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Imperial County Tops in Local Road Project Awards

City of Commerce, Windsor, San Diego and Los Angeles County Also Recognized

The County Engineers Association of California and the League of California Cities® Public Works Officers' Institute today announced the winners of the 2017 Outstanding Local Streets and Roads Project Awards at their annual spring meeting in San Diego. The five winners, two counties and three cities, were recognized for their extraordinary efforts to preserve and improve the overall quality of the local streets and roads system. Imperial County is the overall winner with the city of Commerce, the town of Windsor, the city of San Diego and the county of Los Angeles also winning in specific categories. Full descriptions of the winning projects and finalists can be found at www.cacities.org/2017LSRAwards. For more, see Page 2.



Arvin Mayor Jose Gurrola, Wasco Council Member Alex Garcia and the Fix Our Roads Coalition Hold Bakersfield Press Conference to Urge Legislature to Pass Transportation Funding Package

The Longer They Delay, the More We Pay

Local government, state government, labor and business leaders once again held a press conference to call on legislators to pass a transportation funding package. Thursday's event in Bakersfield was the second of three being held by the [Fix Our Roads](#) this week. Another will be held on Friday in Fresno. For more, see Page 3.



REMINDER: 2017 Helen Putnam Call for Entries

Submit Entries by April 13

There are still a few weeks to prepare your city's entries for the 2017 Helen Putnam Award for Excellence program. For more, see Page 4.

Sponsored by the League of California Cities, California State Association of Counties (CSAC) and County Engineers Association of California, (CEAC) the Outstanding Local Streets and Roads Project Awards Program recognizes best practices that reduce waste and costs and can be replicated by other jurisdictions. The awards are also an acknowledgement of the cities and counties that promote sustainability in the local transportation system.

"Local governments really do have this 'can-do' spirit, especially when facing difficult conditions," said Jay Spurgin, president of the League of California Cities Public Works Department and the public works director for the city of Thousand Oaks. "We see it on a daily basis, but I don't think the general public recognizes it. So it's good to celebrate some of these achievements in a more public fashion."

"This year, with all the storm damage to our local streets and roads, it's even more important to recognize the need to provide adequate resources for our transportation projects, as well the value that these projects provide to our local communities," said John Presleigh, president of the County Engineer's Association and the Santa Cruz County public works director. "The public and policy makers need to know that when we have the resources, we can provide the highest level of service on our streets and roadway systems for our local communities."

Overall Winner

Imperial County: Salton City Roadway Project

Imperial County is committed to improving the overall quality of its road system in the most cost-effective, environmentally beneficial and safest manner. In keeping with the county's commitment, the 2.8-mile Salton City Roadways project employed a sustainable engineering approach that strengthens or recycles existing on-site materials instead of the more costly and more environmentally detrimental remove and replace construction method.

This project achieved the following impressive environmental benefits:

- Sixty-seven percent recycled asphalt pavement (RAP) usage, recycling 11,043 tons of existing asphalt assets;
- Conservation of 24,774 tons of non-renewable aggregate resources;
- Landfill avoidance of 13,594 cubic yards of subgrade soils;
- Elimination of 4,701 heavily loaded trucks exporting and importing materials to the project site, along with their associated wear and tear on roads, traffic congestion, fuel, oil, energy usage; and
- Greenhouse gas emissions cost savings of over \$1 million.

The Salton City Roadways project is an example of how the expertise of public works engineers helps solve the financial and environmental challenges with asphalt pavement infrastructure.

Efficient and Sustainable Road Maintenance, Construction and Reconstruction Projects

City of Commerce: Eastern Avenue Pavement Rehabilitation Project

Not a traditional pavement rehabilitation design and construction project, the work on Eastern Avenue involved extensive coordination with local businesses to ensure the roadway remained open and took into account the impact on the community. The city executed the project with a limited budget and condensed timeframe using an environmentally sustainable and cost-effective approach. Originally estimated to cost Commerce \$2.3 million, the project ultimately totaled \$1.5 million by using reclaimed asphalt concrete pavement instead of traditional techniques for the project. Saved resources were then invested in additional street rehabilitation projects that improved quality of life for residents.

Complete Streets Projects

Town of Windsor: Old Redwood Highway Improvement Project

Bell Village, the developer of Oakmont Senior Living, initiated the Old Redwood Highway improvement project, which is a model of a successful public-private partnership with benefits for

the greater local community. Oakmont agreed to make improvements to the entire width of the Old Redwood Highway for the full length of the project. The town of Windsor agreed to reimburse Oakmont for the non-project side of the highway improvements in the form of development impact fee credits.

Old Redwood Highway now features green bike lanes, extra wide sidewalks, two roundabout-controlled intersections, LED streetlights, reverse angle parking, elevated walkways to protect the root structure of some of the heritage oak trees, stormwater drainage units and two pedestrian activated rectangular rapid flashing beacon warning systems at crosswalks. This complete street project's innovative features significantly improve safety and access for the pedestrians, bicycles and vehicles, which will benefit residents and visitors well into the future.

Safety or Intelligent Transportation System Projects

City of San Diego: Mira Mesa Phase 1 Adaptive Traffic Control System

Activated in summer 2016, Mira Mesa Phase 1 adaptive traffic control system is the city of San Diego's most complex system deployment designed to improve traffic flow, reduce travel times, lower greenhouse gas emissions and enhance safety in a traffic-congested area. The InSync traffic control system was already in use at nine intersections on Lusk Boulevard where the technology reduced travel times by 24 percent, stops by 61 percent and fuel consumption by 24 percent. These results led the city to install InSync at an additional 11 intersections, including three controlled by Caltrans, for the Mira Mesa Phase 1 project. The project employs high capacity Ethernet radios with HD video transfer capabilities to bridge communication gaps between several signals. Completed by San Diego's Special Projects Team in less than two months, Mira Mesa Phase 1 is an example of inter-agency cooperation that established a future framework for city of San Diego/Caltrans projects.

Efficient and Sustainable Bridge Maintenance, Construction and Reconstruction Projects County of Los Angeles: Bridge Capacity System

Collaborating with Caltrans and the Federal Highway Administration (FHWA), the County of Los Angeles Department of Public Works developed an innovative, cost-effective and user-friendly program for California regulatory agencies to process oversize overweight transportation (OOT) permits.

The partnering agencies created the web-based Bridge Capacity System (BCS) to streamline the review process. BCS provides local regulatory agencies an efficient process to comply with OOT permit requirements that protect existing bridges, ensure public safety, and improve the sustainability of local bridges. Its functionality can verify inputted weights of a permit vehicle against the load carrying capacity of all bridges on a route and check bridge clearances to prevent truck collisions with superstructures. Staff of any engineering experience can conduct a highly technical review in a quick and effective manner. The BCS functionality helps reduce the probability of over usage to preserve and protect our local bridges for commuter safety and the program collects data from the most highly crossed bridges to analyze mitigation and funding needs for future bridge maintenance.

'Press Conf' Continued from Page 1...

Gov. Jerry Brown, Senate President pro Tem Kevin de León (D-Los Angeles) and Assembly Speaker Anthony Rendon (D-South Gate) set an April 6 deadline to pass a transportation funding package. The clock is ticking before the Legislature adjourns for its spring recess and the Fix Our Roads Coalition, of which the League is a founding member, is sending a clear message to Sacramento: "The longer they delay, the more we pay."

This past winter 2017 showed once again how desperate California's transportation infrastructure needs are as roads crumbled under the weight of heavy rains, mudslides and falling trees. The message came loud and clear that infrastructure must be regularly maintained to prevent small problems from becoming larger and more expensive to fix. For far too long, California has neglected regular road maintenance and upkeep, which is costing California drivers.

The Fix Our Roads Coalition did a [live stream](#) of the event on Facebook.

The coalition supports a transportation funding package that would raise at least \$6 billion annually. That is what is needed to begin to make a dent in the enormous backlog of transportation maintenance and improvement projects. At the same time, Fix Our Roads is also recommending accountability provisions to give taxpayers confidence that new revenues will be spent on transportation projects only. Sen. Jim Beall's (D-San José) SB 1 and AB 1, a companion measure by Assembly Member Jim Frazier (D-Oakley), are both supported by Fix Our Roads.

Thursday's speakers included:

- Arvin Mayor Jose Gurrola;
- Wasco Council Member Alex Garcia;
- Kern County Supervisor Leticia Perez;
- Orville Thomas, director of Government Affairs, California Alliance for Jobs;
- John Spaulding, executive secretary of the Building and Construction Trades Council for Kern, Inyo, and Mono Counties; and
- Sharri Bender Ehlert, District 6 director, Caltrans.

'Helen Putnam' Continued from Page 1...

Each year the League of California Cities® honors outstanding work in member cities across the state through the League Partner-sponsored Helen Putnam Award for Excellence program. If your city has done remarkable, innovative work in any of the 12 categories listed below now is the time to get your deserved recognition. It is an opportunity to thank your employees and collaborators, gain the appreciation of your residents and feel proud of outstanding contributions made to better your city.

The award recognizes the successes of California cities as demonstrated by beneficial innovations, resourceful efficiencies, improved public service, and overall enhanced public trust and support. The award also provides a great opportunity to have a community celebration of the good work your city is doing.

Does your city have an outstanding program that delivers efficiency, quality service and innovation? Enter your program at www.helenputnam.org to compete for the recognition it deserves.

Award categories include:

- CCS Partnership Intergovernmental Collaboration Award;
- Community Services and Economic Development;
- Economic Development through the Arts;
- Enhancing Public Trust, Ethics, and Community Involvement;
- Health and Wellness Programs;
- Housing Programs and Innovations;
- Internal Administration;
- League Partners Award for Excellence in City-Business Relations;
- Planning and Environmental Quality;
- Public Safety;
- Public Works, Infrastructure, Transportation; and
- Ruth Vreeland Award for Engaging Youth in City Government.

Additionally, your city can receive the President's Advocacy Award. This prestigious award honors a distinguished program or individual that best advocates for the League's annual strategic priorities. One outstanding winner may be chosen from the 12 categories.

Your city must be a member of the League of California Cities to apply. To qualify, simply demonstrate that your city offered a program or service that has proven measurable and successful within a minimum of one year of actual implementation. Particular attention and credit is given to applications specifically advancing the League's strategic priorities at www.cacities.org/priorities, which are determined each year by the board of directors.

Online entry deadline is Thursday, April 13. Submit your application online at www.helenputnam.org.

Please contact [Melissa Lienau](#) with any questions at (916) 658-8216.

Register Now for the Mayors and Council Members Executive Forum and Advanced Leadership Workshops in June

Join the League of California Cities® in June for the Executive Forum and the Advanced Leadership Workshops. Registration is now open for two excellent back-to-back opportunities for Mayors and Council Members of all tenures. The [Mayors and Council Members Executive Forum](#), taking place in Monterey on June 28–29, will be followed immediately by the [Advanced Leadership Workshops](#) on June 30. There is a separate registration for both events.

June 28–29, Mayors and Council Members Executive Forum

This conference is designed for elected officials and staff who are interested in cutting-edge approaches to challenges facing cities. Learn about a wide range of topics, including affordable housing, voter outreach, technology, council-manager relations, legislative issues, and disaster preparedness. Discover more by viewing the [agenda and full list of educational sessions](#). Register for the [MCM Executive Forum](#) on the League website.

June 30, Mayors and Council Members Advanced Leadership Workshops

For those of you who wish to stay for more education on Friday, then the Advanced Leadership Workshops are for you! Choose between two informative workshops:

- City Finances — What You Need to Know; or
- Exceptional Council for Exceptional Times: Creating a Governance Culture of Civility and Purpose.

Both will be held between 9 a.m.–3 p.m. and come with breakfast and a working lunch. Class size is limited to 120 participants. Review the [announcement and workshop information](#), and decide which workshop to attend.

Register online for the [MCM Advanced Leadership Workshops](#). Early registration is recommended as space is limited.

For more information about the Mayors and Council Members events, please visit the League [website](#).

If you have any questions, please contact [Caitlin Cole](#).

League-Sponsored Bond Agency Issues \$29.6 Million in Tax-Exempt and Taxable Bonds for Guidance Charter School located in Palmdale

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. CSCDA recently issued a total of \$29,580,000 in tax-exempt and taxable bonds for Guidance Charter School located in Palmdale.

About Guidance

Guidance opened its doors in 2001 and is one of the oldest charter schools in California. Enrollment currently consists of approximately 704 students covering grades K-12. Guidance

provides a rigorous educational program that emphasizes the development of basic skills in reading, writing, speaking and computation; development of a repertoire of problem-solving skills, through understanding of technology with a development of global perspectives. Guidance is accredited by The Western Association of Schools and Colleges.

CSCDA partnered Piper Jaffray and Orrick, Herrington & Sutcliffe, LLP to provide the \$29,580,000 in bonds for Guidance. The bonds will be used to acquire and construct an 87,000 square foot educational facility building which will be completed for the 2017–18 school year. The site will house the middle school (grades 6–8) in a separate building on one side of the campus and the high school (grades 7–12) in another building on the other side of the campus. Both schools will share common resources located in the center of the campus, including a library, gymnasium, cafeteria, administrative offices, swimming pool, playing fields and visitor/teacher parking.

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 [CSCDA's website](#) for additional information on the ways in which CSCDA can help your city.

BOE Increases HUTA Rates for Next Fiscal Year

The state Board of Equalization (BOE) adopted staff recommendations and adjusted the price-based motor vehicle fuel tax and diesel fuel tax rates. This is effective July 1, 2017.

These actions were required to comply with provisions of the 2011 Motor Vehicle Fuel Tax Swap which replaced the state sales tax on gasoline with a per gallon excise tax designed to be revenue neutral over time. This component of Highway Users Tax Account (HUTA) revenues to state highway and local streets and roads programs has declined precipitously since the inception of the swap, largely due to the cost of fuel but exacerbated by the fuel swap mechanism. Reforming and stabilizing this tax system is a key component of all of the transportation funding reform proposals under discussion.

The BOE's Feb. 22 action increases the motor vehicle fuel tax by \$0.019 per gallon to \$0.297 per gallon effective July 1, 2017. The excise tax rate on diesel fuel will not change from the current rate of \$0.16 per gallon.

These rate changes were anticipated by the state Department of Finance (DOF) in the Gov. Jerry Brown's 2017–18 proposed budget released in January. DOF's statewide fuel tax collection estimates are the basis for the city-by-city and county-by-county estimates that were released last month. Therefore, the HUTA estimates released in January already take into account this action of the BOE and may be used for budget purposes.

The full updated (March 15, 2017) HUTA FAQ with city-by-city and county-by-county estimates are available through [CaliforniaCityFinance.com](#).

Recent Federal Uniform Grants Guidance Addresses Contracting With Nonprofits *State Controller Issues Letter Highlighting 2 CFR-200 Uniform Grants Guidance*

The state Controller recently issued a [letter](#) to cities and counties designed to increase awareness of federal regulations affecting contracting with nonprofits that were adopted in 2015.

While the prospects of continued federal funding remain challenging, the Controller's letter highlights provisions known as Uniform Grants Guidance (2 CFR 200) that outlines allowable

practices for the reimbursement of administrative, direct and indirect costs incurred by nonprofit organizations in the delivery of services funded through federal dollars.

The regulations replace a number of previous Office of Management and Budget (OMB) circulars that addressed monitoring and management of grant recipients. In addition to addressing the areas of monitoring and management, the regulations impose new requirements with respect to risk assessment and payment of indirect costs (overhead or administrative services) of the nonprofit. Prior to these regulations, a nonprofit's indirect costs were not required to be paid and the allegation is that some agencies did not provide for these costs to be paid or paid them at a rate that was not sufficient for the nonprofit to fully cover these costs.

Under the new regulations, cities are "pass-through entities" and nonprofits receiving the grants are "sub-recipients." The regulations require that the pass-through entities include funding of the nonprofit's reasonable indirect costs at a minimum of 10 percent of the nonprofits total direct contract costs. The pass-through entity can agree to a higher rate but cannot require the nonprofit to accept a lower rate. There are two exceptions: where the nonprofit has negotiated a rate with the federal government or there is a specific rate in the federal statute that created the funding source. The negotiated or statutory rate applies in these two cases.

It is difficult to assess the financial impact on cities as this would appear to vary from grant to grant and from nonprofit to nonprofit. However, it appears clear that the intent of the regulations is to provide for reimbursement at the 10 percent rate at a minimum. Because previously this was not a requirement, cities administering federal grant funds may have varying reimbursement practices.

Cities that receive federal dollars and contract with nonprofits for the delivery of services with those funds should review the Controller's letter and the recently revised federal requirements.

Webinar on State Treasurer's California Business Incentives Gateway for Cities and Counties Scheduled for March 29

The State Treasurer's Office, in collaboration with the League of California Cities[®] and the California State Association of Counties, will be hosting a webinar on the California Business Incentives Gateway (CBIG) on March 29 at 10 a.m. Register at treasurer.ca.gov/cbigwebinar.asp.

CBIG is a single, online application where business owners can find tax credits, fee waivers, training grants, loan guarantees and many other pro-business job growth tools.

Cities and counties are currently being invited to upload descriptions of their programs to CBIG, which in turn will link interested businesses back to local incentive programs. The more local regions that participate, the more valuable the site will be for businesses and economic development professionals. And there is no cost for cities, counties and state agencies to put their business incentive programs on CBIG.

The State Treasurer's Office launched CBIG in December. It is California's first digital marketplace aimed at pairing businesses with the thousands of economic development programs and incentives offered by state and local governments.

Contact the Treasurer's staff at cbig@treasurer.ca.gov or call (916) 651-0260 for additional information on how CBIG can help your city reach more people looking for business opportunities.
