment and pedestrian rapid flashing beacon installed.
- Pedestrian refuge islands installed along six intersections in the Eastside near Franklin and Adelante Schools.
- 30 mph traffic signs near Franklin and Adelante Elementary Schools were removed and replaced with 25 mph signs.
- Sidewalk repairs have been completed throughout the Eastside neighborhood.
- Rules of the Road Education
  - May 2013: Eastside Rides - Bicycle Street Skills and Helmet Distribution/Fitting.
  - September 2013: Franklin Safe Routes to School Bicycle Rodeo and Helmet Distribution/Fitting.
- September 2013: S.B. Junior High for the Family Day and Health Fair — Bici Familia — Bicycle Street Skills and Helmet Distribution/Fitting.
- December 2013: A Bike 4 Christmas — Bicycle Street Skills and Helmet Distribution/Fitting.
- Rules of the Road Enforcement
  - April and October 2013: Targeted traffic enforcement near schools in the Eastside.
  - September 2013 and March 2014: A speed radar trailer was placed along various streets in the Eastside.

Funding has been secured for the following capital projects that were identified in the Eastside NTMP as priorities:

- \$240,000 of General Fund monies to retrofit all the existing street lights in the Eastside to LED and add approximately 14 new lights. This project will be completed by spring 2015.
- \$7,242,000 from the California Transportation Commission's Active Transportation Grant Program for the following Safe Routes to School projects:
  - Montecito — Yanonali Bridge Replacement and Pedestrian Enhancement Project.
  - Cacique/Soledad Streets Pedestrian/Bicycle Bridges over Sycamore Creek and Pedestrian Enhancements Project.
  - Lower Milpas Street and Puerto Vallarta Sidewalk and Lighting Project.

These projects will be completed in the summer of 2017.

- \$140,000 in funding from the Community Development Block Grant Program for access ramps along Voluntario Street. This project will be completed in spring 2015.

The Eastside NMTP is a great model for community and stakeholder outreach, technical analysis, and simplicity of implementation. The stakeholder outreach, especially to the partnering schools, was a crucial outlet to distributing outreach materials to and feedback from Eastside families. Having such robust community outreach effort with stakeholder support proved to be very important in obtaining funding for capital projects. Although not all of the improvements are complete, the city has made major strides in the neighborhood livability with respect to traffic, pedestrian, and bicycle related improvements.

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